

**HOUSE OF ASSEMBLY.**

Wednesday, July 23, 1958.

The SPEAKER (Hon. B. H. Teusner) took the Chair at 2 p.m. and read prayers.

**QUESTIONS.****COAL AT CRADOCK BASIN.**

Mr. O'HALLORAN—Will the Minister of Works, the Minister in charge of the House in the absence of the Treasurer and the Minister of Lands, obtain a report from his colleague, the Minister of Mines, on what success has attended boring for a worthwhile supply of coal in what is known as the Cradock Basin in the north?

The Hon. G. G. PEARSON—I will ask for a report on that matter.

**BICYCLES AT RAILWAY STATIONS.**

Mr. FRANK WALSH—Has the Minister of Works a reply to the question I asked on June 23 concerning protection for cycles at the Ascot Park and Marion railway stations?

The Hon. G. G. PEARSON—The Minister of Railways has forwarded the following report:—

The Railways Commissioner reports that it is the policy of the Railways Department to provide bicycle racks at suburban stations for railway patrons. The provision of racks at Ascot Park and Marion stations has been approved and the racks will be installed shortly. I regret, however, that it would not be feasible for the department to make provision for the safe custody of the bicycles while they are in the station yards.

**FRUIT FLY CAMPAIGN: DISPOSAL OF FRUIT.**

Mr. DUNNAGE—Yesterday, in reply to a question, the Minister of Agriculture said that 70,000 bags of fruit had been collected during the fruit fly campaign and dumped in the gulf. Can he say whether consideration has been given to any other method of getting rid of such fruit? I suggest that it be sent to the Yatala Labour Prison and made into jam for use at Government institutions instead of being thrown into the sea.

The Hon. D. N. BROOKMAN—Much consideration has been given to other methods of disposing of this fruit, but so far no better way has been conceived. In my reply yesterday to the question of the member for Semaphore I said I would ask that further consideration be given to see whether we could obviate the trouble caused by an odd bag of fruit being washed up on the beach; there

were not a large number of bags. I am investigating this matter to see whether it is possible to improve the method of disposal. The difficulty of disposing of the fruit on land is the danger of infecting other areas. Whether it could be turned into jam safely is a question I will direct to the officers of the Horticultural Branch. I will let the honourable member know what suggestions they offer, but I believe that many considerations make his suggestion impracticable.

**ABORIGINAL MISSIONS.**

Mr. BYWATERS—Can the Minister of Works say what sum is paid to aboriginal missions in this State, particularly church missions and the United Aborigines Mission, for the maintenance of children?

The Hon. G. G. PEARSON—As the honourable member was good enough to tell me this morning that he proposed to ask this question, I have the following information furnished by the Secretary of the Aborigines Protection Board:—

Expenses incurred by the Aborigines Protection Board in connection with payments made to foster parents, institutions, etc., towards the cost of maintaining aboriginal children or as boarding allowances, excluding the cost of clothing, medical attention, fares, school requisites, etc., were as follows:—For 1955-56, £10,913; for 1956-57, £13,918; for 1957-58, £19,638. Estimated expenditure for the financial year 1958-59 is £29,761.

There is a note attached to that statement that further figures regarding certain items which have been excluded from the statement could be obtained, though it would take some time. If the honourable member desires further information I will get it.

Mr. Bywaters—Does the report give the individual amounts for each child?

The Hon. G. G. PEARSON—No, but I will try to get that information for the honourable member.

**HILLS WATER SUPPLY.**

Mr. SHANNON—I wish to ask the Minister of Works a question about two projects which have been investigated and approved by the Public Works Committee. One, which is in the process of being implemented, is the Onkaparinga water scheme, and the other is the link from the Clarendon weir to augment the supply for the districts of Belair, Eden and Blackwood. I have had a number of questions about these schemes from constituents recently, and I ask whether the Government

proposes to make provision in the coming Loan Estimates for both these schemes to proceed. The hope has been expressed that the Onkaparinga Valley Scheme will be completed, and that the link from the Clarendon weir will proceed as far as finances permit. Both schemes are regarded as urgent by the people concerned.

The Hon. G. G. PEARSON—I have seen dockets relating to both matters and I know they are being actively considered. The Loan Estimates are in the final stages of preparation and I am not able to say—nor should I, perhaps, anticipate—what will be provided for, but I will look at the dockets again and let the honourable member have as much information as is available now.

#### HEATERS AT ELIZABETH NORTH SCHOOL.

Mr. JOHN CLARK—A few weeks ago I addressed a letter to the Minister of Education about the installation of room heaters at the Elizabeth North school, and soon afterwards I received a letter from him that heaters had been installed, but I was reliably informed this week that they have been installed in only 19 of the 37 rooms requiring them. This has resulted in real hardship in this cold weather. Will the Minister have the matter investigated with a view to having all rooms supplied with heaters as soon as possible?

The Hon. B. PATTINSON—Yes.

#### NOMENCLATURE COMMITTEE.

Mr. MILLHOUSE—The *Advertiser* of June 21 contained an excellent article headed "New Place Names should be Chosen with Care." One extract stated:—

Present members of the Nomenclature Committee are the Surveyor-General, Deputy Surveyor-General, Chief Draftsman, and a secretary, all of the Department of Lands. These officers all have other important duties and would no doubt welcome permanent and official assistance from, say, the Government Archivist, an expert in the aboriginal languages, an historian, a geographer, and the Education Department. The late Director of Education (Dr. C. A. Fenner) and the late Mr. Travers Borrow, of the Pioneers' Association, used to be on the Nomenclature Committee. But since their deaths in 1955 and 1957 respectively, no Government move has been made to replace them.

Will the Government consider increasing the membership and scope of the Nomenclature Committee?

The Hon. G. G. PEARSON—Yes.

#### BUS ROUTES.

Mr. LAWN—Has the Minister representing the Premier a reply to the question I asked on June 18 about bus routes?

The Hon. G. G. PEARSON—The general manager of the Tramways Trust reports:—

The conversion of the Colonel Light Gardens tram service to bus operation made it possible to absorb the Wayville West service, thereby saving operating expenses without, in our opinion, sacrificing public convenience. Traffic observations show that the service is adequate for the current patronage offering, both in the south-west sector of the city and along the route generally. To re-route the Colonel Light Gardens service along King William Street South and extend the Firls-City service to West Adelaide-Wayville would increase costs, without attracting additional revenue.

#### MAGILL REFORMATORY.

Mr. DUNSTAN—Just after Parliament adjourned last month an announcement was made of plans for the Magill Reformatory. Can the Minister of Works say how those plans were drawn and who was consulted in their preparation, because it has been represented to me by social workers that they are not in accordance with modern reformatory practice? Are the plans completed, and, if so, when will they be referred to the Public Works Committee?

The Hon. G. G. PEARSON—I have not seen documents concerning this matter in my department; therefore I presume that they are still in the Chief Secretary's Department. I am not able to give the honourable member the information he requires now, but I will make inquiries and let him have it later.

#### KIMBA SCHOOL.

Mr. BOCKELBERG—Can the Minister of Education give me any information regarding the building of a new school at Kimba? If not, can he give me some information about craft facilities for the school already there?

The Hon. B. PATTINSON—I cannot give that information now, for I am in the process of considering a programme for schools for the next Loan programme, which I shall be submitting to the Treasurer.

#### DANGER FROM URANIUM DUST.

Mr. FRED WALSH—Recently a report appeared in the daily press concerning a mining engineer from South Africa who, three years ago, was working in a uranium mine in

Portuguese East Africa. He became radioactive and his body reacted positively to a geiger counter. The report stated:—

The mining engineer said:—"We were working underground and on the surface on a mine on the Zambesi River. My first symptoms of uranium poisoning was an aversion to food. Then I got pains in my joints, my eyesight began to fail, my hair turned grey at the temples and began to fall out and my nails became brittle." It was found that he had been inhaling uranium dust which had collected in his body.

A few months ago a committee of experts was set up under the auspices of the International Labour Office for the purpose of studying the effects of radiation in industrial processing and so forth, and while this committee arrived at a code in respect of certain matters it did not complete one regarding mining, but was unanimous in proposing that the Office should, without delay, undertake the study of specific industrial hygiene problems created in uranium mining by external and internal radiation hazards. It gave the highest priority to this question. In view of that report will the Minister of Works obtain a report from the Mines Department on the nature and adequacy of the protection against radiation afforded workers engaged in uranium mining and processing in this State?

The Hon. G. G. PEARSON—I shall be pleased to do that.

#### BIRKENHEAD TUG PENS.

Mr. TAPPING—Some time ago the Public Works Committee recommended the building of tug pens at Birkenhead to obviate the lifting of the bridge, which delays traffic and causes such inconvenience to transport. In view of that and the fact that 25 tugs pass under the bridge daily, can the Minister of Works inform the House when this work is likely to be undertaken by the Harbors Board?

The Hon. G. G. PEARSON—This matter has been referred to me by the General Manager of the Harbors Board and we have discussed it. The cost of the project appears extremely high in relation to the utilitarian benefit to be derived from it. The General Manager believes it will be necessary to build the pens at some time or other but at the moment the Government feels that the diversion of Loan money to this purpose would deprive some other more urgent work of some priority, and has decided to defer this project. The demands for hospitals, education, and water supplies—particularly for country areas—are making heavy demands on Loan funds and expenditure on matters that can be deferred

is necessarily diverted into these channels. That is the Government's Loan programme policy. I recognize that the tug pens would be of considerable advantage to the operation of the harbour, but at the moment it must be accepted that the money is being used for more urgent purposes.

#### PRAWN FISHING.

Mr. JENKINS—My question relates to experiments carried out by the South Australian Fishermen's Co-operative in investigating prawn fishing. It has been reported that commercial quantities were caught. An application was made to the Federal Government for a Government-financed expert investigation into prawn fishing in this State. It was suggested that the Federal Fishing Industry Development Club Fund would be the appropriate channel for financing such research. An application was made to the Minister of Agriculture to suggest that prawn fishing investigations be carried out by the Federal Government. Has the Minister representing the Minister of Agriculture any information on what is being done and whether it is likely that the Federal Government will carry out these investigations? If not, will the State Government do so and on what scale?

The Hon. G. G. PEARSON—Before I transferred from the Ministry of Agriculture this matter was considered. The Commonwealth advised that if the State made a request it would be prepared to consider carrying out research in South Australian waters. I made a request that the Commonwealth carry out such research because our research vessel, the *Weerutta*, was fully occupied in crayfish and other research. I cannot say whether a reply has been received from the Commonwealth but no doubt the Minister of Agriculture, when he returns to the House from the official duty he is performing, will be able to give further information.

#### MINISTER OF WORKS' REPORTS.

Mr. QUIRKE—Until about 1951 or 1952, members always had reports from the Minister of Works on their files, but that practice was discontinued. The reports were always highly informative and valuable. Can the present Minister indicate whether it is intended to restore the practice?

The Hon. G. G. PEARSON—I must confess this is a matter about which I know very little but I will make inquiries and let the honourable member have a reply.

### FERRY APPROACHES.

Mr. KING—Recently a semi-trailer crashed into the river at the Kingston ferry. There have been other instances when motor cars being driven up to the ferries when they have not been in a position to receive them have crashed into the river. These occurrences bring up the question of the supply of warning devices on ferry approaches. In the case of the semi-trailer it was stated that the stop sign was too close to the ferry, and was obscured by another road sign stating the speed at which vehicles should approach the ferry; consequently it was not seen by the driver. The ferry was out of action for several hours as the result. Can the Minister of Works say whether the Highways Department has considered this matter and whether regulations should be enforced to ensure that ferry approaches are adequately provided with signs to prevent accidents of this nature?

The Hon. G. G. PEARSON—I will bring the matter under the notice of my colleague. These accidents happen from time to time, perhaps because a ferry approach is steep—although from personal observations that does not seem to be the position—or because of defective mechanism in the vehicles concerned. Possibly the heavy semi-trailer had faulty brakes. However, I will bring the matter under the notice of the Minister of Roads to ascertain whether it is possible to take steps to avoid, as far as is humanly possible, accidents of this nature.

### MENTAL HYGIENE.

Mr. LOVEDAY—Will the Minister of Works ascertain from the Minister of Health whether the Department of Health has a division of mental hygiene, and, if not, whether there are any officers there capable of dealing with that class of work?

The Hon. G. G. PEARSON—I will refer the question to the Minister of Health.

### FLUORINE IN WATER SUPPLIES.

Mr. LAUCKE—Will the Minister of Works inform me whether consideration is being given to the addition of fluorine to reservoir water in the interests of the dental health of the community?

The Hon. G. G. PEARSON—This matter has been considered at various times over a long period, but no clear statement about which there is general agreement seems to have emerged. From time to time various authorities come forward and make strong claims for the addition to fluorine to drinking water on

the score of lessening dental decay, and almost invariably someone else comes forward with a statement more or less contradicting it. There is a very interesting possibility in the district I represent. It is claimed that Uley-Wanilla water contains almost precisely the amount of fluorine that the experts recommend should be added to water that contains no fluorine. The water at Port Lincoln has been used by growing children for seven or eight years or more, and I should think that any beneficial results from its use should be showing up in the teeth of young children now about school age. I have not heard whether any examination or proper statistical comparison has been made between these children and other children in this State, but this in itself should show whether or not fluorine has the beneficial effects its sponsors claim. No decision has been made about adding fluorine to the domestic water supply in the metropolitan area, mainly because of contradictory opinions on its value.

### PETERBOROUGH PEDESTRIAN CROSSING.

Mr. O'HALLORAN—For some years past the Peterborough Corporation has been approaching the Commissioner of Railways to have a level crossing installed opposite Tripney Avenue, Peterborough West. Last year a further approach was made and the Commissioner pointed out that for various reasons it was not practicable to have a level crossing installed there, but indicated that he was in favour of establishing a footpath, and said that it would be established. This would benefit a number of people. Will the Minister of Works ask the Minister of Railways when it is likely that this pedestrian crossing will be available?

The Hon. G. G. PEARSON—I will ask my colleague for a reply.

### DURHAM COURT FLATS.

Mr. FRANK WALSH—Has the Minister of Education obtained from the Attorney-General a reply to the question I asked on June 18 relating to flats, when I cited Durham Court, Glenelg, as an illustration?

The Hon. B. PATTINSON—The honourable member's question raised very complicated matters involving a consideration of the Town Planning Act, the Real Property Act and the Building Act. I discussed this matter with the Attorney-General, who in turn discussed it with the Town Planner, Mr. Hart, and the Registrar-General of Deeds, Mr. Jessop, who is the officer in charge of the Lands Titles Office,

and obtained written reports from both these men. When the Attorney-General was present at an interstate conference of Registrars-General celebrating the centenary of the Torrens Act, he raised the problem and initiated a discussion. He is still considering the matter and I have no doubt will bring it before Cabinet in the near future. As soon as I have anything further to communicate to the honourable member I shall do so.

#### MORGAN-WHYALLA PIPELINE.

Mr. RICHES—A number of water consumers in the north are growing concerned about the capacity of the Morgan-Whyalla pipeline to continue to supply their requirements. As an additional pump has been installed at Port Augusta to supply Woomera, necessitating a much larger draw-off from the main than in the past, can the Minister of Works state whether the department is convinced that it can give an adequate supply to northern towns next summer without restrictions, and what stage has been reached in planning to duplicate the pipeline?

The Hon. G. G. PEARSON—I would prefer to obtain detailed information and give the honourable member a fuller answer later. So far as I am aware there is no suggestion that there will be any shortage in any of the northern towns next summer.

#### CHAIN OF PONDS WATER SUPPLY.

Mr. LAUCKE—A scheme for implementing the water supply to Chain of Ponds has been approved, but there has been, in my opinion, an inordinate delay in carrying out the work. Will the Minister of Works state when this work will begin?

The Hon. G. G. PEARSON—I will obtain the information and let the honourable member have it.

#### ANNUAL LEAVE IN RAILWAYS DEPARTMENT.

Mr. BYWATERS—Will the Minister representing the Minister of Railways obtain information on how many salaried officers in the South Australian Railways have accumulated annual leave over 48 days, and whether it is the policy of the Railways Commissioner to allow the accumulation to continue on to retirement? If so, what will be the cost to the Government?

The Hon. G. G. PEARSON—I will refer the question to the Minister of Railways.

#### ELECTRICITY SUPPLIES.

Mr. KING—Some few years ago the Government constructed a 133,000 volt electricity main from Port Augusta to Waterloo, Morgan and a substation at Berri, to serve the towns of Renmark, Berri, Barmera, Loxton and some other areas, including a Waikerie line. Will the Minister of Works obtain information from the Electricity Trust as to the progressive rise in consumption at the Berri substation since the construction of the 133,000-volt line from Morgan to Berri?

The Hon. G. G. PEARSON—I will ask the Electricity Trust to supply the information.

#### DEMOLITION OF EXHIBITION BUILDING.

Mr. COUMBE—Recently it was reported in the press that the Exhibition Building was to be demolished and that negotiations were taking place between the School of Mines Council and the University of Adelaide with a view to the university erecting a block of buildings on that site. Can the Minister of Education indicate what stage those negotiations have reached and when the Motor Vehicles Department is likely to be transferred?

The Hon. B. PATTINSON—The negotiations have not yet been concluded, and although a large measure of agreement has been arrived at between the university and the School of Mines, I am not aware whether they are completely satisfied on all the details. Any agreement made involves the transfer not only of the Motor Vehicles Department, but of the School of Arts and Crafts and the Technical Correspondence School. At a guess, I think it will be three or four years before the whole matter is concluded. I believe that the Premier, as Minister in charge of the Motor Vehicles Department, is arranging in advance for the transfer of that department to other existing premises, and I have the problem of trying to secure sites and construct new buildings for the School of Arts and Crafts and the Technical Correspondence School. I cannot say at this stage when or where they are likely to be built but, as this is a matter of great public interest involving a number of important institutions, I shall keep the honourable member, other honourable members and the public informed from time to time.

#### SOUTH AFRICAN WAR VETERANS.

Mr. DUNSTAN—On June 18 I asked the Premier whether he would approach the Tramways Trust concerning an extension of concessions to South African war veterans riding on

trams. Has the Minister of Works, representing the Premier, a reply to that question?

The Hon. G. G. PEARSON—The General Manager of the Tramways Trust reports:—

This matter has been given careful consideration by the trust but it is felt necessary to preserve a measure of consistency between the treatment of the personnel of the various wars, and in the circumstances the trust considers it should not enlarge upon the concession already made.

#### HEALTH REGULATIONS.

Mr. GEOFFREY CLARKE—Some time ago legislative provision was made requiring health inspectors to hold certain qualifications. Will the Minister of Works ask his colleague in another place whether those regulations are likely to be gazetted soon?

The Hon. G. G. PEARSON—Yes.

#### WATER MAINS.

Mr. DUNNAGE—In the street in which I live three water mains have burst in the past three months. Along the street one may see where the main has been repaired every few yards, and it appears that, if the main had been taken out or somebody had taken the trouble to see whether its period of usefulness was over, a new main could have been laid at a lower cost than the cost of patching up the old one. People in the area tell me that in our street alone the department has repaired the main at least 20 times, which seems a waste of money. Can the Minister of Works say whether the Engineering and Water Supply Department has an officer who inspects old water mains and recommends whether they should be taken out and new ones relaid?

The Hon. G. G. PEARSON—The department has a complete record of the age of practically every main laid, and mains are constantly being renewed because of their age, inadequacy or unserviceability. Only yesterday I approved the relaying of a main in the honourable member's locality and made a note to let him know. That is not an isolated instance: probably half a dozen come forward every day for approval for relaying under the precise circumstances the honourable member mentioned. If the main to which I have referred is not the one he mentioned in his question I should be pleased if he would give me particulars and I will take up the matter with the department to see whether the main can be relaid instead of constantly repaired. On the general question of maintenance, the department is doing its best to keep up; it relays mains where such action is necessary because of the age or unserviceability of existing mains.

#### PERSONAL EXPLANATION: SOLOMONTOWN BEACH WALL.

Mr. DAVIS—I ask leave to make a personal explanation.

Leave granted.

Mr. DAVIS—Yesterday, in reply to my question regarding repairs to the beach wall at Solomontown, the Premier suggested that if I wanted the work done I could go on with it, and it would be much cheaper as far as the Government was concerned. The Premier tried to put into my mouth the statement that I desired to do certain work in Port Pirie, but I point out that I do not desire to do the work, because I am not a member of the Port Pirie Council at present: the project is in the hands of the Port Pirie Council and the Solomontown Beach Committee. The Premier said he examined the wall and promised to give the £3,000, but he had no idea of what he was talking about.

The SPEAKER—Order! The honourable member has been given leave to make a personal explanation—

Mr. DAVIS—This is a personal explanation: he dealt with me personally in his reply. He made a statement, not knowing the job would cost £30,000 instead of about £3,000, and I want to clear myself of the accusations he made against me. When offered the £3,000, the mayor accepted the offer in good faith, thinking that the Premier would make it available, but now it is apparent, from the Premier's reply, that he does not intend to give the £3,000. He believes the Harbors Board will not do the job unless it is properly done, that is, sheetpiled the full length of the wall.

#### ADDRESS IN REPLY.

Adjourned debate on motion for adoption.

(Continued from July 22. Page 107.)

Mr. HARDING (Victoria)—I rise to second the motion for the adoption of the Address in Reply. Firstly, I express my pleasure at the news that His Excellency the Governor (Sir Robert George) and Lady George have accepted an extended term of office in South Australia. Both Sir Robert and Lady George have endeared themselves to the hearts of all South Australians. I also endorse the expression of regret by the member for Light (Mr. Hambour) regarding the death of Mr. John Fletcher and extend my sympathy to his relatives. I also extend my sympathy to the relatives of the victims of the tragic fire in

the Wandilo area earlier this year. I was grieved to read recently in the press of the death of Mr. H. E. J. Johnson of the South-Eastern Drainage Board. He was a valued and experienced executive officer of the department and his loss is a sad one to the State.

I also endorse Mr. Hambour's congratulations to the recently-elected member for Mount Gambier. Mr. Ralston is now the elected representative of the Mount Gambier people and I assure him that I will work with him in every way to see that the interests of the people in his district are fully considered. I represent a number of residents in the Mount Gambier district council area, so I have much in common with Mr. Ralston. I was delighted to see the Hon. Sir Malcolm McIntosh and the Hon. C. S. Hincks in the Chamber yesterday, and I hope both will soon be completely restored to health.

Since the prorogation last November there has been one highlight in particular worthy of mention, namely, the visit to South Australia of Her Gracious Majesty, the Queen Mother. This was an historic occasion in which the school children, the people of this State, and members of this Parliament extended to Her Majesty the warmest of welcomes and expressions of loyalty to the Royal Family and the Mother of Parliaments. I congratulate all the organizers and conveners who did so much to make this memorable visit such a success.

I am proud to have the honour of seconding the adoption of the Address in Reply, which was so ably moved by the member for Light (Mr. Hambour). He carried out a great deal of research to get the valuable information which he imparted to this House during his address. Adverse seasonal conditions and lower overseas prices for all our export commodities have certainly curtailed some of our spending power. Many primary producers' incomes have been cut by 30 per cent; particularly the wool growers', whose product was sold during the latter part of last financial year. The grain harvest yielded only about half that of a normal season, and overseas prices were seriously depressed by dumping by the United States of America and other countries who subsidize their farm products. Before the war America had about 10 per cent of the world's wheat trade; she now has 43 per cent. Of the sales made by America 68 per cent were made through gifts, concession prices, or non-commercial arrangements. Overseas butter prices are today being cut by dumping from

Sweden, Finland, Ireland and countries who were not suppliers during war years. The primary producers' spending power has also been seriously reduced by heavy provisional income taxation, which is based on an average over a five-year period. In spite of our primary producers' decreased purchasing power, our economy and employment figures have not yet been seriously affected.

The Department of Agriculture continues to play a most important part in the welfare of this State. The 1,000,000 acres of light sandy soil situated in the South-East, as stated by His Excellency the Lieutenant-Governor, is in an assured rainfall area and available for development. Experimental plots have been established, and results proved, over several years. Abundant water supplies are available at reasonable depths for irrigation. This is a costly venture, and owing to restrictions of credit for developmental work, plus several years of waiting for returns, very considerable capital is required at the outset. The lime requirements are readily available from the Mount Gambier district.

As regards the drainage of the South-East (western division), almost 50 per cent of the land in the State which enjoys a 20 inch rainfall (or more) is situated in the South-East. The potential of this area is tremendous. In its present condition, it is carrying one-quarter of the sheep in the State, and thousands of head of the best beef cattle. The dairying potential is unlimited, and a number of the champion wheat crops of the State have been grown in the Tatiara district. A vast improvement is noticed in the western division, where drainage is nearing completion. Many war service land settlement holdings are to be found in this area. I hope that legislation about petition drains in the Tri-Hi and Mount Burr Heath Drain areas, and the upper reaches of the western division will be dealt with during this session. Quite a number of soldier settlers are at present subjected to periodical inundation of surplus water which could easily be diverted to the western division scheme.

Probably the eastern division of 700,000 acres has a greater potential than the western division. The Mosquito Creek, Bool Lagoon, Maaoope and Penola areas to Drain M. will be the first portion to receive consideration. There are many ex-servicemen adversely affected by periodical flooding from this area. A vast underground water basin in the South-East, estimated to hold 3½ to 4 million acre feet of water, which is enough to irrigate 1 million acres, is available at a depth of from

20ft. to 100ft., thus making irrigation feasible. The underground water basin does not extend to the southern side of the Melbourne railway line between the Murray lakes and Keith. The Government is investigating the possibility of an 85 mile pipe line, estimated to cost at least £3,000,000, to serve this area from the River Murray.

The Government is to be congratulated on the success of the Mannum-Adelaide main. Adelaide and the growing industrial expansion of this State could not survive without this life-giving water. The enlargement of the Warren trunk main to supply areas around Nuriootpa and Kapunda, and more water for Yorke Peninsula is good news. I wholeheartedly support and congratulate the Premier on his determined stand on the Snowy Waters Agreement and the successful result of his efforts on this vital problem to South Australia.

A number of country towns are anxiously awaiting a decision on sewerage; even some smaller towns where the water table rises to ground level for several months every year are fearful of local water pollution, thus jeopardizing the health of a community.

I feel that items regarding roads, railways and local government will be fully covered by other speakers in this debate. Probably with the easing of large-scale land developmental schemes there will be more money available for roads in settled areas. With the advent of more and more local diesel trains there has been a vast improvement in both passenger and goods services. It would appear that the completion of the broad gauge system in the South-East will eventuate this financial year.

I wish to pay a tribute to the Minister of Education, the Director, and their staff for a tremendous job well done. As a member of Parliament I find that education is probably the biggest and most important duty I have to attend to in my electorate. I congratulate the Minister and his officers on their vision in acquiring so much land for future requirements, and in training 1,046 student teachers, and selecting another 1,000 pupils for training at the Teachers College.

The output of the State sawmills has been phenomenal and has greatly assisted the Housing Trust and the fruit packing industries in their programmes. The good rains recently received in the forest areas will allow the planting programme of 3,000 acres per annum to commence. The proposed expansion of the cellulose industry and the suggested agree-

ment between Cellulose (Aust.) Limited, Australian Paper Manufacturers, and the Government is excellent news.

I have purposely confined my remarks to items close to rural matters, with the knowledge that many speakers to follow will fully cover the great importance of the proposed expansion of steelworks, ship building, many new industries (including an oil refinery) and new town to be built between Morphett Vale and Christies Beach, also the building programme at Elizabeth to cope with the industrialization in that area. I fully realize that the ever-increasing population required to keep pace with the industrialization of this State will provide the primary producers with an assured home market, which will always be their best market. Australia will always have to rely on primary production—such as wool, meats, cereals, dairying and fruits, minerals, etc.—to provide overseas funds. With the world population increasing by 43,000,000 a year, there will always be a need and a market for food and clothing—that is if our high production costs do not price us out of overseas markets. We need to remind ourselves that the British Isles produces more meat, milk and cereals than the whole of Australia.

By imposing import restrictions and high tariffs the finished articles of our secondary industries, which employs one-third of our work forces, enjoy a protected home market. Only a limited number of these items can ever be sold overseas in competition with other countries, unless our own users are overcharged thus building up excessive profits for manufacturers, and allowing the surplus articles to be sold to some overseas countries at a loss.

The Holden car could be one instance of this happening. Our heavy secondary industries, such as iron, steel, ship-building, locomotives, farm machinery and engines, piping and all fencing materials, minerals and oil resources must of necessity continue to expand. The question is how long can we continue to encourage more or less non-essential industries at the expense of rural development?

In seconding the Address in Reply last year, the member for Eyre mentioned that there were many new settlers in his electorate experiencing financial difficulties. With adverse seasonal conditions and depressed overseas markets, there are many new settlers today throughout this State who are in need of a helping hand. I trust that provision has been made on the Estimates for such an emergency. This Government cannot afford to permit



postwar settlers of good standing who, in many cases, have invested their life savings in farms in assured rainfall areas, to be forced off their holdings because of factors beyond their control. The excessive demands of hire purchase for many non-essential goods have completely dried up finance which was once readily available for assistance to farmers. Mr. Speaker, I am proud to be associated with the Government and its long and progressive record, and have much pleasure in seconding the motion.

Mr. O'HALLORAN (Leader of the Opposition)—I congratulate the new member for Mount Gambier, Mr. Ralston, on his election to this House. I have known him for many years and am confident he will not only be an asset to the House, but a worthy and competent representative of his important electorate. I had the pleasure of taking some small part in the campaign which resulted in his election. It was a very pleasant campaign to participate in, and, of course, the pleasure was increased by the satisfactory result achieved. It was one of the cleanest campaigns I have ever been concerned in. It was fought completely on policy: Labor policy. We, as always, set our policy and our principles before the people for their acceptance or rejection. The L.C.L., without my permission, borrowed our policy and set a great deal of it before the electors claiming it as its own. It is pleasing to know that when our political opponents feel they require a shot in the arm to rejuvenate their Party, they turn to Labor's policy.

Two major points were widely discussed in the election. The Government took credit for all the pine plantations in the South-East and for the fact that trees 30 years and more old were now available for milling and the saw-milling capacity had been increased as a result. The plain fact is that those trees were planted as a result of the extension of South Australia's afforestation activities by the Gunn Labor Government between 1924 and 1927. The extension of sawmilling, housing, schooling and other works followed in the train of the development touched off at that period.

The second matter is the claim that the Government was responsible for the expenditure of £7,750,000 on gauge broadening in the South-East. As everybody should know—particularly members of this House—that gauge broadening was brought about by an agreement made by the late Mr. Chifley—the then Labor Prime Minister—and the South Aus-

tralian Government in 1949 under which the general unification of the railway gauges in Australia was agreed to and under which South Australia received the right to broaden the South-Eastern narrow gauge. Let us ascertain how the money was to be provided. Seven-tenths of the cost was to be borne by the Commonwealth. The remainder was to be borne by the State with money supplied by the Commonwealth, and the State was to repay that advance in 50 years. It was not the Playford Government which provided the money and made that work possible, but the Chifley Labor Government.

Mr. Lawn—The Government didn't provide the swimming pool as it claimed.

Mr. O'HALLORAN—I will leave the swimming pool and other correlated matters for the member for the district, who will have ample opportunity to deal with them in the near future. I take this opportunity of bringing before the notice of Ministers some of the matters urgently requiring attention in my electorate. I represent an electorate five times the size of Tasmania, and apart from the main streets of a few towns there is not a mile of sealed bitumen road in it. I admit that very large mileages will probably never be sealed because of the cost involved, but there are roads which should have been sealed years ago. The road from Stirling to Quorn was placed on the road programme three years ago and money was provided on the Estimates. It was proposed that the first two miles should be sealed in that year, but disastrous River Murray floods occurred and the money was diverted to restore roads damaged by the flood. We did not object to that. As a matter of fact people in the north greatly assisted in many ways their unfortunate fellow citizens afflicted as a result of that flood. However, I object to the fact that the money for such sealing work has not been restored and no work has begun on that important piece of road which is absolutely necessary because of the peculiar situation of Quorn in relation to Stirling and Port Augusta.

Quorn, as members know, used to be an important railway centre on the Great Northern Railway. It has been by-passed by the new standard gauge line west of the Flinders Ranges and no longer do trains to and from the north have their Commonwealth terminus at Quorn. That has resulted in the transfer to Port Augusta and Stirling of a considerable number of railwaymen and their families who

formerly resided in Quorn. The then member for that area, Mr. Riches, and I continually urged that the transfer of many of those families could be avoided if a good road were provided over which they could drive backwards and forwards to work in their own cars. The distance in the main was only 19 miles, which is not considered a serious distance for people to travel to work in any metropolitan area in Australia, but our Government turned a deaf ear to our entreaties. We asked the Commonwealth to give some assistance because it had been responsible by its railway policy for transferring the men. The Commonwealth refused, however, saying that it was a State responsibility, so people had to leave good homes at Quorn, many of which are now empty, and the Commonwealth had to build houses at Port Augusta at a considerable cost in order to accommodate them. This is the most stupid piece of policy that I have ever seen, and both Governments must accept responsibility. Had they done the right thing Quorn would have been retained to a great extent as the prosperous, beautiful little town it used to be.

The other main highway in which I am particularly interested is that from Jamestown to Mannanarie, which was mentioned by the member for Burra (Mr. Quirke). I am interested because my district starts just the other side of the boundary, and I look forward to the time when the bitumen will get into my electorate from that direction. The member for Burra has been persistent in his requests that something be done, and yesterday we learned from the Premier, in reply to a question, that during this financial year a whole £5,000 is to be spent on that road.

Mr. Quirke—They are going to use that to keep the dust down!

Mr. O'HALLORAN—The honourable member is an optimist if he thinks that amount will even do that. Because of the way the road has been cut up over the years it would not keep the dust down on any appreciable mileage of the road. We have had the carting of dirt to the road, the grading of the dirt, the action of cars cutting up the road and of the wind in taking off the surface, and now there is not a road at all. In a few years, instead of using it as a roadway, we shall have to traverse it in a gondola or some other form of canal transport. It is a very important road. It is not only used extensively by people in Peterborough and beyond, including Broken Hill, but also by northern traffic to Leigh Creek and beyond, and it is worthy of

much more than the cursory consideration it is apparently getting from this Government. As a matter of fact, quite a few years ago I saw a scheme for improving main arterial highways and this road then had a high priority. It would be interesting to know what happened for it to lose its priority. I suggest that the priority should be restored to a much greater extent than the expenditure of £5,000 during the current year would indicate.

I now come to roads outside district council areas. In my electorate there is a great mileage of such roads that are not maintained by the Highways Department, but by the Department of Works. Firstly, the Lyndhurst to Mount Fitton road is very important because over it goes the production of the tale mine at Mount Fitton, from which very high-grade tale is produced, and I understand that practically all the requirements of Australia are met by it. For the first 60 miles or so, except for a few creek crossings, that road is in fairly good order, but the last 30 miles from Mount Freeling to the mine is in very bad order. This results in tremendous wastage of tyres, brakes and parts of lorries used to cart the ore, and of course imposes a burden on the industry because the price of cartage has not been sufficient to enable the carriers to work at a profit. When it is realized that the average life of a commercial motor vehicle for taxation purposes is 10 years and that many of these vehicles are unserviceable after three or four years, members can see what hardship is imposed on these men. I suggest that the worst patches could be gravelled, because gravelling appears to be the most satisfactory method yet devised for dealing with that type of road, and it would not cost a tremendous amount. The creek crossings could also be tidied up and some of the sharp gutters, many of which are four or five feet deep and only about the same width, could have pipes put under them, which I think could be done quite cheaply.

The second road is on the other side of the area, between Farina and Marree. I was up there recently and for many miles the bull-dust was so thick that I could hear the bottom of the car hissing on the roadway. I found it was an excellent way to clear up the bottom of a car, it polished it shiny, but it did not do much good to the works. This is an important road, and although it is not used by hundreds each day or even each week, a considerable number of people engaged in the

pastoral industry in the area use it, as it is the only means of outlet to the south for them. I suggest that here again a few thousand pounds spent on gravelling would solve the problem for a very long period.

Next I come to the Olary-Kalabity Road, another important highway, which is a mail route serving six stations, over which is taken all the wool from those stations and all their requirements. This road too, requires attention. There are others as well, but I have mentioned these three because they are the most important that require immediate attention. In mentioning these matters I do not imply any criticism whatever of the Minister of Works or his department. I have said in this House on previous occasions, and I repeat today, that the men of the Works Department engaged on road construction and maintenance in outside areas do an excellent job with the limited finance at their disposal. It is not possible to get a proper comparison of money which is made available out of the highways fund for expenditure on these roads as between one year and another. I have made an effort to get it but have not yet succeeded, although I believe, from the sketchy information I have been able to get from various official publications, that the amount being provided is less than it was a few years ago, despite the fact that the demand for expenditure has increased enormously in that period. These matters should have the immediate attention of the Minister of Highways and more money should be provided for expenditure on the roads.

I shall now say a few words on water supplies that affect certain parts of my electorate. We have been trying to get a water supply for Terowie for many years. The matter is under the consideration of the Minister, a strong case has been made out by deputation to his predecessor, and I hope that at least this problem will be submitted to the Public Works Committee for examination and report. However, I am concerned with the larger problem of providing water in other northern areas. Recently a deputation representative of local government bodies of the Quorn, Wilmington and Port Augusta areas asked that when the Morgan-Whyalla pipeline is duplicated provision should be made to supply reticulated pipe water to Wilmington and Quorn. More recently Ororoo has come into the picture, pointing out that the water supply that is derived from the spring in the Pekina creek is failing, and they are asking for consideration. I suggest that all these matters should be considered by

the Government before it finally plans the route of the new line which is to be the duplication of the Morgan-Whyalla line, and that the claims of Terowie, Ororoo, Wilmington, Quorn, Appila, Booleroo and other towns in the vicinity should be considered to see if it is practicable to provide a source of supply for them from this main. I do not mean that the main should track all over the place from one town to another in a zig-zag fashion, but if spur mains could be provided to these towns, that should be done. We should not look at this matter from the standpoint of this year, next year or ten years hence, but from the standpoint that that country is going to be inhabited by people down through the ages, and even if we make only a partial start now we shall help to keep them there as they should be kept.

One other point, I think, is worthy of consideration by the Minister's advisers. We are all aware of the magnificent success of the Aroona Dam in the northern Flinders Ranges, constructed by the Electricity Trust to supply water to the Leigh Creek coalfield. I was one who had some doubts about whether an adequate supply could be obtained from that source, not because I disliked the site or the nature of the soil on the bed of the reservoir, but as the area received an annual rainfall of only about 7 inches, I doubted whether it would receive a sufficient intake to keep up the supply. It has, however, received a sufficient intake: it has never been full, but it has never been empty. Just when the position starts to look desperate a fortuitous shower replenishes the supply. There are many gorges in the Flinders Ranges between Quorn and Copley with creeks running through them into Lake Torrens, and those creeks drain a large area on the eastern side of the ranges. I suggest that a thorough examination be made of all possible sites in that area for the construction of another dam similar to Aroona, or perhaps a number of dams, with a view to obviating the necessity of duplicating the pipeline and the heavy pumping costs involved. There will be sufficient run off from those areas to provide dams of sufficient size.

The Hon. G. G. Pearson—What is the rainfall in that area?

Mr. O'HALLORAN—As high as 13 inches in some parts, falling away to about eight inches at the northern end. It may be possible to get sites from which the water would gravitate to Whyalla, Iron Knob and other

centres, and these aspects should be examined before we finally decide to duplicate the pipeline.

Another matter of considerable importance is the standardization of the northern narrow gauge railway system. During the opening days of this Parliamentary session members were heartened to hear the firm statement that the Government had decided to proceed with the broadening of the northern narrow gauge next year following on the completion of the broadening of the South-Eastern gauge, and that project orders had been sought from the Commonwealth to enable this to be done; but members were more than disappointed to learn subsequently from a press statement, which was confirmed by the Premier yesterday afternoon that, although the State had only asked the Commonwealth Government for an advance of £50,000 for preliminary surveys, the Commonwealth Government had refused to make that sum available. Indeed, I am beginning to wonder whether the present Commonwealth Government is less enthusiastic about the unification of Australian railway gauges than the Chifley Labor Government was when it initiated the agreement I referred to earlier. I assure the South Australian Government that it will have the full support of the Opposition in trying to induce the Commonwealth Government to proceed with the broadening of the northern narrow gauge system, because it will provide a vital link in the railway communication between east and west.

If the line from Broken Hill to Port Pirie is converted to a uniform gauge it will provide an uninterrupted flow of traffic from South Brisbane to Kalgoorlie and, ultimately, to Perth; it will reduce the cost of hauling concentrates from the Broken Hill and Radium Hill mines to Port Pirie. It will thus provide a considerable natural benefit. It has been suggested that in association with this progressive move a link should be provided with Adelaide and all the weight of opinion at present seems to be that that link should be from Adelaide to Port Pirie. In June this year I said that consideration should be given to whether a line from Adelaide to Peterborough *via* Terowie would not serve that purpose as well as or better than the line to Port Pirie. Of course, I am well aware of the fact that it is intended ultimately that all lines between Adelaide and the system of which I speak should be unified, so the Port Pirie line would be done then.

Consider the traffic from New South Wales to Western Australia or New South Wales to

Adelaide. The distance from Adelaide to Broken Hill *via* Port Pirie is 392 miles, *via* Peterborough only 336. There would be a saving of 56 miles on freight from Adelaide to New South Wales and a similar saving on the return journey. The distance from Stirling to Quorn is only 19 miles and if that line were converted to a 4ft. 8½in. gauge a link would be provided whereby East-West traffic could run from Kalgoorlie *via* Quorn and Peterborough to Sydney and return, thus saving 23 miles, as the distance from Peterborough to Port Augusta *via* Port Pirie is 124 miles and *via* Quorn 101 miles. As a temporary expedient until the Adelaide-Port Pirie line is unified, that would also enable northern cattle to be taken to the abattoirs on the shorter line. There may be good reasons against this proposal, but it should not be brushed aside lightly.

Mr. Riches—That would involve fewer breaks of gauge.

Mr. O'HALLORAN—Yes. Another matter to which I wish to refer is the establishment of meatworks in country districts. I am particularly concerned about a proposal advanced by a strong committee representing the Peterborough Businessmen's Progressive Association, the Peterborough Corporation and District Council, and a number of pastoralists in the area, that meatworks be established at Peterborough. A deputation from these organizations met the Premier and produced what I considered was a strong case. The deputation pointed out that in the area there was, on the South Australian side of the border, 1,750,000 sheep and in the western districts of New South Wales about 1,000,000 sheep that are marketed through South Australia at all times. We thought that an excellent case had been made out, but judge our surprise when some time later we received a reply from the Premier's secretary to the effect that the matter had been investigated, with certain results.

I will not read all the letter for it is a long one, but its effect is that it was not recommended that the works be established, for certain reasons. I suggest, however, that they are not reasons: they are merely excuses. The Premier took the same attitude in this matter that he has taken in other matters when it has been suggested that industries be established in the country. Instead of looking at the project in broad principle to ascertain its present and future effect on the economy of the State, particularly the northern part of

the State, he sought reasons for rejecting the deputation's request. The letter starts off by saying that the total sheep population of areas likely to be affected by the meatworks is less than 1,000,000, whereas the total figure I have quoted (2,750,000) has been compiled by men who know the country and whose word I am prepared to accept rather than that of some officer who, I suggest from the nature of the reply, does not know the number. Paragraph 9 of the letter contains the following astonishing statement:—

Attention is drawn to a report of the Country Freezing Works Committee, dated May 31, 1939, contained in volume 2 of the proceedings of the Parliament of South Australia (1939). I had a recollection that that Committee was appointed by the Government to consider the advisability of decentralizing the lamb export industry and that its investigations were confined to that aspect only, whereas our proposal for Peterborough, although it contained an element of export lambs, was mainly designed to efficiently and economically slaughter the aged sheep that are at present allowed to die on the farms and stations in that area. To refresh my memory I re-read the report. The Premier's secretary said that Peterborough was not even considered, but that other places were and it was felt there was not sufficient production to warrant the establishment of meatworks, but the committee said that with the growth of this type of production the matter should be investigated again in three years. That recommendation was made 19 years ago, but no re-investigation has taken place yet. The Premier put forward a weak excuse in response to a request from a well-informed deputation.

Mr. John Clark—We could have had some decentralization at least.

Mr. O'HALLORAN—Yes, and that is the reason why the request was turned down. New South Wales has a Labor Government that believes in decentralization. There has always

been a number of country abattoirs there, and in recent years the Labor Government has been responsible for establishing two large-scale abattoirs, one at Goulburn and the other at Dubbo. The meat from those works is brought into the metropolitan area of Sydney to avoid the necessity to increase the capacity of Sydney abattoirs. For years the Labor Party has asked in this House that instead of subjecting livestock to long and tortuous journeys by road and rail to the metropolitan area, we should establish country abattoirs to deal with them. When stock are brought to the metropolitan abattoirs they are often kept in paddocks with little or no feed. Last year we saw something at Gepps Cross that would have merited a prosecution by the R.S.P.C.A. In New South Wales the problem has been overcome by having meat killed in the country and brought to Sydney as carcasses, and we should consider doing the same here.

Yesterday questions were directed to the Premier about the recent cost of living rise and the fact that as the living wage is pegged here the workers of this State will not derive any benefit from the rise in the "C" series index. The Premier said that the basic wage man was non-existent today, but he must know that large numbers are still on the basic wage. Those who have margins are also denied cost of living adjustments. At one stage we were the only State that denied cost-of-living adjustments to workers. In New South Wales, Queensland, Western Australian and Tasmania (with some qualifications) the workers still enjoy these adjustments. In Victoria, after the regrettable defeat of the Cain Labor Government, the workers were denied the adjustments. The following table shows the loss of wages from November 1, 1953, to October 31, 1958, that South Australian workers suffered as a result of the failure of the Government to observe cost-of-living variations during that period:—

	Males.			Females.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Total loss for period ..	*4,672,000	0	0	*1,753,000	0	0	*6,425,000	0	0
Loss per employee ..	88	0	0	66	0	0	—		
Loss per week ..	6	9		5	1		—		
Av. weekly wage:—									
C.O.L. adjust. ..	12	6	0	9	4	6	—		
Bd. of Industry ..	11	19	3	8	19	5	—		

\*Total losses in wages are based on the assumption that there are 160,000 male employees and 40,000 female employees, of whom 53,000 males (approximately one-third) and 27,000 females (approximately two-thirds) are assumed to be subject to State awards.

Total losses suffered by all employees (under State and Federal awards) on the above assumption are:—Male, £14,017,000; females, £2,630,000; total, £16,647,000.

Mr. Justice Higgins laid down the principle, which was maintained by the Commonwealth Court of Conciliation and Arbitration for four decades, that the basic wage should be sufficient to keep a worker and his family on a standard of frugal comfort. The principle has been departed from by the court when it lays down a capacity-to-pay standard. When the Prime Minister was barnstorming all over South Australia recently he referred to the prosperity of this State. It is interesting that he visited two important centres in my electorate, but he did not do me the courtesy of telling me he was going there.

Mr. Bywaters—Did you expect it?

Mr. O'HALLORAN—Yes, because that is usual practice, and I hope it will continue. The member for a district is entitled to know when important visits will be made in his electorate.

Mr. Quirke—Perhaps it was not the Prime Minister's fault.

Mr. O'HALLORAN—It may not have been. When opening various functions, the Premier, too, often says that South Australia is making great progress and has become the most prosperous State in the Commonwealth. The Trades and Labor Council should consider asking the Board of Industry to conduct a hearing on the living wage and call the Prime Minister and the Premier to show that on a prosperity basis the workers of this State are entitled to a substantial increase in their wages.

Several questions were asked yesterday about meat prices, and we were told by the Premier that the Government proposed to decontrol them in September for a trial period. I do not know whether echoes of the Mount Gambier by-election have penetrated to the Cabinet room, but I suggested such a decontrol during the election campaign. However, I believe we should not wait until September, for I have not been happy for some time about price control on meat because I believe the people have been paying top prices for inferior meat. At the abattoirs cattle market last Monday beef on the hoof brought between 9d. and 2s. a pound, but a report stated that there were very few prime quality cattle offering. I believe that the maximum price that has been fixed has become the minimum. There is no shortage of meat now and if it were decontrolled the price would find its proper level. The people would then have to pay top prices for good meat and those who could not afford to pay such prices—and there are many of them in this State—would pay considerably less for inferior cuts. I think the Government's idea of waiting until September is that the quality

will have averaged up a little, so we shall have a further impact that will mean people will be paying more for their meat than before decontrol.

When dealing with prices generally on previous occasions I have referred to meat prices, and I said I did not consider the present system of price control was effective. Two things are urgently needed in South Australia. One is a permanent measure on our Statute Book to prevent profiteering so that if any individual or group of individuals is engaging in profiteering practices they can be declared and dealt with under the law.

Mr. Quirke—Hire purchase companies, too?

Mr. O'HALLORAN—Certainly, but I am not going to be inveigled into a discussion on that because I propose introducing a Bill in the near future relating to hire purchase. Secondly, I think legislation should be enacted to deal with monopolies. Members appreciate what is going on. They need only examine the rag shops. The old established firms which gave people a reasonable deal have been bought up by interstate firms which in turn have been bought up by overseas firms and as a result the control is now vested in overseas interests. What has been the result? We were told three years ago when there was a substantial increase in clothing prices that it was due to the high price of wool, but although wool has dropped by 48d. a pound since then there has been no reduction in the price of clothing. I suggest that the question of profiteering and of monopoly control should be examined. I am quite happy for people to receive a reasonable reward for their investments and genius in organizing industry, but they should not be allowed to establish a monopolistic control under which competition from any other source is denied.

The question of housing is of considerable importance. We repeatedly hear suggestions that we are solving our housing problems but those who meet house seekers can find no evidence of that. As a matter of fact I am receiving as many hard-luck cases now as at any stage of my Parliamentary career—possibly more. The position is getting worse and it will continue unless tackled in a proper way. In yesterday's press Mr. Brimblecombe, president of the Master Builders Association, suggested the establishment of a panel representing architects, builders and building workers to advise on the steps to be taken to expedite the building of homes. That is what we have been advocating for the past 10 years. It has been

on our platform. I have made policy speeches about it and introduced a motion on one occasion concerning it. I believe it is a sound suggestion. Another suggestion was that more money should be made available. People should own their homes whenever and wherever possible, but what is the position today? A young married couple both have to work for years in order to acquire the deposit on a home and to pay for the furniture, and one-third of their married life is gone before they have raised the deposit. Of course, they face the prospect that unless they are long-lived the main interest in the home they will leave to their family will be the mortgage. One of the reasons for this is the high interest rates and another the high deposit. I support the suggestion of allowing people to have homes on no deposit providing they own the land. I would go further and let them purchase their land on a low deposit. The moment people have a title in a home they become interested in it and care for it.

There are many things that national credit could be used for and this is one of the most important and most desirable. We hear talk about Communism and we are often referred to as "Reds." The way to stop Communists and Communism is to treat people decently and give them an opportunity of having a home in which to take a pride and from which to derive some comfort. We are told that there is no money but if a war broke out tomorrow there would be no shortage of money. Surely we can do in peacetime those things we have no difficulty of doing in wartime? I think I will leave this subject there.

The Hon. G. G. Pearson—I think it is a good place to leave it.

Mr. O'HALLORAN—I was going to leave it there because I thought I was making an impression, but from the tenor of his interjection apparently I have not impressed the Minister of Works.

The Hon. G. G. Pearson—I think you should carry your suggestion to its logical conclusion. What would be the result?

Mr. O'HALLORAN—People housed under proper conditions.

The Hon. G. G. Pearson—Go on.

Mr. O'HALLORAN—There is no other result.

Mr. Hambour—Finance is available in war-time but not in peace-time.

Mr. O'HALLORAN—The Commonwealth Government has the same powers in peacetime in respect of finance as it had in war-time. There is not a scrap of difference. It

has complete control of the banking system, currency and the credit resources of the country.

The Hon. G. G. Pearson—That is not the problem. Will you elucidate the real problem?

Mr. O'HALLORAN—I thought I had done so.

The Hon. G. G. Pearson—Elucidate the ultimate problem.

Mr. O'HALLORAN—I am trying to avoid the ultimate problem of dissatisfaction and broken homes.

Mr. Hambour—Don't you think spending is misdirected today?

Mr. O'HALLORAN—I do, and I think a lot of it is because of the evil I have referred to. People cannot buy homes because they cannot get a home as easy as they can a motor car on hire purchase. They go for the motor car and have no chance of saving for a deposit on a home. The member for Light, Mr. Hambour, yesterday said that the Labor Party kicked the ball of centralization around and had the temerity to suggest I would not be game enough to say in this House what I said at Mount Gambier. He misjudges me because I will now say much the same as I said at Mount Gambier because this is a problem which will have to be solved and the sooner the better it will be for the body politic in South Australia. In 1938, 321,500 people or 54 per cent of the State's population resided in the metropolitan area, but this had increased to 541,000 or 60.6 per cent in 1958. The population in the country in 1938 was 274,000 or 46 per cent but in 1958 it was 351,100 or 39.4 per cent. The metropolitan population increased by 68 per cent in that period whereas the country population increased by only 28 per cent.

Mr. Hambour—That is due to industrial development.

Mr. O'HALLORAN—Isn't that what we have been complaining about: that with a few exceptions where the industrial development has resulted from natural causes the entire industrial development has taken place in the metropolitan area? Let us look at the drift from the land in that period. Is that due to industrial development?

Mr. Hambour—It is due to mechanization.

Mr. O'HALLORAN—I am not talking about people employed on the land but those engaged as principals. In 1938 there were 31,280,

representing one in every 19 of the population, but at present there are 28,636, representing one in 29, despite the fact that we have spent a lot of money in the interim period.

Mr. Hambour—If they are the statistics, what are you going to do to change them?

Mr. O'HALLORAN—If the honourable member will only restrain himself for a little while I will tell him a thing or two. The first thing we will do is appoint a Royal Commission to deal with the matter.

Mr. Hambour—What is the matter with members of your Party?

Mr. O'HALLORAN—We do not claim to be experts or to have the answers to all problems, but we all say this is a problem that must be solved, and to achieve its solution the most competent body should be appointed. We sought to do this on a number of occasions previously. I sought to do it last year, but when I moved that a Royal Commission be appointed to consider all aspects of this matter the honourable member for Light (Mr. Hambour) and every member on his side of the House voted against me. They not only have no policy themselves, but are not prepared to permit some authority to make an effort to evolve a policy. I know the reason: because of the iniquitous electoral system in South Australia, the bulk of members opposite represent big vested property interests, and as a result of the reaggregation of properties that is taking place all over the place, this is added to all the time. Week in, week out, one can see homes being demolished.

The Hon. G. G. Pearson—I have not noticed it.

Mr. O'HALLORAN—I have, and if the Minister came north he would see it.

Mr. Hambour—Do you agree that the country numbers should be less than the city?

Mr. O'HALLORAN—No; I think that the votes of all citizens should have the same value.

Mr. Hambour—It is very important from your point of view.

Mr. O'HALLORAN—It is very important from the standpoint of democracy.

Mr. Hambour—If it happened in Mount Gambier the new member for Mount Gambier would not be here.

Mr. O'HALLORAN—Yes he would.

Mr. Hambour—If you had to collect 21,000 people in Mount Gambier he would not be here.

Mr. O'HALLORAN—If the honourable member, who has heard my explanation of our electoral reform policy on a number of occasions, has not assimilated it, I shall not

waste my time endeavouring to enlighten him. Unfortunately, I have not a copy available, but it is in the process of being printed and when it is available I shall be pleased to give him a copy. There have not been any changes in principle in the last 30 years. There has been an alteration in the number of people in the electorates brought about by increased population.

The Hon. G. G. Pearson—There have been two Bills in this House.

Mr. O'HALLORAN—But no change in principle.

The Hon. G. G. Pearson—There has been a marked change in principle.

Mr. Hambour—Labor policy would reduce the number of country representatives in this House?

Mr. O'HALLORAN—Yes, and I have shown what the preponderance of country representation has done. It has taken people off the land when there should be more on the land, and as I was saying before, members opposite believe in that type of thing. The Premier said so at Mount Gambier: he said he was not going to take away votes from the country. According to a report in the *Border Watch*, he said a preponderance of representation in the House was necessary to enable the country to develop. However, the country is not developing—the opposite is taking place. One excellent suggestion made by Sir Collier Cudmore in another place yesterday was that the size of Parliament should be increased. I agree with that entirely, and under proportional representation there would be proper representation.

The Hon. D. N. Brookman—You do not press for the abolition of State Parliaments?

Mr. O'HALLORAN—No.

The Hon. D. N. Brookman—Some of your supporters do.

Mr. O'HALLORAN—It is part of the platform of the Labor Party to give the Federal Parliament supreme constitutional authority.

Mr. Millhouse—So you would take away power from the States.

Mr. O'HALLORAN—Yes, we would, and there would not be the nonsense that now goes on about section 92. Whenever the State wants to do something it finds it is shackled by the provisions of the Constitution. We believe we should have a national Constitution which should be the one under which the Commonwealth Parliament functions, but we have never suggested for a moment that State Parliaments should be abolished. In fact I believe there should be more States and State



Parliaments, with powers delegated by the Commonwealth Parliament. Members opposite in the main represent vested landed interests; the fewer people on the land and the larger the holdings the larger the vested interests become. That is one of the main reasons why we will not get decentralization, because some country towns are now losing population and the electoral constitution of the electorates is being changed. That is what we do not want to do. There is a vast difference between the ideals and economics of the Opposition and the Liberal and Country League. We believe the country should be developed on a balanced programme. We do not believe that monopolies and vested interests should be able to dictate policy.

Mr. Hambour—Would you go to the country at the next election asking for equal electorates?

Mr. O'HALLORAN—I remember what I think is a very excellent quotation from the great English poet Wordsworth:—

. . . The good old rule

Sufficeth them, the simple plan,

That they should take who have the power,

And they should keep who can.

That, I suggest, seems to be the ideology of the Government. It does not sum up the ideology of members on this side of the House: we believe in people and in the rights of human beings. We believe that all men and women are born equal under God and that they

should have an equal break to begin with. We know they will not finish up equal, because some will have different characteristics and abilities from others, but at least give them an equal chance.

Mr. John Clark—Equality of opportunities.

Mr. O'HALLORAN—Yes, and to do that it is necessary to change our thinking, to adopt a more co-operative line of thought, to have a look at the fellow who has nothing and give him an opportunity at least to get a little, so that he can take his place as all human beings should be able to take their places. That is the test. We see land monopoly in existence here. The only people who can purchase are those with already large holdings and fat bank accounts. Some of the few small farmers who are left, the artisans who have saved money and want to go on the land, cannot buy in these times of high prices. Labor has a closer settlement policy to solve that problem without injustice to anyone and will give effect to that policy. This will assist toward decentralization, develop country towns, and will bring about a more balanced population with the emphasis on people, not property.

Mr. LAUCKE secured the adjournment of the debate.

#### ADJOURNMENT..

At 4.29 p.m. the House adjourned until Thursday, July 24, at 2 p.m.