

**HOUSE OF ASSEMBLY.**

Wednesday, July 30, 1958.

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

**QUESTIONS.****SUNDAY SPORT.**

Mr. O'HALLORAN—Has the Minister of Works obtained a report from the Chief Secretary on the question I asked yesterday relating to the control of Sunday sport?

The Hon. G. G. PEARSON—I have received the following report from the Chief Secretary:—

No instructions have been issued by either the Government or the police, nor has there been any alteration of the law. The law has always provided that places where charges are made have to be licensed under the Places of Public Entertainment Act and that any admission to those places on a Sunday, if there is a charge or collection made, can only be made after the programme has been submitted to and approved by the Minister. The administration of the Act is exactly the same today as it has been for many years. The Act has always been directed against commercialized sport on Sundays, *i.e.*, sport or amusement being conducted for a profit where charges are made or collections taken up. There is, however, no objection where people desire to conduct private sporting activities such as a game of tennis, golf, etc., without charge.

**EUDUNDA AREA SCHOOL.**

Mr. HAMBOUR—The main building of the Eudunda Area School has now been completed, and many additional buildings have been erected, with the result that the playing area has been greatly curtailed. Between the school and the recreation park is land that could be developed for use by the children as a playing area. As I believe it would be an excellent opportunity for the Minister of Education to investigate the possibilities of extending the area, would he visit the school and examine the position?

The Hon. B. PATTINSON—In my opinion anyone can be justly proud of the Eudunda Area School. I think it is an outstanding example of wholehearted and generous support by a school committee and a local council to the Education Department, which has been appreciated both by the department and by me. I am anxious on every possible occasion to extend facilities for sport and recreation at schools, and as I know the honourable member has been very zealous, firstly as chairman of the school committee, and secondly as chairman of the Eudunda district council, I shall be pleased to accept the invitation.

**ELECTRICITY ACCOUNT DEPOSITS.**

Mr. FRANK WALSH—I have been handed a letter dated July 28 written by the Electricity Trust to one of my constituents (whose name I would be pleased to disclose if the Minister desires), stating that as his account of £12 17s. 6d. is overdue, it will be necessary for him to pay a deposit of £20 as well as the arrears before August 4 or no electricity will be supplied to him. As this would impose hardship on the consumer, and as people usually do not get in arrears without good reason, will the Minister ask the trust not to insist on the payment of the deposit and to eliminate such deposits in respect of consumers' accounts in future?

The Hon. G. G. PEARSON—The honourable member has not disclosed what reasons there are, if any, for the non-payment of the account when it was rendered. He made a general statement that nobody desires to be in arrears with electricity accounts, and I suppose that as a general rule that is correct, and there could be reasons over which the consumer had no control. On the other hand, however, some people procrastinate in these things and the trust has provided in its regulations that people who do so should pay for the pleasure or privilege of procrastination. I think it is accepted that in all these things there has to be some incentive—I use that word advisedly rather than a stronger word—for people to pay their accounts when due. But that probably 99.9 per cent of people pay accounts for such services as electricity, gas, and water promptly, the whole position regarding the collection of money for these services would become chaotic. From my short experience in the Water Supply Department I know that nearly everyone pays his accounts when rendered, but one or two do not, and time and time again their accounts are in arrears. I am quite sure that if there is a case of genuine hardship the Electricity Trust would be as humane as any other section of the community and give full consideration to the case. If the honourable member will tell me the name of the people concerned and the circumstances, and there is hardship, I will ask the trust to reconsider the decision.

**NANGWARRY SHOPPING CENTRE.**

Mr. HARDING—Can the Minister of Forests say what progress has been made in the establishment of a shopping centre at Nangwarry?

The Hon. D. N. BROOKMAN—The department is still awaiting plans and specifications

from the Housing Trust for the proposed shopping centre at Nangwarry. Officers of the trust, who state that considerable difficulty has been experienced in completing this work owing to shortage of staff, now promise that full estimates will be with the department by August 31. As soon as these documents have been received Cabinet authority will be sought for the erection of the building.

#### MENTAL HYGIENE.

Mr. LOVEDAY—Has the Minister representing the Minister of Health a further reply to my recent question concerning a division of mental hygiene in the Department of Health?

The Hon. G. G. PEARSON—The Minister of Health reports:—

There is no division of mental hygiene in the Department of Public Health. Mental institutions in this State are administered by the Director-General of Medical Services through the intermediary of the Superintendent of Mental Institutions. Psychiatric clinics are conducted at the Royal Adelaide Hospital and at the Adelaide Children's Hospital.

#### DAIRYING PROSPECTS.

Mr. BYWATERS—Under the heading "Dairy Future is Gloomy" the *News* of July 23 contained the following report:—

A top Australian economist today forecast nothing but gloom over expansion of the dairying and poultry industries in Australia. He is Dr. T. H. Strong, director of the Bureau of Agricultural Economics, Department of Primary Industry. Dr. Strong told farmers at the Agricultural Bureau Congress in Adelaide that Australia could not hope to compete with countries specializing in dairying and poultry exports. New Zealand, in recent years, had produced far in excess of these requirements and had made it tough for Australian producers to find overseas markets for butter, eggs, and cheese.

As this matter vitally affects my district, can the Minister of Agriculture say whether his Government is doing anything to solve this problem, whether any thought has been given to a sales promotion campaign overseas, and what is the reaction generally to the doctor's statement?

The Hon. D. N. BROOKMAN—I noticed Dr. Strong's statement and do not doubt that he is talking with authority, but when discussing overseas markets we should not forget that our large home market, which seems to be increasing year by year, has a considerable bearing on our primary industries. I do not want to take the matter further at present, but I undertake to make a full statement later.

#### WORKS MINISTER'S REPORTS.

Mr. QUIRKE—Has the Minister of Works a further reply to the question I asked on July 23 regarding the furnishing of annual reports by him?

The Hon. G. G. PEARSON—I made inquiries about this matter in my department. Frankly, the reports have not been issued in recent years because of pressure of work in the department. The secretary has told me that he has a backlog of reports to prepare and that he intends to devote himself to that task with a view to continuing the practice to which the honourable member refers.

#### HILLS WATER SUPPLY.

Mr. SHANNON—Has the Minister of Works a reply to the question I asked last week concerning the extension of water mains from the Clarendon weir to serve the Blackwood-Belair area, and the likely progress during the coming financial year on the Onkaparinga Valley scheme, particularly the proposed extensions to Mount Barker, Aldgate, and other towns in my district?

The Hon. G. G. PEARSON—Although I cannot answer, in general terms, the first part of the honourable member's question, I can the latter part. The Onkaparinga Valley scheme is proceeding and work will be continued if money provided on the Loan Estimates is approved by Parliament. If approved, it is expected that Charleston, Woodside, Oakbank, Balhannah, Mount Barker, Nairne, and Littlehampton will be given a supply during the year and that considerable progress will be made on the main towards Vimy Ridge, which will eventually supply Bridgewater and Aldgate. The steel pipes for the first section of the Clarendon-Blackwood main are now being manufactured and a start on the laying of this section which will extend from the River Onkaparinga near Clarendon to the site of the storage tank on Chandlers Hill will shortly be made. Funds have been sought for this 2½ mile section of main in this year's Loan programme and, if approved by Parliament, the amount sought will be sufficient to meet the cost and laying of the pipes.

#### SHOP REGISTRATION FEES.

Mr. STOTT—It has been reported to me that shop registration fees have been increased by up to 2,000 per cent and I understand that this matter comes before the Executive Council by regulation. As this increase seems to be incredible, will the Minister of Works, as Acting Leader of the Government, inquire whether

the report is correct and, if it is, will he say what is the justification for a 2,000 per cent increase?

The Hon. G. G. PEARSON—Of course, 2,000 per cent of nothing is nothing, and the scale *pro rata* increases from that point. I am not greatly impressed by the mention of 2,000 per cent: the question of where you start is basic to the whole matter. The honourable member will appreciate that if you start at a very low figure, a steep percentage increase need not represent a steep increase in money value. On the general question of shop registration fees I am unable, because of lack of knowledge, to give an answer, but I will inquire. I point out that any matter coming before Cabinet is carefully examined, and had such an increase as this been recommended I am confident that, unless the original charge was insignificant, no increase of 2,000 per cent, or even 200 per cent, would have been entertained. I will have the matter examined and reply further.

#### NORTHERN WATER SUPPLIES.

Mr. HEASLIP—Last year was particularly dry and there was very little intake at the Bundaleer, Beetaloo, and Baroota reservoirs, upon which northern water reticulation depends. As we are now experiencing another dry year in that area, can the Minister of Works say what has been the intake to those reservoirs, to what extent is River Murray water being pumped at present, and what are the prospects for the coming summer?

The Hon. G. G. PEARSON—The capacities of the Bundaleer, Baroota, and Beetaloo reservoirs are 1,401,000,000, 1,371,000,000 and 819,000,000 gallons respectively, and their present storages are 524,000,000, 244,000,000 and 201,000,000 gallons respectively.

Mr. HEASLIP—I understand the Minister of Works did not give all the information he had in connection with northern reservoirs. Has he any more?

The Hon. G. G. PEARSON—I neglected to give details for which the honourable member asked about pumping from the Morgan-Whyalla pipeline. The member for Stuart (Mr. Riches) also asked for similar information, and if he will permit me I will give the information to both members at one time. The report further states:—

The rainfall this winter has been disappointing over the catchments of the three larger northern reservoirs and as yet no appreciable intakes have occurred. The Morgan-Whyalla pipeline has been pumping at full capacity 24 hours per day since July, 1957, and since the cooler weather

reduced consumption, all surplus water above the demands of the Morgan-Whyalla pipeline itself, has been fed into the Bundaleer reservoir to build up some reserve to meet next summer's demand. This practice will be continued unless heavy rain falls and appreciable intakes are received. The District Engineer reports that consumption from the Morgan-Whyalla pipeline itself is higher than is usually the case at this time of the year and this is undoubtedly due to the comparatively dry winter in the area which it feeds. The storages in the northern reservoirs at present are low, but there is yet a reasonable chance of intakes before the onset of summer. However, if no intakes occur, it is proposed to make a review of the whole position at the end of August. The proposal for duplicating portion of the Morgan-Whyalla pipeline is at present being reviewed in the light of the latest developments at Whyalla, Iron Knob and Port Augusta. It will be some time before this review is completed so that a satisfactory scheme can be put forward for consideration.

This morning the Engineer-in-Chief added the following rider to the report:—

Since the above report of the Engineer for Water Supply was written, good rains have occurred, with the result that water consumption in the northern areas has fallen considerably and more water is available from the Morgan-Whyalla pipeline to build up the supply in the Bundaleer reservoir. Despite the fact that no intakes have yet been received, it is not expected that any serious difficulties will be experienced in maintaining unrestricted supplies in the northern areas during the coming summer.

#### PIRIE BLOCKS SCHOOL.

Mr. RICHES—I wish to read an extract from a petition signed by 40 parents of children at Bungama and Coonamia who are attending the Solomontown school. It states:—

The Pirie Blocks school at Bungama has been closed until a teacher is available, and we are compelled to send our children to the Solomontown school by rail car. One of our urgent needs is a shelter at the crossing because the rail car is seldom on time, and when it rains the children have to either stop home or wait in the rain until such time that the rail car arrives and then suffer their wet clothes all day at school. We, the parents of the children of Bungama and Coonamia, feel that the following needs the utmost attention:—

Where the children board the narrow gauge rail car at the Port Pirie Junction there is a small shelter at the level of the railway lines alongside the narrow gauge line. The children finish school before 4 o'clock and have to wait there at the shelter until the arrival of the rail car at 20 minutes past four or later. We have been told that they play on the lines and occasionally when they see a train come they run across the tracks to beat the train. We strongly feel that it is up to the department concerned to do something very soon before

an accident occurs, even if it is only cyclone fence with a gate to keep the children off the lines until the arrival of the rail car.

The people want a shelter at the Bungama crossing and some protection at the Port Pirie Junction crossing or, failing that, the re-opening of the Pirie Blocks school. Will the Minister of Education investigate this complaint to see whether the request can be met?

The Hon. B. PATTINSON—Yes. Firstly, I express my regret that the Pirie Blocks school has been closed. It is well known that we are short of teachers and in many cases, particularly those of very small country schools, when a teacher is obliged to leave it is extremely difficult, if not impossible, to supply another immediately. I am experiencing similar problems with other schools, and the Superintendent of Primary Schools is doing his best to solve them. I shall be pleased to take up the other matter mentioned with my colleague, the Minister of Railways, to see what can be devised, either temporarily or permanently, and let the honourable member know as soon as possible what can be done about both requests.

#### BUS SERVICE TO CLAPHAM.

Mr. MILLHOUSE—Has the Minister of Works a reply to the question I asked on July 24 about the proposal to extend the Lower Mitcham bus service to Clapham?

The Hon. G. G. PEARSON—My colleague, the Minister of Roads, has furnished me with the following reply:—

The Metropolitan Transport Advisory Council has met and inspected the proposed extension in company with the town clerk, Mitcham, who has been requested to submit his council's case for the extension. The Metropolitan Transport Advisory Council is at present awaiting advice from the town clerk before proceeding further in the matter.

#### SEWERING OF NORTH GRANGE.

Mr. FRED WALSH—During the past two years I have made several representations to the former Minister of Works and the department with a view to having the area known as North Grange, north of Terminus Street and east of Military Road, sewered. I understand it is in what is known as a sewer area, and it has been under consideration for some time. Because of the recent wet weather the residents are suffering great difficulties over the discharge of effluent, etc., which is endangering their health. Can the Minister of Works say whether any decision has been reached on this matter and, if not, when one is likely to be made?

The Hon. G. G. PEARSON—I have seen dockets recently relating to about three schemes in that locality. They relate to that low-lying country which is affected by tidal or shallow water tables. I cannot remember whether the scheme the honourable member referred to is one of those, but I will get an answer to his question tomorrow or next week.

#### KINGSTON WATER SUPPLY.

Mr. CORCORAN—I understand that preliminary work has been completed and details of costs for a water supply for the township of Kingston (South-East) have been obtained. The former Minister of Works (Hon. Sir Malcolm McIntosh) assured me that he had every reason to hope that the scheme would be included in the Estimates for the current year. The district council and the people of Kingston are anxious for this work to be carried out as soon as possible. Can the present Minister say whether there is still every reason to anticipate that it will be carried out this financial year?

The Hon. G. G. PEARSON—I think I can give the honourable member a hopeful report. The cost of the Kingston scheme is estimated at £79,500. The question of financial provision cannot be finally resolved until Parliament has examined the Loan Estimates, but, as the Minister of Education said yesterday, I think I can say that the position is full of hope that the money will be provided.

#### INTERSTATE HAULIERS' VEHICLES.

Mr. STEPHENS—In South Australia every vehicle on the road—whether passenger, commercial or private—has to bear number plates so that it can easily be identified. This is helpful in accident cases or where a hit and run motorist attempts to escape identification. However, I am informed that such laws do not apply to interstate trailers and such vehicles can be used on our roads without being bound by our traffic laws because of section 92 of the Constitution. This morning I noticed a big trailer in my district that had no means of identification. If an accident happened it would be difficult to report that vehicle. Will the Minister ascertain whether what I have said is true and advise whether South Australians have any means of protection against these vehicles that use our roads without registration plates?

The Hon. G. G. PEARSON—I think that, as a matter of practice, nearly every vehicle, whether interstate or not, does carry some type of identification number plate. I admit

that I have seen at least one vehicle without such a plate and obviously the honourable member has discovered others. We cannot compel them to register and I do not know whether, under the Act, we can compel them to carry some identification plates. I think the law relating to the painting of the owner's name on the side of his vehicles would definitely apply because it is not a question of discrimination so far as section 92 is concerned. That would provide some means of identification. However, I will discover the legal position, particularly in respect of number plates, to see what provisions can be enforced under our existing law.

#### FRUIT JUICE FOR SCHOOL CHILDREN.

Mr. O'HALLORAN—In some outback country schools great difficulty is experienced in procuring milk supplies for school children as is provided generally by the Commonwealth in arrangement with the State Education Department. It has been suggested that a practicable and cheap substitute would be readily available in the form of fruit juices. Yesterday, in reply to a similar question, the Minister said that in the opinion of the Commonwealth milk and milk only should be supplied. However, will he see that this matter is again taken up with the Commonwealth authorities, through the appropriate channels, to ascertain whether, in appropriate cases, fruit juices could be supplied instead of milk?

The Hon. B. PATTINSON—I examined the appropriate docket only this morning and saw that the matter was raised about five years ago—just before I became Minister—by the then member for Chaffey, Mr. Macgillivray, and a promise was given that such a request would be made to the appropriate Commonwealth Minister. Unfortunately, the ensuing correspondence was conducted at a departmental instead of Ministerial level. In view of this request from the Leader I shall be pleased to write to the Commonwealth Minister asking for a definite reply.

#### HIRE-PURCHASE CONFERENCE.

Mr. HAMBOUR—In an article in this morning's *Advertiser* about hire-purchase it is suggested that an endeavour will be made to bring the States together to secure co-ordinated consideration of hire-purchase in Australia. Can the Minister of Works say whether the Government will consider taking part in such a conference?

The Hon. G. G. PEARSON—The honourable member is aware that no man-made legislation

or scheme is perfect and hire-purchase, in common with all other things that man in his ingenuity has devised, has some weaknesses. That has always been admitted by the Government and by all people interested in hire-purchase. In various comments in this morning's press it was recognized that hire-purchase has fulfilled a valuable function in the community in as much as, by making finance available, it has promoted a considerable consumption of manufactured goods and, incidentally, such goods as this State is peculiarly equipped and able to supply. Everybody is ready to admit that a curtailment of hire-purchase in any volume would immediately have serious repercussions on industries generally and on South Australian industries particularly. Therefore, these proposals must be approached with caution. The proposed conference, sponsored I think by the Premier of Queensland, is a matter that concerns the Premier personally, because if anyone is to attend it will be he. I prefer to refer the matter to him when he returns.

#### MITCHELL PARK PRIMARY SCHOOL.

Mr. FRANK WALSH—I believe the Education Department intends to build a primary school at Mitchell Park and that an area of about 7½ acres is available for it. Will the Minister of Education inform me whether it is the intention of the department to build this school, and ascertain what acreage of land will be made available for the Mitchell Park boys technical school? Also, can an easterly boundary for the primary school be defined?

The Hon. B. PATTINSON—The proposal to build a primary school at Mitchell Park, recently referred to the Public Works Committee for investigation and report, is one of a large number of proposals submitted to that committee. The reason for submitting so many proposals at one time is that plans and estimates of cost have only just been received by the Education Department from the Architect-in-Chief. I know that the committee is dealing with these submissions with very great speed, and I am intensely grateful to it because it has these extra duties thrust on it wrongly, in my view, as the submissions should not have been left so long. I do not know how far the inquiries have proceeded and cannot hazard a guess whether the recommendations will be favourable or not. As soon as they are received by Cabinet I am hopeful that they will be included in the coming Loan programme. My recollection is

that a considerable time ago about 30 acres of land was purchased and set aside for schools at Mitchell Park, a large portion of which has been given to the Mitchell Park boys technical high school, and some on the eastern side is for the primary school. I do not think there is yet any clear line of demarcation between the two. Some of the land is perhaps for ovals and sports areas for the two different types of students. I shall be pleased to look at the locality with the honourable member at any time if he so desires.

#### ACETYL ALCOHOL IN RESERVOIRS.

Mr. KING—Last year I asked a question concerning the use of acetyl alcohol at metropolitan reservoirs to retard the rate of evaporation in dry seasons. As I believe experiments were carried out last summer on its use, has the Minister any information about its effectiveness?

The Hon. G. G. PEARSON—No, I have not asked the department that question. I know that experiments have taken place in the drier parts of Australia; I saw them being conducted in Alice Springs and I know they have taken place extensively in the Broken Hill area. I am not aware to what extent experiments have been conducted at reservoirs in the metropolitan area where the rate of summer evaporation is not nearly so high. I think I can say that although benefits have flowed from the introduction of this system on moderately large or medium-sized areas of water in the northern parts of the State under high evaporation conditions, they were not as great as was hoped. In respect of the larger areas of water where wave action develops results have been less beneficial. However, I will ask the Engineer in Chief whether he has any information on this matter, particularly in regard to storage reservoirs in this State.

#### ASSEMBLY CHAMBER LIGHTING.

Mr. QUIRKE—Is it possible for the Minister of Works to do something to improve the wretched lighting in this Assembly Chamber? On a dull day such as today nobody can be satisfied with it. I do not know whether I need new spectacles, but I notice that everyone in this Chamber wears them, so apparently everyone has the same complaint. It is a reproach to people responsible for legislating that they put up with such conditions. This is the third time I have mentioned this matter. I again ask the Minister to have something tangible done.

The Hon. G. G. PEARSON—I do not know whether the honourable member wants a little enlightenment or a little light on the subject, or whether he wants modern fluorescent lighting or more lighting.

Mr. Quirke—The Electricity Trust will tell you all about lighting. Put all the present fittings in the archives.

The Hon. G. G. PEARSON—I do not know about that; I think some of them go with the place, perhaps. There are many views on this matter, which has been raised before. Although perhaps all members wear spectacles, I think it is one of the frailties of human flesh that people who find themselves suddenly doing a lot of reading are compelled to do so. The answer may be to ask the Electricity Trust to make a survey of light intensity in the Chamber and bring down some recommendation, and I am prepared to ask it to do that.

#### FRUIT FLY ERADICATION.

Mr. DUNNAGE—This morning I was invited to inspect a commercial grower's property in the eastern suburbs. He showed me two trees destroyed by the fruit fly spray and several damaged trees. He said he must apply to the department for compensation and that he is concerned about the sum he should ask for in respect of the trees completely destroyed. Can the Minister of Agriculture say whether he has received similar reports and whether it is possible to use some other variety of spray that will not kill the trees?

The Hon. D. N. BROOKMAN—In reply to a question on this matter yesterday I read a report that outlined the great care taken in mixing and using the correct spraying materials. It was also stated that the tartar emetic spray had been replaced by malathion, which was more effective and would not damage fruit trees. I did not, therefore, expect to hear further complaints about damaged trees, but if these trees have been damaged and the grower claims compensation I should be interested, because of the great care taken in using the sprays, to know whether the damage was done by them. If the honourable member will give me the name and address of the complainant I will see that an officer inspects the trees and furnishes an informed report, stating whether the damage was caused by sprays or some other factor.

Mr. RICHES—Many Port Augusta residents believe that the fruit fly spray used there is having an adverse effect on their trees, killing some. Port Augusta residents expect that they

will be compensated similarly to Adelaide residents whose fruit has been stripped, but no statement has been made by the Government to that effect. Can the Minister of Agriculture say whether the new spray is being used in Port Augusta, and what compensation will be paid to Port Augusta residents whose fruit has been taken and plants uprooted?

The Hon. D. N. BROOKMAN—I do not know of any difference between the compensation provisions in the metropolitan area and in Port Augusta. The policy of the Government has always been to compensate people within reason and where possible on matters such as this. Generally speaking, the department has appreciated the great co-operation of people in submitting to the rather tiresome practices that are necessary to control fruit fly. I shall be glad to get a full report on the Port Augusta operation.

Mr. DUNNAGE—I have been given to understand by the person to whom I spoke that in two known instances fruit fly had been introduced to South Australia in bananas, although I cannot say whether that is correct. What action does the department take to see that imported bananas do not harbour fruit fly?

The Hon. D. N. BROOKMAN—I am sorry I have not the information now, but I will get a report for the honourable member. I should like to have the name of his informant and get full details of the instances quoted.

#### CONSORTING WITH ABORIGINES.

Mr. LOVEDAY—Can the Acting Leader of the Government say whether it is intended this session to amend the legislation concerning consorting with aborigines?

The Hon. G. G. PEARSON—I said in a press announcement that the Government had considered the matter and intended to ask Parliament to remove section 14, which refers to consorting with aborigines, from the Police Offences Act. That legislation is being prepared and it is intended to introduce it this session.

#### DECIMAL COINAGE.

Mr. STOTT—Can the Minister of Works, as acting Leader of the Government, say whether Cabinet has received a communication from the Prime Minister regarding the proposed change to the decimal coinage system and whether State legislation would be required on this matter? Further, has consideration been given to the tremendous loss that would be caused by the scrapping of

books and machines if the decimal coinage system were introduced throughout Australia?

The Hon. G. G. PEARSON—As far as I am aware, no such communication has been received and I do not know whether the officers of the Treasury or any other officers have investigated the matters raised.

#### MARION ROAD RAILWAY CROSSING.

Mr. FRANK WALSH—Recently the Sewers Department did some work at the junction of Marion Road and the Brighton railway line crossing. People driving down Sweetmans Road, if going to Glenelg, have to make a right-hand turn over the line and travel about 40ft. before coming to the next turn. I have been informed that the Sewers Department destroyed part of a fence in this locality, so that 20ft. of an open floodwaters drain measuring about 6ft. across by 4ft. deep is unprotected. I believe that during the last month four motorists have gone over the drain. Will the Minister ascertain whether that is correct and see that the danger is eliminated by the Railways or the Highways and Local Government Department?

The Hon. G. G. PEARSON—Yes.

#### ACQUISITION OF AGRICULTURAL LAND FOR HOME BUILDING.

Mr. KING—It seems that the Government has certain powers regarding Crown lands in Government irrigation areas, and that they were used recently in providing for the expansion of the town of Berri. What power does the Government possess to assist in the acquisition of freehold agricultural lands adjacent to townships for the purpose of subdivision and resale to prospective home builders?

The Hon. G. G. PEARSON—I will get a report for the honourable member.

#### PORT AUGUSTA PUBLIC WORKS.

Mr. RICHES—Has the Minister of Works a reply to the questions I asked recently about the erection of Government buildings that have been authorized at Port Augusta?

The Hon. G. G. PEARSON—I have received the following report about the police station at Port Augusta:—

No provision has been made on the Estimates at any time for a new police station at Port Augusta. Provision was made for new cells and an additional lavatory block. Sketch plans have been prepared and an estimate will be submitted shortly for approval. This is one of hundreds of relatively small jobs which are being fitted into the department's programme having regard to the urgency of major works. Tenders will be called towards the end of December.

I have the following report about the new maternity wing at the Port Augusta Hospital:—

Some amendments were necessary to the working drawings to meet altered requirements and the final drawings will be completed shortly. An estimate will be submitted for approval at an early date but it will be some little time before the specification can be written owing to pressure of work on the specification writers. It is anticipated that tenders will be called at the end of October. In regard to the building of new offices for the Waterworks and Agriculture Departments at Port Augusta, the position is that consideration was given some years ago to the question of constructing a new office building at Port Augusta. Demands for funds for water main extensions and other urgent works were so great at that time that the proposal was deferred. Recently, further consideration has been given to this matter and plans are now being prepared for a new office to accommodate employees of both the Engineering and Water Supply and Agriculture Departments.

#### ADDRESS IN REPLY.

Adjourned debate on the motion for adoption.

(Continued from July 29. Page 194.)

Mr. JENKINS (Stirling)—I support the motion and congratulate the mover (Mr. Hambour) and the seconder (Mr. Harding) on their excellent speeches. I join with other members in expressing sympathy to the widow of the late John Fletcher, who faithfully represented the district of Mount Gambier for many years. I express my sympathy to the family of the late Mr. H. E. J. Johnson, Executive Officer of the South-Eastern Drainage Board, who died about a fortnight ago. All members of the Land Settlement Committee relied greatly on his views, and he was always willing to make information readily available. I thank the former Minister of Works and Marine (Hon. Sir Malcolm McIntosh) for the generous manner in which he treated me and for the attention he gave to my district. I hope that he will enjoy good health for many years. Last Monday I had a talk with one of Victor Harbour's old residents. He is Mr. A. H. Warland, O.B.E., who was clerk of the district council of Encounter Bay and the corporation of Victor Harbour for 39 years, and he expressed his appreciation of Sir Malcolm McIntosh's consideration for the needs of that district.

I congratulate the Minister of Agriculture (Hon. D. N. Brookman) on his elevation to Cabinet rank, and I am sure his initiative and

ability will be seen to great advantage. I also congratulate the Minister of Works and Marine (Hon. G. G. Pearson) on his advancement in the Cabinet. The way he acquits himself in the House during question time and debates indicates that he will do an excellent job. I also congratulate the new member for Mount Gambier (Mr. Ralston) and I am sure he will find he has many friends on both sides of this House. Members may sometimes shout at each other across the Chamber, but outside we make valued friendships.

I congratulate the member for Gawler on the excellent speech he made yesterday, and accept his assurance that he was genuine in all he said about educational requirements. Members were keenly interested but many had read speeches made in the Federal Parliament on the same subject and it was apparent that he had culled his speech from that source, though that did not detract from the excellence of his subject matter. I agree with him that education is of supreme importance to this State and its young people. I agree, too, that the crux of the problem is lack of money. I think the main points made by the honourable member were the overcrowding of classrooms, and the need for more teachers. I think that in 1950 the grant for education was about £1,000,000 or £1,500,000, but last year it was about £10,000,000. The increase has probably resulted from a great increase in population and the shortage after the war of materials, labour and professional staff. I am sure that all members will agree that the Minister of Education has spent the funds available to him very wisely.

During the past 10 years great improvements have been made to educational facilities in my district. I believe that the standard of education today is of a high order, and it is essential that it should be. I believe the teaching facilities in all districts have been improved greatly. Many new schools have been opened. This year the Minister opened a fine, modern primary school at Macclesfield. At Strathalbyn and Victor Harbour additional classrooms have been provided. I have about 40 small schools in my electorate, and they have all been improved in some way. Some of the very small ones have been closed, and bus services now take the scholars to the bigger schools. This has presented a great problem, but it has been handled very ably. I had a few adverse comments to make about school transport services a few years ago, but they have been improved considerably. It must be realized that there



are always a few children living in inaccessible localities, and they may have to be picked up early in the morning and returned home late in the afternoon.

The playing yards of most country schools have now been paved, and this has proved a great boon because the children do not now have to play in mud. Larger playing areas have been provided at many of the bigger schools as a result of land purchased by the department. Most of the bigger schools have been provided with offices for headmasters and morning and afternoon tea facilities have been made available for the staff. Many classrooms have been equipped with heating apparatus to make them more comfortable in winter, and new lavatory blocks have been added in many places. The proposed school programme looks encouraging. Last week I introduced a deputation from Mount Compass to the Minister, who expects that a new area school will be built there in 1960. The people of Mount Compass are very progressive and look forward to having the new school. Members of the committee and parents in the locality are anxious for an area school to be provided to enable the children to obtain primary and some higher education to fit them for their occupations on the land and to maintain them in agricultural pursuits in their area. I think that will probably come about. I am pleased at the support I have had from the Minister.

The successful negotiations resulting in the establishment of an oil refinery on the southern coast should prove of great economic value to South Australia. It will provide a great deal of employment and it should be capable of producing material for the sealing of roads. This would be a great boon, particularly to country areas where so many of our second class or country district roads cut up every winter and cost much to maintain. I hope the off-products from this oil refinery will put a different complexion on the cost of maintaining country and district roads.

I appreciate the attitude the Minister of Roads has adopted towards my district. The completion of the bitumen between Milang cross roads and the Double Bridges, together with the completion of a new bridge, which has been under construction for two or three years, has resulted in its connection with the bitumen road to Victor Harbour and is a great blessing. Another extensive road programme is proceeding at the moment between Mount Compass and Victor Harbour where some 17 miles of road are being bituminized.

Last year about £110,000 was spent and the Minister indicated at Victor Harbour recently, when opening a new arcade of shops built by the corporation, that about £150,000 would be spent on the same road this financial year. That will not complete it, but already there is much evidence that this road will be appreciated. It has been widened and many of the pronounced bends have been removed, shortening the road and making it more comfortable for travelling.

Some of the roads in my district need attention. The road between Ashbourne and Strathalbyn is used extensively by the trotting and racing crowds going to Strathalbyn. It is only a gravel road and narrow in places and should receive some consideration. At present there is a bitumen road from Strathalbyn to Woodchester, but from Woodchester to Callington the road is not sealed. There is an excellent road from Murray Bridge to Callington and the bituminizing of this eight or nine miles would provide a good access road from Murray Bridge through to Victor Harbour. The road from Langhorne's Creek to Wellington is increasingly in need of attention and I hope it will not be long before this is on the programme for sealing.

In a recent question I mentioned a road between Jervois and Wellington. I mentioned that the low road—five miles between Jervois and Wellington—was pot-hole, wet in the winter and a dust bowl in summer, and that on one side were homes and on the other dairies and the dust in summer was a nuisance and it was amazing that dairymen were able to maintain the standard of milk required for a city licence. The Minister's reply to my question was that the road would be built and continued on in bitumen from Murray Bridge to Wellington on the high ground. That will certainly decrease a great deal of the through traffic from Wellington to Murray Bridge but it will not overcome the whole of the trouble because traffic will still be relatively heavy on the lower road. I do not know whether it would be practicable to have two parallel main roads only 100yds. apart, but I mention the position for the Minister's consideration.

Water restrictions were imposed from Christmas until the recent rains in the Encounter Bay water district and the Strathalbyn area. We were fortunate again this dry summer and I believe the good soaking rains of the last week or two will alleviate the position for the coming summer because streams will keep running whereas they didn't last summer

because of light winter rains. Private bores put down in the Macclesfield area were responsible for maintaining the supply of water from the reservoir at Strathalbyn. The Engineer for Water Supply, Mr. Campbell, after interviewing the Minister visited the area and persuaded farmers to pump from their bores into the Angas River for a time to supplement the supply in the Strathalbyn reservoir. The quantity of water in the reservoir increased from about 8,000,000 gallons to between 14,000,000 and 15,000,000 within a week or two. The quality of the water also improved because at the low level the salt content was about 80 grains but after the pumped water was injected into the reservoir it decreased to about 20 grains. I do not think that in the future we can depend on bores of this nature and I understand the department is investigating the possibility of discovering fresh water bores nearer the reservoir to temporarily supplement its supply.

At Victor Harbour the Hindmarsh Valley reservoir at one stage contained only about 15,000,000 gallons of water and the Minister ordered the pumping from Goolwa soon after Christmas. Had he not done so and got in before the reservoir ran too low the situation could have been drastic. The future of the water supply at Victor Harbour will depend on the amount which can be provided in the Estimates to meet the cost of a new scheme recommended by the Public Works Committee—estimated at £318,000. Mine is a developing and progressive district needing water. Many of the recent subdivisions cannot be built upon because they are a number of feet above the level of the existing mains and pressure tank. The new proposed scheme will overcome that disability and will provide water for everybody who needs it within the Encounter Bay water district.

In respect of Strathalbyn I have led several deputations to the Minister and have had frequent conversations with Mr. Campbell. On one or two occasions I have advocated the construction of a pipe line from the lakes to Strathalbyn to supplement the reservoir and I have suggested that such a pipe line could serve about 22 farmers who at the moment have water of a high saline content in dry seasons. Mr. Campbell has informed me that he has considered this as a long range plan. He may be wise in not rushing in too early to construct a pipe line of this nature although something should be done because people on the Sandy Grove road near the Strathalbyn

racecourse cannot be supplied by a pipe line from the Strathalbyn reservoir because they are on ground that is too high. If the long range plan takes some years to come into effect then these people will suffer from a shortage of water for a number of years.

The long range plan is good from the point of view that the growth in the vicinity of the metropolitan area will compel market gardeners to seek other areas comparatively near the market. I believe surveys have been made in this area to ascertain the fertility of the soil, the height of the water table and the suitability of the land for growing citrus and deciduous fruits, vines, and so forth. I understand that in some parts the water is too near the surface for some types of trees but I believe the future of market gardening will depend on this area. It may not be for five, 10, or 15 years, but eventually this will be the market garden of South Australia. The ground is fertile and water is available in abundant quantities in the lakes adjacent. The lift involved in bringing water to the farms is not great. I understand one of the stumbling blocks at present is that some of the land is held in big areas and there is disinclination for the owners to have it cut up, but the time will come when the area must be subdivided whether the owners agree or not.

I have been approached by residents in the Woods Point area to ascertain if the Government will take over the control of water for that township. The supply has been run by a water board, but apparently things are not as they should be. I have not received a report from the Minister concerning what he is likely to do so perhaps I should leave that matter for the time being.

There is a tendency on the part of dairy farmers and those farmers who grow small crops of summer fodder, lucerne, and potatoes, to conserve water. Big dams have been constructed, possibly because machinery nowadays makes it easy. Last year some of the dams did not get a run-off but a fortnight ago I noticed that most of them were full and overflowing. They are a good idea, and the growing of three or four acres of lucerne on any dairying establishment is a good and profitable proposition.

The Electricity Trust has entered rural areas in my district in no uncertain manner, and every week its mains are spreading. I am very pleased about this, as are most of the people in the district, but these extensions

have aggravated difficulties of water supplies in running streams. Last year was a particularly dry one, and there were considerable difficulties in relation to riparian rights in three different rivers in my district, although they may not have arisen had it been an ordinary season. The rivers in question are the Angas River, Hindmarsh River and the Nangkita Creek. Electricity came to Nangkita Creek two or three years ago and so many farmers took advantage of it by linking power to pumping plants and irrigating pastures and summer crops that the stream was almost dry last summer. Some of the farmers got together and asked me to attend a meeting with Mr. Ide, a very capable officer of the Water Supply Department, who has had considerable experience in the formation of a water trust in the Tatiara district and in respect of the Broughton River. At that meeting the farmers unanimously approved the setting up of a water trust to control the water of that creek in an equitable manner so as to give everyone a fair share. However, now that the rains have come, they wish to delay asking for legislation to bring about the formation of a water trust.

Meetings were also held by people along the Hindmarsh River, but some of the "have nots" and the "haves" could not agree. As a result it was not decided to ask for the formation of a trust. Some 23 years ago, when I went to the district, only three people irrigated from that river, but now at least 15 irrigate in a big way, and people in a smaller way irrigate from it for potatoes, tomatoes, vegetables, lucerne and all types of summer crops. That has imposed a big strain on the river, and as it feeds the Hindmarsh Reservoir, the engineer turned the water into the reservoir to supplement the supply. There were then cries from people along the river because they could not irrigate, but the Engineer for Water Supply, Mr. Campbell, who is a very diplomatic officer, discussed the matter with the turncock. They did an excellent job between them and everyone seemed to be happy that the department was doing everything in its power to help them.

The same thing applied to the Angas River, but the position was more serious there. That river furnishes water for the Strathalbyn Reservoir, and a great deal of pumping takes place along it by the riparian owners. Apart from this, for the last 18 or 20 years two or three owners of property, who are not riparian owners, have had access to water across the properties of riparian owners. Under riparian

rights it would appear that water may be used on blocks not belonging to riparian owners provided the riparian owners along the stream have all they need for domestic and stock purposes and for irrigation, but when the peak pull on the stream took place in the dry summer the people who were riparian owners on the lower end of the stream could not get any water at all. As a result they took out a writ in the Supreme Court to restrain the people who were not riparian owners from using water, and that writ is still in operation. This resulted in the loss of some potato crops that were very nearly ripe, and imposed a strain on the dams on their properties to keep up water to stock and for domestic purposes. The position still prevails and I do not know the answer.

It seems to me to be not quite equitable or fair that these people cannot use water when the stream is running freely and riparian owners are getting all the water they require, because the water is only going to waste. Although the writ is still in force some provision should be made that in winter when everyone has ample water and it is going to waste these people should be allowed to pump water over the riparian owners' land so that they could preserve some water for the coming summer. Some time ago I asked the Premier if he would consider bringing this stream under the Control of Waters Act. Although I do not think this is the answer, it would mean that the riparian owners would have no more rights than anyone else and the Minister would have to allocate the water. We could depend on the Minister to be impartial and fair but I do not think we should impose this duty on him, because it would be a difficult matter to administer. Probably the best thing we could do would be to have a meeting of the people concerned and invite a good and diplomatic officer of the department to go amongst the people and thrash the matter out so that the riparian owners could get whatever they wanted and owners of the back blocks would be allowed to take some water when it is running freely. I would be prepared to go with him if he wished me to.

The news that the Commonwealth Government is going to discontinue group soldier settlement is rather saddening, I think, because there is still ample scope for soldier settlement under a different system. However, it was good to hear the Premier indicate that it would be Government policy to go on with single unit farms for soldier settlement. I hope that the Government will pursue that

policy to its utmost. I also hope that the terrific amount of land that will be available in the South-East as drainage progresses will be made available for development as single unit farms. The South-East has a terrific future, and as a reference is now before the Land Settlement Committee about this area, I cannot say too much about it at the moment, except that opening up Crown lands for settlement by other than returned men is worthy of consideration. It must be borne in mind that considerable benefits, which are far-reaching indeed, accrue to both the State and the Commonwealth from increased settlement on small holdings in the South-East.

I now have a word to say about the tourist trade in my district. Wellington, a small township on the River Murray, is attracting a good deal of attention from people who wish to spend week-ends away from the city. All along the river shacks are being built, which I think is a very good thing, and I hope that a decent road will be constructed for these people to travel on. I think their normal route would be from Murray Bridge *via* Jervois to Wellington. If that highway is bituminized it will be an encouragement to people to come to Wellington. Hindmarsh Island is a mecca for week-end tourists who wish to have fishing and shooting holidays in season. The ferry from Goolwa to Hindmarsh Island is inadequate to take the volume of traffic on Saturdays and Sundays, particularly in summer months, when sometimes people have been forced to wait three or four hours to cross 100yds. of water. People get sick of this sort of thing and do not come again. Although the ferry has been repaired it is still totally inadequate to take the volume of traffic it will be required to take during the summer. As subdivisions are being built on in the area, and there are a number of them, the inadequacy of the ferry will be accentuated.

This leads me to something that I discussed in this House last session—a road to the Murray Mouth. I have no apologies to make for mentioning this again because people in the district are unanimous in the feeling that it would be a great thing for the tourist trade. Although it may be costly, I have no doubt that it is practicable. Not only would such a road be a great inducement to tourists to come to the south coast but it would relieve overcrowding of the punt from Goolwa to Hindmarsh Island, because the people who go to Hindmarsh Island go not only to fish and shoot but to get as near as possible to the

Murray Mouth, as it is our greatest river and they want to see where it goes into the sea. However, they cannot see anything from Hindmarsh Island, because it is too flat, but if we had a road to the Mouth, which would mean continuing the present road by about five miles, they would use it. Although I said last year that it would be difficult to construct, because of the high cost of carting stone, I wonder if the cement stabilization method would be a cheaper method of construction. This method would be worth investigating by the engineers. As I said last year, fishermen would go there because for 3 or 3½ miles at the bottom end is 15 to 20ft of water right up to the sandhills, abounding in such fish as salmon trout, mullet, mulloway, bream and other types all through the summer. That would be the best fishing spot in South Australia and one that could be maintained throughout the year; therefore this project is worth considering. It could also serve as a tourist attraction and day trips could be made from Adelaide *via* Strathalbyn and Goolwa, returning *via* Victor Harbour and Willunga or Yankalilla. It would be wonderful for people to see the Murray Mouth at close quarters as it is difficult to do at present. The recently appointed Director of the Tourist Bureau (Mr. Percy Pollnitz) could accompany me on an inspection of this area. We could travel either by boat from Goolwa or walk over the sandhills. I should be pleased to accommodate him if he were interested in such an excursion.

Early this month the Electricity Trust extended its services into my district when it took over the existing system that had been operated by the Harbour Electricity Company for 35 years. One pleasing feature of the take-over is that the employees of the old company are now employees of the trust. This step will give a terrific boost to the district. Although the old company did a wonderful job and its operations were particularly free from breakdowns, over the past 10 years, because of the growth of the district between Goolwa and Victor Harbour, the system had reached the stage where it was overloaded and had not the capacity to effectively supply the whole area. Further, it was unable to extend services into the rural areas where the power was urgently needed. I am pleased to say that the take-over was very satisfactory to the board and the shareholders of the company and I believe it will be entirely satisfactory to the people of the district.

The tariff to be charged is that set down under zone 4, which means that for street lighting the corporation may have to pay 50 per cent more, but the charge for domestic services will be reduced by 20 per cent, which is very good indeed. The trust's system has spread through the district to Jervois and Wellington, through Strathalbyn to the mouth of the Finnis, from Mount Compass, through Nangkita to Currency Creek. I hope that it will soon be extended to Encounter Bay. Indeed, deputations have already asked for an extension to residents at the Bluff, but I am afraid that the job is so big that this extension will not be possible before Christmas. I believe, however, that it is the next extension contemplated. I hope that within two or three years electricity supplies will be reticulated to residents in the Inman Valley so that dairying production may be increased.

As evidence of the value of electricity in rural areas, I may cite a conversation I had with a man at Mount Compass Show earlier this year. I noticed a green patch of irrigated land on the hill across from the show-grounds and I asked the owner of the property to explain the nice colour of his summer pasture. He said he was using electricity and would not be without it because it had increased production by at least 33 per cent. Further, the winter pasture was much improved on the standard possible with the normal rainfall. Therefore, if dairy producers are able to enjoy the advantages of electricity and irrigation—and most of them will soon—the increase in production throughout the area could easily be 33 per cent. This would keep the factories going at full capacity and produce the desired effect of decentralization.

I believe that if a sum is placed on the Estimates for water supplies in my district many dairy producers will be able to increase their production and enjoy improved home amenities. The provision of electricity, improved water supplies, and better roads will provide the essentials for secondary industries in the district and will implement the Government's policy of decentralization. My constituents appreciate that the provision of these amenities will have this effect and I believe that is the practical way to look at decentralization: to put the things that are needed for industries into the country areas and the industries, if they so desire, will follow those essentials. I support the motion.

Mr. BYWATERS (Murray)—I support the motion and pay a tribute to the way the last

speaker presented his case on behalf of his district. I feel that I have just listened to the best address the honourable member has made during my short term as a member and I congratulate him on it. I find myself in accordance with some of the points he has put before members. As his district adjoins mine, the Callington-Woodchester Road lies partly within his district and partly within mine, and I agree with him that if it were bituminized that would mean much to the tourist trade, for people would be able to travel more easily between Murray Bridge and Victor Harbor. He also suggested improvements to the Wellington Road and I believe that that suggestion should be examined by the Government.

I join with previous speakers in expressing sympathy to the widow of Mr. John Fletcher, and I know that all members feel for her in her time of tribulation. I add my words of congratulation to the new member for Mount Gambier (Mr. Ralston) and I trust that he will have a long and enjoyable term in this House.

During the past month there have been two new Ministerial appointments in this House: Mr. Pearson has been appointed Minister of Works and Marine and Mr. Brookman Minister of Agriculture and Forests. I know that both these gentlemen will do their best as honest men and I congratulate them on their appointments. I am pleased to see Sir Malcolm McIntosh back in the House today and I pay a tribute to the service he has rendered my district during the last two years I can speak of. I wish him all the best in his retirement: may he enjoy good health and come up smiling on every occasion.

I wish to direct a few remarks to a statement made by the mover of the motion, the member for Light (Mr. Hambour), when he attacked me over a particular issue. He said my idea of decentralization was to take a small industry from his district and establish it in mine, but that is not my idea of decentralization. I was perturbed, when I picked up the *Advertiser* the morning after he spoke, to read the heading "Row Over Alleged Bribe." The report stated:—

A heated debate developed in the House of Assembly yesterday over a reference to an alleged bribe to have an industry transferred from Kapunda to Murray Bridge. Speaking during the Address in Reply debate, Mr. Hambour, member for Light, said that the member for Murray, Mr. Bywaters, had tried to have the industry transferred from Kapunda to his own district . . . Mr. Hambour continued:—"The small industry in Kapunda

received an offer from Murray Bridge with the dangle of a bribe of a capital contribution of £20,000."

Replying to an interjection by Mr. O'Halloran who asked whether the honourable member was suggesting that I was responsible for the bribe, Mr. Hambour said, in effect, "No. The amount was not offered by the member for Murray." That is true, because I would find it difficult to raise £20,000, and I could not commit other people for that sum. Indeed, I do not know anyone in the district of Murray Bridge who offered money. Later, the member for Adelaide (Mr. Lawn) asked what was wrong with my approaching an industry at Kapunda, and Mr. Hambour said, "There is nothing wrong with that," but he implied that it was my idea of decentralization.

Mr. Hambour—Are you implying that I said anything that was untrue?

Mr. BYWATERS—I am referring not to what the honourable member said, only to what I quoted. The first knowledge I had of this industry was when a man by the name of Flynn from the Barossa Knitting Mills at Kapunda called at my home with a man named Grundy, the manager of Grandisons Limited in Murray Bridge. Mr. Grundy was perturbed over the allegations because, to the best of my knowledge and his knowledge, only he and I knew anything of the matter. He has written me the following letter:—

I read with some dismay, a reference to you in the House of Assembly, reported in the *Advertiser* a few days ago, in regard to a Barossa industry, which it was alleged you endeavoured to transfer its activities to Murray Bridge. Unfortunately, details get a trifle mixed at times and it is only fair to type this letter, to get things in their true perspective, and to clarify what I would like to refer to as a regrettable misunderstanding from every possible angle.

That you have been the target for criticism is a most unfortunate state of affairs. Allow me to explain a few details, which you can produce to clarify the situation. Firstly, some months ago, a parcel of knitwear was delivered to a store in Murray Bridge, of which I am manager, by Mr. J. Flynn, who was meeting clients whom he did not have the opportunity of contacting previously other than in a business way as a supplier of goods. I was one of these, having done business with the firm for some time, through an Adelaide wholesaler and manufacturer's representative. It is understandable that he would like to meet me, as it was a pleasure for me to meet him too, having received prompt and courteous service from his firm.

In a friendly conversation, I asked him how he liked this town, and he assured me it seemed an ideal place to reside. From there one thing

led to another, and he gave me to understand that he felt the area in which he resided did not give him very much encouragement or display much interest in the future expansion of the type of business in which engaged. Being proud of this town, and well realizing the great need for industries to keep it progressively alive, it is natural that I suggested he consider Murray Bridge, if he intended to move elsewhere.

Knowing you to be a helpful person, I suggested he have a friendly talk with you, and he drove me in his car to your home. Mrs. Bywaters informed me that you were away on Parliamentary duties and would inform you that we had called. At no time could there be a suggestion of any, let alone a definite sum of money as capital being offered, as neither you nor I are in a position to assist, and not having contact with anyone that did. If you did contact Mr. Flynn later, which I understand was claimed to have eventuated, you would still not be able to offer any definite assistance of a capital nature unless the matter was put to the Industry Committee of this town. This would have necessitated a formal approach by either of you, and they would have most certainly requested, firstly an interview and possibly a full account of the industry and its present position. It would have been dealt with fully I am sure before they would commit themselves or asking others to do so.

From what I know, even the slightest knowledge of a transfer has not reached the Industry Committee as yet. I have no contact with the committee in any way, as I am not a member. If contact has been made by you, then it can only be classed as of an exploratory nature, and no other, and no grounds exist for anything definite. I hope Mr. Flynn and his brother find a way open to make contact in a formal way, as this town could do with the progressive people that they undoubtedly are.

What would any honourable member have done under such circumstances? As I am interested in the welfare of my town I naturally thought a genuine approach had been made. I thought my approach to these people was a just and fair one in anyone's view. In an interjection to the Leader of the Opposition last week I thought the member for Light (Mr. Hambour) was being facetious. He said I did not tell him of my purpose in going to his district and did not advise him I was going there. It would have been difficult for me to do that because Mr. Flynn asked me to treat the whole matter as confidential. I point out that the Premier has been in my district twice within the last month, but he did not tell me he was going there. I understand he will be visiting my district again in October, though I do not know whether that visit has anything to do with the fact that State elections will be held next year.

What constitutes a bribe? The member for Light said he had stated nothing that was not true, but I am doubtful about that because he said a £20,000 bribe was put before these people. To the best of my knowledge no offer of assistance was given by anyone in Murray Bridge. I made inquiries last weekend about this matter and found that no one knew anything about such an offer.

Mr. Hambour—I only accused you of trying to encourage them to go to Murray Bridge.

Mr. Davis—You said something about an offer of a bribe.

Mr. BYWATERS—The member for Light made himself perfectly clear that I did not offer a bribe, but that a bribe was offered from Murray Bridge. However, I believe that is not the case. If the industry decided to come to Murray Bridge and finance was offered to assist it, would that have constituted a bribe? If so, we must consider the implications of the recent offer by the Government to the Broken Hill Pty. Co. of £15,000,000 and the leases of the iron ore deposits in the Middleback Range. If the fact of an industry being encouraged to go to Murray Bridge constitutes a bribe the offer to the Broken Hill Pty. Co. Ltd. does too, but I do not believe that is the case.

Mr. Hambour—You do not deny an inducement to the industry to go to Murray Bridge?

Mr. BYWATERS—The honourable member may call it that if he likes. There are a number of ways in which we can induce people, and an inducement may be a good thing. I do not know what is the position at Kapunda, but if the people concerned get better attention there than they have had in the past I wish them good luck. I was told they could employ more people if they had sufficient capital. If the firm makes further representations to me I shall be happy to assist them in any way I can, but I stress that I was in no position to offer them anything concrete because I would have to put the whole matter before the local industries committee and make further inquiries. From my dealings with the Flynn family I found them to be admirable people and I trust they will be able to expand their business. The article they produce is excellent, and at present South Australia has to import it.

All members realize the need for the decentralization of population and industry. Anyone who says decentralization is unnecessary is only burying his head in the sand. Many members, especially those on this side of the House, raise the question of decentralization

regularly. During election campaigns we often hear much about decentralization from members opposite, and often prominent Australians point out the need to overcome the problem. Most of the population of Australia is centred around the big cities and larger coastal towns, but how are we going to solve the problem? Many children will be leaving school soon and will be faced with the problem of finding work. Those in country towns will have to go to the cities for suitable employment or take dead-end jobs in their own town. If they go to the city their parents often go with them. The Leader of the Opposition proved that during the last few years there has been an alarming drift of population from the country to the city. There are 450 children at the Murray Bridge high school this year, and in the next three years they will have to find work, but I have not the faintest idea where they can be placed because we have many unemployed men walking the streets there now.

Mr. Davis—You are not alone there.

Mr. BYWATERS—I realize that is the position almost throughout the State.

Mr. Millhouse—Have you any idea of the percentages?

Mr. BYWATERS—I understand that just over 60 per cent of the people live in the metropolitan area and just under 40 per cent in the country. It is time a definite plan was formulated to remedy the position. It is no use just saying that we must shift the population from here to there. An article in last Saturday's *Advertiser* stated:—

The L.C.L. Government is not a totalitarian Government. It believes in, and encourages, private enterprise, but it cannot order any person or company to go to a certain place and set up an industry. Similarly, it cannot, and would not wish to order any person to stay and work in a given area.

I stress that it is not the objective of the Labor Party to direct industries where to go, but there has been no co-ordination on decentralization by country towns and no preliminary planning. It is time a planning authority was established to go into the whole question of decentralization.

Mr. Millhouse—What could such an authority do?

Mr. BYWATERS—It could collate evidence prepared by country industrial committees. Practically every town of any note has an industrial committee, but where can such committees present their evidence?

Mr. Hambour—Don't you give the Industries Development Committee any credit for its work?

Mr. BYWATERS—It is doing a good job in its own sphere.

Mr. O'Halloran—It cannot initiate inquiries.

Mr. BYWATERS—Of course not. It was formed for the purpose of giving financial guarantees, but it does not collate evidence and advise industries of the advantages of country areas. If a planning authority were established it could advise firms interested of the prospects of various country towns, but at present there is only one person who has any say where an industry shall be established, and that is the Premier.

Mr. Heaslip—Don't you think the industries themselves have any say?

Mr. BYWATERS—Of course they have, but when foreign firms are interested in coming to the State they are at a loss to know where to start. When they first come here they seek guidance and go to the Premier and then to the Housing Trust. I realize the trust has a particular interest in Elizabeth and is doing much in planning that town. All praise to it for its efforts there, but it is not decentralization. If a committee were established here, similar to the Central Planning Committee in Victoria, such industries could be properly advised.

Mr. Hambour—Hasn't Murray Bridge received assistance—financial or otherwise—for industries from this Government?

Mr. BYWATERS—The Industries Development Committee did guarantee Male Bros. That is an acquisition to Murray Bridge, but the committee does not provide information for other industries. Male Bros. was already established at Murray Bridge. Industries are interested in areas where there are water, electricity, roads and other facilities. We have them at Murray Bridge.

Mr. Hambour—Hasn't Male Bros. increased its production and capacity?

Mr. BYWATERS—I do not know what the honourable member is driving at, but it is obvious that if a firm has financial backing it can increase its production. This firm is manufacturing under licence from a Western Australian firm and it was necessary that this Government, or some other institution, guaranteed finance to tide the firm over a difficult period.

Mr. Hambour—And hasn't that resulted in expansion?

Mr. BYWATERS—The firm employed about 20 beforehand and is now employing about 40. It is an asset to the district but it is not the answer to the fact that people who are looking for a lead as to where to establish an

industry do not know of the existence of places like Murray Bridge and Wallaroo.

Mr. Harding—Shearers knew.

Mr. BYWATERS—I hope the honourable member doesn't claim credit for the Government for the firm of David Shearer being established at Murray Bridge because it was there long before the Premier was out of short pants.

Mr. Harding—John Shearer left Mannum.

Mr. BYWATERS—Yes, because the family was growing up and it wasn't wise to have too many of the one family in the same business in the same area.

Mr. Heaslip—They found it better in Adelaide.

Mr. BYWATERS—No. I think they found more incentive in Adelaide than in Mannum or Murray Bridge and that is where we fall down. A planning committee could go into the whys and wherefores of decentralization. The Government recently established a Town Planning Committee and I congratulate that committee on the work it is doing. The chairman, Mr. Hart, is a man of ability and is doing a good job. I consulted him recently and we had to iron out mistakes of the past because there was no planning then. Of course, the committee is now starting to improve things. A similar committee should advise industries. In the *News* of February 22 last the following appeared under the heading "South Australia Seeks Review of Site Zoning":—

Are we spending too much money and wasting too much time in daily travelling too far from homes to work? Could more sensible planning of industrial areas reduce travelling costs? Those are two of many queries the State's Planning Committee intends to probe for answers.

The State Government is eager for the committee to investigate the classification and zoning of districts for industrial purposes. This will entail a review of the present provision made by the 22 local governing authorities within the metropolitan area for the zoning of industrial areas under their Building Act by-laws.

This week in a comprehensive review of the work of the committee the Attorney-General, Mr. Rowe, said the proper allocation of suitable areas for industrial development was one of the most important items to be considered in any planned development. He said, "Already the metropolitan area has expanded to such a degree that people from the outer suburbs spend an undue amount of time and money in travelling to and from work.

By distributing industry in well-planned areas throughout the metropolitan area homes and work places need not be too far apart." Mr. Rowe said South Australia led in this



field with the establishment of Elizabeth where provision was being made for locating industry close to good transport facilities and homes.

I believe the Attorney-General has a point when he says that it is necessary to plan for the metropolitan area, but he did not go far enough. He said that an overall plan for the entire State should be embarked on in relation to decentralization. That is not too much to ask from any Government. In a growing State we must face the problems. Additional amenities are required in the metropolitan area and it is essential to provide amenities in country towns that are now losing population. Yesterday the member for Eyre (Mr. Bockelberg) said that he had not noticed any appreciable drift of population to the city, but if he lived in my area he would have a different idea. An inspection of the recent rolls revealed that within the last three years 20 per cent of the population of Murray Bridge has changed.

Mr. Quirke—Have you lost 20 per cent?

Mr. BYWATERS—No, 20 per cent has changed. Workers have left for the metropolitan area to be near their children and to be able to exercise proper parental control, and the influx has been from retired persons who have realized that Murray Bridge is an admirable place to spend their retirement. Last year, by way of motion, the Opposition sought the establishment of a Royal Commission to investigate the question of decentralization, but members opposite—although some recognized the need for a committee—opposed the motion because they thought a Royal Commission was unnecessary.

Mr. O'Halloran—They objected because we thought of it.

Mr. BYWATERS—That may be so. They objected because of the stigma of a Royal Commission. However, I point out that a Royal Commission was appointed to investigate the converting of the Adelaide Electric Supply Company into the Electricity Trust and there was no question then of the undesirability of such a commission. Another commission inquired into the building of the power station at Port Augusta.

Mr. O'Halloran—There was no objection to the commission that investigated the route of the north-south railway.

Mr. BYWATERS—No. Royal Commissions were appointed because it was realized that they had power to go more thoroughly into all aspects of questions than other committees.

Mr. Millhouse—Have you anything further

constructive to add to your suggestion of establishing a bureau to provide information to industries?

Mr. BYWATERS—I have suggested that a committee be set up. I do not claim to have all the answers to the problem and I do not think the member for Mitcham knows them all.

Mr. Millhouse—I do not claim to.

Mr. BYWATERS—I go so far as to suggest that the Premier does not know all the answers and that is why I suggest that if we intend to do anything we should arrive at a base from which to start. According to item 33 of the Lieutenant-Governor's Speech an amendment to the Industries Development Act will be submitted to provide for assisting factories in country areas. I may be reading between the lines, and time will prove whether I am right or wrong, but it would seem that it is proposed to amend the Act to enable the building of factories in country areas. If that is so I will commend the proposal entirely because members will recall that when speaking to the Leader's motion on decentralization I quoted extensively from a handbook published in Great Britain which referred to the fact that homes and factories were being built away from congested areas and industries were being invited to establish there. If the Government does something on those lines it will be a good thing. However, I would like to know the definition of "country." I have heard Elizabeth referred to as the "country." I cannot accept that.

Mr. O'Halloran—They will call Christies Beach "country" next.

Mr. BYWATERS—Yes, although it is really only an extension of the metropolitan area. I point out that there is an admirable opportunity for such expansion at Murray Bridge. Recently an estate of 750 acres was subdivided at Murray Bridge and as a result a number of 10-acre blocks will be offered as industrial sites. If the Government intends to build factories for industries, I suggest that Murray Bridge be considered.

Mr. Heaslip—Do you suggest that the Government should build factories for industry?

Mr. BYWATERS—Perhaps we should wait until this amendment comes down to see whether my supposition is right. I suggested in my speech last year that the British Government is doing exactly that in an effort to get people out of the danger areas because it was found during the war years that congregating in one area was dangerous. It will be increasingly so as time goes on, and the

same thing will apply here. If the Government built factories it could offer them to industries when they come to this State.

Mr. Heaslip—We have a factory at Wallaroo now but cannot sell it or give it away.

Mr. BYWATERS—I think that is because there is no authority that will say, “As there is a factory at Wallaroo we will grant concessions to go there.” Since the advent of diesel locomotives there has been a decrease of 25 per cent in the number of people employed in the locomotive works at Tailem Bend. I am perturbed about this, because it is rather alarming for the people who work there and the State as a whole. I am not opposed to progress, and I believe diesel engines and rail cars have been great assets to this State, but I urge the Railways Department to think seriously of placing something else there to provide extra employment. As the buildings are there, would it not be possible to have repair shops for these diesel vehicles to counteract the decrease in the need for labour at the workshop? I have been told that the increased traffic has made the yard too small for normal running. With steam locomotives 600 tons was considered a reasonable load, but the diesels can haul 1,000 to 1,500 tons. As a result the trains are longer, and this has added to congestion in the running yards at Tailem Bend. The department may have this in hand; if so, I would be pleased to hear more about it, but if not, I feel it is my duty to draw attention to the matter.

Recently there has been a great deal of dissatisfaction among railway employees because of the pinpricking tactics adopted by certain high ranking officials. I have been told that a young person was employed as a pimp to report on various breaches of the regulations. We all know that if the department enforced every regulation chaos would result, but unfortunately when one of the men breaks a regulation he is reported by a person such as the one I mentioned, and this is causing a great deal of concern among railway employees. I hope the discussion the men have had with the Commissioner will correct this and that the position will improve.

Yesterday I asked how many high officers of the railways were allowed to accumulate annual leave over 48 days, and was told that eight had done so. I have been told that one officer has accumulated 200 days’ leave, which is leave for nearly 10 years. Railway employees are not allowed to accumulate annual leave, because it is supposed to allow employees to

recuperate after a year’s work, and it is detrimental to all concerned if one section of that department is allowed to do so. I was told that one man said he would allow his annual leave to accumulate and have it added to his long service leave when he retired. I do not know whether he thought he would get a taxation concession by paying tax on only 5 per cent, as is the case with a retiring allowance, but in any case I was pleased to hear that the Commissioner had stated that he did not intend to allow annual leave to accumulate until retirement.

The residents of Tailem Bend are striving to get a new hospital, and I commend the Hospital Board and all the people of the town for the efforts they are making to raise money that will be subsidized on a pound for pound basis by the Government. As everyone knows, it costs a great deal of money to build a hospital. It is estimated that this hospital will cost £70,000 so that people of the district will have to raise £35,000, which is a big task. On Friday night I will be attending the crowning of “Miss Teenager,” and the quest is expected to raise £1,500. Recently £350 was raised in one night at an amateur hour. Also, 20 offers of £100 each have been received from people around the district, and several have offered to give a certain percentage of land for growing crops in aid of hospital funds. There has been a real spirit of co-operation in Tailem Bend that will culminate in the new hospital, and I look forward to the day when it will be completed.

As I have said before, I believe an anomaly exists in relation to the charges made for ferry crossings over the Murray. Although I believe it is quite right to allow primary producers to cross free, unfortunately the working man has to pay, and I want to know why this disparity exists. The working man has just as much right to cross the river without payment. Because of representations made in this House free ferry crossings were granted to primary producers, yet a man who works at Shearer’s factory in Mannum and lives on the other side of the river has to pay to cross, which is an anomaly. I referred to the honourable member for Stirling (Mr. Jenkins) a man who works at Tailem Bend and who has to pay 6d. each way to cross the ferry each day. Mr. Jenkins went to no end of bother to help him but was told that as the Act stood nothing could be done. On one occasion this man used the ferry at the same time as a primary producer, and although

the producer went across free of charge he was charged a penny. What an anomaly that is!

Mr. Jenkins—When there is no one else on the ferry he has to pay 6d.

Mr. BYWATERS—That is true, and when someone else uses the ferry he has to pay only a penny. The decision to allow primary producers to travel free resulted from a conference of members of this House, when an amicable settlement was arranged, and I think now we should have another conference and permit working people to cross free.

Mr. O'Halloran—We do not charge people to cross over the bridge at Murray Bridge.

Mr. BYWATERS—That is so, and when the bridge is eventually built at Blanchetown the people who now pay to cross on the ferry will cross free of charge. I believe Government members too are concerned about the position, because they also have constituents to consider, and I think they would be pleased to go into conference on the matter.

I am very pleased that an attempt has been made to remove electricity surcharges. As all members and my constituents know, it has been my policy to endeavour to have them reduced, and I am pleased that the representations I and other members have made have borne some fruit. I feel it was mainly through representations made in this House that this matter has been considered. The trust has approached this matter in a sensible way and I think eventually surcharges will be removed entirely and all people will be placed on the same level of charges.

An electricity scheme between Mannum and Morgan is being contemplated, and this affects several members in this House, including myself. I have consulted Mr. Green of the Electricity Trust, who has been very helpful and has tried at all times to assist me in my inquiries, and I know that an attempt will soon be made to expedite this scheme. Another small extension at Monarto South is contemplated, and I hope that the trust will find that this scheme comes within its ambit so that the people there can enjoy the benefits of a supply from the trust's mains.

Since last session we have had word at Murray Bridge that a full-time principal will be appointed for the adult education centre in that town. I have made representations in this House for this to be done, and I have been informed that the full-time principal appointed at Gawler is doing magnificent work. When this man is appointed at Murray Bridge, his district will extend a long distance from the town, as I believe

it will go into the districts of Stirling, Ridley and possibly Albert. Overall it will be pleasing to have a man appointed full time to this important phase of education. There is a wide scope for it. Because of the increasing amount of leisure becoming available through automation the right approach will be for people to engage in adult education. I am president of the Murray Bridge High School Council and the Adult Education Council, and in both instances new buildings are being erected. The woodwork centre, which I think cost £20,000, is partly prefabricated and looks nice, but I am surprised at the length of time taken in its erection. When buildings of a similar nature are constructed in future I hope the work will be completed much more quickly. The building at Murray Bridge was commenced last year and I trust that it will not be long before it is ready. The same thing happened with the Mannum Craft Centre. This year the Callington school will celebrate its centenary, the first country school in the State to do so. I understand that Mitcham is the only other school in the State that has had such a celebration.

Mr. Quirke—It is not the only school 100 years old.

Mr. BYWATERS—I do not doubt that. It is only 75 years since the Government took over all education matters. Before that there were subsidized schools and only those with continuous operation can hold celebrations. This is the only school recorded in the Education Department archives as being 100 years old.

Mr. Quirke—There are dozens of them.

Mr. BYWATERS—They have not held any celebrations. Callington school will stand out in history. At one time Callington was a prosperous place mainly because it was a mining town, but unfortunately the copper price reached a low level and mining ceased. Whether it will be possible to once again start the mines I do not know, but the Mines Department is exploring various avenues. Not so long ago a deputation from Callington waited on the Minister of Works about a water scheme. I trust that something will eventuate from it because it is rich country and if water is available the town will become much larger. I have pleasure in supporting the motion.

Mr. KING secured the adjournment of the debate.

#### ADJOURNMENT.

At 4.50 p.m. the House adjourned until Thursday, July 31, at 2 p.m.