

HOUSE OF ASSEMBLY.

Wednesday, July 22, 1959.

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

QUESTIONS.**WILD DOG FENCE.**

Mr. O'HALLORAN—In recent months I have had a number of complaints from people in the northern part of the State, including my own electorate, about the increasing wild dog menace in that area. It is stated authoritatively that included in the increasing number of dogs in the area are a considerable number of pure-bred dingoes. It is felt by local people that the buffer dog fence is not being adequately maintained, and I saw some evidence of this on a visit to the area last year. If wild dogs, and more particularly dingoes, once get into the Flinders Range country it will be extremely difficult to eradicate them. I had some experience myself of this menace years ago, and I do not want other pastoralists to have the same experience. Has the Minister of Lands received any recent reports on this matter, and will he call for a full and factual report on whether the buffer fence, which is supposed to protect the sheep country from wild dogs, is being adequately and properly maintained?

The Hon. C. S. HINCKS—It is correct that there has been some neglect of the fence mentioned. I asked for a report recently and received it last Monday, and I am considering legislation, which I hope soon to bring down, to deal with the position.

SCHOOL TRANSPORT OF HANDICAPPED CHILDREN.

Mr. CUMBE—Some time ago I had the honour to introduce a deputation to the Minister of Education on the question of transport of handicapped children to special homes in various parts of the metropolitan area. When I asked a question on this matter recently the Minister said a report was not to hand. Can he now indicate whether the plan submitted to his department and investigated by his officers is almost ready for implementation, and when it is likely to be implemented?

The Hon. B. PATTINSON—Following on the deputation introduced to me by the honourable member and led by Mrs. Wilfred Steele as President of the South Australian Standing Committee for the Physically Handicapped, and consisting of representatives of associations caring for physically and

mentally handicapped children, the Government approved in principle to provide, as may be required, transport to and from school for handicapped children in the metropolitan area. Acting on a suggestion from the Premier, I appointed an advisory committee to advise me as to the best method of implementing the Government's decision. The committee comprises Mr. Howard (the Assistant Auditor-General), Mr. Whitburn (Assistant Superintendent of Primary Schools) and Mr. Harris (the Education Department's Transport Officer). It has met on a number of occasions, and the schools concerned have been circularized, as have been the parents of handicapped children. The information received as a result of these circulars has been collated, and the committee is in the process of working out a scheme which, I am confident, will be both successful and economical. Further meetings are to be held in the near future, and it is planned to consult with the heads of the various schools individually. It is hoped that the committee will be able to submit a final report and recommendation to me, and that possibly the scheme will be brought to fruition at the commencement of the third term. I hope it will be brought to successful fruition as soon as possible because I think these handicapped children are perhaps even more deserving of assistance in their transport to and from school than are many of the thousands of school children who are already receiving totally free transport.

PEDESTRIAN CROSSINGS.

Mr. FRANK WALSH—I have had certain correspondence on traffic matters from the Marion Corporation, and I understand that the Minister of Education has received similar correspondence. The Marion Corporation and the Mitcham Corporation have spent much money on certain pedestrian traffic lights in the Edwardstown area. They are wondering whether the Government intends introducing legislation to ensure that these lights will be observed, perhaps by installing actuated lights to warn road users that they are approaching such crossings. I understand there is no Act providing for the observance of pedestrian traffic lights unless they are at an intersection. Can the Minister of Lands, in the temporary absence of the Premier from the Chamber, say whether the Government intends amending the Road Traffic Act to provide for the observance of pedestrian traffic lights?

The Hon. C. S. HINCKS—I will get a report from the appropriate Minister and advise the honourable member.

STRATHALBYN PRIMARY SCHOOL.

Mr. JENKINS—Can the Minister of Education say whether tenders have closed for the proposed new primary school at Strathalbyn? If so, can he indicate the cost and when building is likely to commence?

The Hon. B. PATTINSON—Yes. Tenders have closed and on Monday Cabinet accepted the tender submitted by A. V. Jennings Construction Co. Prop. Ltd., for a price exceeding \$55,000 for the erection of a new primary school at Strathalbyn, and the contractor has been advised accordingly. The time for completion given by the contractor is eight months. The building will consist of six classrooms, library and administration rooms and will be of precast concrete construction.

ADVERTISING BY STORES.

Mr. HUTCHENS—It seems that some stores advertise goods for sale at prices at which they are not really available. I have in mind one shop in particular which apparently has monthly birthdays, anniversaries or celebrations, and it advertises its wares as "from factory to you." I am told that a lady would-be customer, on a number of consecutive mornings, was among the first people to attend the shop but never once was able to secure the goods at the advertised prices. Will the Minister of Education ascertain from the Attorney-General whether it is the function of any department to police these stores with authority to prevent the public from being misled?

The Hon. B. PATTINSON—I shall be pleased to discuss the matter with the Premier, who is at present also acting Attorney-General and acting Minister of Industry. I think that in one or more of those several capacities he may be able to supply the answer to the question.

INTERMEDIATE EXAMINATION RESULTS.

Mr. BOCKELBERG—Last year the results of the Intermediate examination were declared in Victoria in mid-December and in Western Australia in early January, but the South Australian results were not published until about February 6. Can the Minister of Education use his influence to have our results published earlier in future?

The Hon. B. PATTINSON—I do not think I have much influence because these examinations are not under the control of the Education Department, but of the Public Examinations Board, which is administered by the university. However, I have had discussions with

the chairman of the board, Professor Huxley, who has assured me that there will be a considerable improvement and that the results of the next Intermediate examination will be published earlier than has been the practice in previous years.

DAYLIGHT EXPRESS TO MELBOURNE.

Mr. TAPPING—On June 11 I asked the Minister of Works whether he would confer with the Minister of Railways about a suggestion for a daylight express to Melbourne. I believe he now has a reply.

The Hon. G. G. PEARSON—I have received the following report of the Railways Commissioner from my colleague, the Minister of Railways:—

We do run a daylight passenger train between Adelaide and Melbourne at each of the holiday periods of Christmas and Easter, but an up-to-date analysis of the movement of people by public transport between the two cities clearly indicates that it would not be a feasible proposition to run a regular daylight express.

WARREN TRUNK MAIN.

Mr. LAUCKE—Has the Minister of Works a reply to the question I asked yesterday regarding the progress thus far made on the Warren trunk main?

The Hon. G. G. PEARSON—Yesterday I did outline briefly, from memory, what had been done on the Warren trunk main and I now have the following more detailed report:—

The first portion of the new trunk main is located in steep rocky country and therefore progress has been comparatively slow. Approximately $7\frac{1}{2}$ miles of 46in. diameter and 40in. diameter pipes have now been laid and with the improvement in laying conditions, there will be a marked increase in the rate of progress. Good stocks of pipes are now on hand and progress will therefore depend upon the speed with which these pipes can be laid. With the completion of the work on the South Para reservoir spillway, a third laying gang has commenced working on the trunk main and this will of course speed up the rate of laying. The programme is to complete the new main as far as the Nuriootpa branch line by the end of November and to lay a further 10 miles by the end of June next.

That substantially corroborates and elaborates the reply I gave yesterday.

HENLEY HIGH SCHOOL.

Mr. FRED WALSH—The Henley high school is of a temporary character. Having regard to the satisfaction and general pleasure expressed at the new Findon high school and the concern of the Henley High School Council and others interested about when the new high school is likely to be erected at Henley, can

the Minister of Education indicate when plans for a permanent high school at Henley will be referred to the Public Works Committee?

The Hon. B. PATTINSON—I regret that I cannot. The honourable member mentioned the Findon high school which, as he knows, commenced as a temporary building, as did Marion and several others, but large commodious solid construction buildings were erected later. I hope the same happy circumstances will apply at Henley, but I cannot anticipate the Treasurer's Loan Estimates. As soon as I am in a position to give the information I shall be delighted to do so.

ABORIGINES' COTTAGES AT WELLINGTON.

Mr. BYWATERS—Three cottages have been built for aborigines about six miles from Tailem Bend at what is known as "The Pines" at Wellington. They are situated some distance from the river and water has to be carted to them at intervals varying from two to three months at a cost of between £14 and £16 each time. At present one of the tanks is in bad condition and is leaking. These people live a fair distance from the town and I understand the Tailem Bend police would like them to be closer. A large tract of country here belongs to the Lands Department. Will the Minister of Works state whether the Department will consider shifting these three cottages into the Tailem Bend area so that they will be adjacent to the water main and not have to cart water? This would be better for the police also, because they could police what happens in that place.

The Hon. G. G. PEARSON—I looked in passing, but not in detail, at some cottages out of Tailem Bend, and I think I know the ones referred to. There has been some difficulty in this matter. I appreciate the desire of the Police Department to have these people closer to the town. The Aborigines Department has been and is engaged on a fairly substantial programme of building cottages for aborigines generally throughout the State. I cannot say whether it could give early attention to the cottages referred to, but I will make inquiries to ascertain just what money the department is likely to have this year.

I remind the House that last year the expenditure voted for the Aborigines Department was an increase of about £109,000—a substantial increase in the total expenditure under that department. At present we are engaged on a substantial home building programme at the Gerard Mission; several new cottages are

being built and are almost completed. In addition, we have renovated at least seven of the existing cottages there. We are building houses of a better type in various country towns in a large programme extending from the south of the State to the district represented by Mr. Bockelberg. I will see whether we can pay any attention to these particular cottages in the next year.

UNIVERSITY ATTENDANCES.

Mr. HAMBOUR—I have recently received protests from University students concerning a proposed action by the University Council. Can the Minister of Education state whether a record is kept at the University of students attending lectures, whether it is compulsory for students to attend lectures or otherwise supply an excuse, or whether they can just come along or stay away as it suits them? If there is a record of attendances, will the Minister ascertain what percentage of students attend lectures?

The Hon. B. PATTINSON—University students are under the control of the Council of the University, which is an autonomous body, and I have no jurisdiction to obtain the information as of right, but I shall be pleased to forward the question to the University asking whether it will be good enough to supply the information.

NORTH-EASTERN SUBURBS TRANSPORT.

Mr. JENNINGS—In June last I asked the Minister of Works if he would inquire from the Tramways Trust about complaints I then raised regarding the inadequacy—perhaps non-existence would be a better way to describe it—of public transport in my electorate between Payneham Road and the Main North-East Road. I believe he now has a reply.

The Hon. G. G. PEARSON—I have received the following report from the General Manager of the Municipal Tramways Trust:—

Following inquiries, we have now been able to arrange with a licensed operator to run a service from the Klemzig area into the city: when we make further progress with these arrangements, we shall advise you of the date of starting, route, time table, etc. It is also necessary to confer with the local councils with regard to the use of roads covered by the proposed route.

BULK HANDLING OF GRAIN.

Mr. HUGHES—In the *South Australian Farmer* of July 17, under the heading "Walleroo Barley Ship Diverted," appeared the following:—

Zuiderkerk, a Dutch ship due at Wallaroo this week for a 3,500 ton cargo of barley, has

been diverted to Port Adelaide. Barley growers and watersiders are wondering why. The ship was delayed in the eastern States and later arrival at Wallaroo would find another barley ship in port for a 9,000 ton bagged cargo. Present waterside strength at Wallaroo would mean shortage of labour for the second ship. But *Zuiderkerk* was booked for a bulk cargo and this could, perhaps, have gone through the wheat silo and over the belt loader, which would require little labour and cause no delays in the loading of the other boat.

This opportunity has been lost with probably in the vicinity of £3,000 or £4,000 extra internal freight charges to get the required tonnage of barley to Port Adelaide. The No. 5 grade barley wanted for *Zuiderkerk* is understood to be in Wallaroo division—that is why the ship was to go there. If it has to be railed to Port Adelaide from places like Bute, Blyth, Brinkworth and Snowtown and possibly some from Wallaroo itself, the additional freight charges by the Railways might be over £1 a ton. That could mean about £4,000 the growers won't get. It would be roughly 10 per cent of the cost of an in-transit silo similar to the one built by the Barley Board at Ardrossan, and which some growers wanted built at Wallaroo.

Barley authorities should have known at least a week ahead that *Zuiderkerk* would be late. Growers are asking, if that was the case, why weren't bags slit into the grills of the wheat silo at Wallaroo to enable the ship to be loaded from the belt. They were assured by the S.A. Co-operative Bulk Handling Ltd. that use of cells, when any were free from wheat, had been offered to the Barley Board for bulk loading some ships at Wallaroo. *Zuiderkerk* would have provided perfect opportunity—

The Hon. D. N. Brookman—What is your question?

Mr. HUGHES—In the interests of all concerned, would the Minister state:—

1. Is it correct that an assurance was given by the S.A. Co-operative Bulk Handling Coy. that when cells were free from wheat they could be used for bulk loading some barley cargoes at Wallaroo?

2. Were any cells free of wheat at the Wallaroo silos that could have been used as suggested in the press statement?

3. If so, why did the Barley Board not avail itself of this opportunity?

The Hon. D. N. BROOKMAN—I will ascertain the facts and obtain a report.

UNDERGROUND WATER SUPPLIES.

Mr. HEASLIP—In the *News* of June 12, under the heading "Joint Scheme on Water Urged," appeared the following:—

The Commonwealth Government wanted to be a partner with the States in developing Australia's underground water resources, the Minister for National Development, Senator Spooner, said today.

He went on to point out that about 70 per cent of Australia had a light rainfall of 20 inches or less, and we were dependent on underground water for a big proportion of the stock in South Australia. Will the Premier state whether anything emanated as a result of this conference, at which there were 21 delegates representing the various States, and whether it is possible that a partnership will be formed between the Commonwealth and the States to develop further the underground waters of the Commonwealth?

The Hon. Sir THOMAS PLAYFORD—The Commonwealth concern is that the underground water should be protected and not contaminated. I have had no recommendation in regard to the problem, but that conference may be followed later by another conference of Ministers. However, the Government intends to introduce legislation on this matter this year.

Mr. O'Halloran—What, again!

The Hon. Sir THOMAS PLAYFORD—Yes. We hope it will receive the favourable consideration of members, including the Leader of the Opposition.

DUPLICATION OF MORGAN-WHYALLA PIPELINE.

Mr. QUIRKE—Is the progress being made in the establishment of a steel mill at Whyalla sufficient to bring forward the duplication of the Morgan-Whyalla pipeline in order that the works may be supplied with the large quantity of water I understand they will use?

The Hon. G. G. PEARSON—This opens up a very large question. The company has been investigating the possibility of developing the treatment of the low-grade ore that is in great volume in the Middleback Ranges area, but it has encountered technical difficulties in arriving at a process to enable them to successfully treat the ore. I believe it has made substantial progress in the investigation and has almost arrived at the point of determining what the process shall be and the quantity of water required for it. That applies to the supply of water to the Iron Knob area. The honourable member mentioned Whyalla and the general development of the whole area. We have been awaiting from the company an indication of the volume of water it is likely to require, if any at all, at Iron Knob, and I believe it is almost at the point of determining that requirement. The Engineering and Water Supply Department has been considering the matter of the general development of Whyalla and the supply of water thereto. It is planning various steps

in regard to the Morgan-Whyalla pipeline that will take care of the development, as far as possible, as it occurs. The duplication of the Morgan-Whyalla pipeline is a work of great magnitude and it would take some time to complete. The problem is that the use of the water is mainly at the extreme end of the pipeline, and this involves the boosting of the water supplies through the whole length of the pipe in order that the ultimate users will be served to the extent desired.

Mr. Quirke—There are a few in between.

The Hon. G. G. PEARSON—Yes, and the honourable member is naturally interested in them. I am unable to state from memory the exact nature of the proposals, but they involve the boosting of the water through the existing main. This is the first step and active consideration is being given and steps taken towards that end.

PORT PIRIE HOUSING.

Mr. RICHES—Has the Premier a report following on the question I asked yesterday about Port Pirie housing?

The Hon. Sir THOMAS PLAYFORD—The chairman of the South Australian Housing Trust reports as follows:—

The Port Pirie Local Board of Health has listed a number of houses at Port Pirie as being in an unsatisfactory condition. The South Australian Housing Trust is in the process of inspecting the houses, but it will be some time before all the detail work involved can be completed. A number of houses at Port Pirie have been declared as sub-standard and owners of some houses have been requested to effect certain repairs. The trust is from time to time housing families from unsatisfactory houses at Port Pirie in accordance with its earlier promise to house families from these houses. Suitable families desiring to move into trust rental houses at Port Pirie have all been housed to date and others can be so accommodated in the near future.

PINNAROO RAIL SERVICE.

Mr. NANKIVELL—Has the Minister representing the Minister of Railways received an answer to the question I asked on June 10 regarding a diesel rail car service on the Pinnaroo line?

The Hon. G. G. PEARSON—My colleague, the Minister of Railways, has forwarded the following report from the Railways Commissioner:—

Consideration has been given to the possibility of using a new diesel rail car for the passenger service to Pinnaroo. At present the service is operated by a train which carries a considerable volume of parcels, including parcels of perishables, mails, cream cans, and

other baggage. The space for baggage in the new diesel rail cars is quite inadequate for the carriage of this parcels traffic. Although no way out of this difficulty can be seen, the problem will be further investigated.

INDUSTRIAL SITES AT WHYALLA.

Mr. LOVEDAY—With the expansion at Whyalla there has been a considerable demand for industrial sites, some of considerable acreage—up to 10 acres. When these industrial sites are open for application will the Minister of Lands take steps to see that there is no possibility of applicants securing areas larger than they require and subsequently subdividing them for purposes of speculation? The area available for industrial sites will be limited, and it would be detrimental to the progress of the town if speculation were indulged in.

The Hon. C. S. HINCKS—I will consider the matter. The Surveyor-General and the Director are at Whyalla now for two or three days and no doubt the matter will be raised during their visit.

GIRLS' TECHNICAL HIGH SCHOOL.

Mr. LAWN—Last year I raised with the Minister of Education a question submitted to me by the council of the Thebarton Girls Technical High School—whether the Government would consider purchasing adjoining property. Can the Minister give a progress report as to the action contemplated?

The Hon. B. PATTINSON—I remember inspecting the property with the honourable member. I then referred the matter to the Land Acquisition Committee for inquiry and report, and then to the Land Board for a valuation. The valuation has recently been made, but I have not yet received it. I hope to be in a position soon to make a submission to Cabinet.

NANGWARRY WATER SUPPLIES.

Mr. HARDING—My question concerns improved water supplies for the Nangwarry sawmills and the Nangwarry township. Last year a sum of money was placed on the Estimates to deal with the matter. Will the Minister of Agriculture obtain a report from the South Australian Forestry Department on the recent improvements to the water supply at the Nangwarry sawmill, the additions that have been made to the town water supply, and the programme agreed upon for installing an overhead water supply at the Nangwarry sawmill before next summer?

The Hon. D. N. BROOKMAN—The honourable member mentioned to me that he was

interested in this matter, and I have obtained the following report:—

The decision to build a new power station at Nangwarry shows that extra quantities of water will be needed. The E. & W.S. Dept. are examining the situation to decide whether to build a 100,000 gallon tank which will necessitate two extra pumps, or one 250,000 gallon tank. As soon as the question is decided—which I think will be in a short time; tenders will be called for the erection of the tank in question.

ELIZABETH SCHOOLS.

Mr. CLARK—Much concern has been expressed to me by parents and residents in Elizabeth about the necessity for new schools in that locality. Will the Minister of Education obtain for me the number of children at each school at Elizabeth at present; details of projected primary and secondary schools in the locality; the numbers they will accommodate; and when they are likely to open?

The Hon. B. PATTINSON—I shall be pleased to comply with the honourable member's request in so far as I am able to. I will give him all the factual information concerning present numbers and expected future enrolments at schools at Elizabeth, and endeavour to give him our future programme. However, I would not like to be held to that because sometimes we think one school is of great urgency, but because of shifts of population and other reasons other schools become more urgent. I will give him a fairly comprehensive programme in the near future.

PORT PIRIE GAS CHARGES.

Mr. McKEE—People at Port Pirie are concerned at the high prices charged by the South Australian Gas Company. I understand that in some cases they are about 50 per cent above the prices charged in Adelaide. A letter I have received from the Port Pirie Trades and Labor Council states:—

At this month's meeting of the above body the question of gas prices in Pirie was considered. We have ascertained that the price is as much as 50 per cent above that of Adelaide which is a fairly large difference.

Through correspondence and meetings with representatives of the S.A. Gas Co. last year we discovered that the difference in price was occasioned by the difference in price of landed coal in Adelaide and Port Pirie. In Adelaide the price of coal per ton is £6 16s. 6d. and in Port Pirie £10 4s. 3d. As you can see there is a great disparity in prices of coal and this could help to increase the price in Pirie. We would suggest therefore that a subsidy to bring the landed cost of coal to equality should be sought. There could be no incentive to bring an industry to a country town, if gas charges. (which an industry may need) are

50 per cent above those applying in Adelaide. We also feel that country residents are being victimized in this regard; for them it is an extra burden that they have to carry out of the same pay envelope, as that applying in the city.

The people of Port Pirie are seeking some assistance in the way of a Government subsidy to bring the gas prices there into line with city prices.

The Hon. Sir THOMAS PLAYFORD—Subsidies of this type have never been paid by the Government of this State, and I doubt whether we could pay them constitutionally. In any case, they are beyond our financial means. In recent years the State has supplied an alternative to Port Pirie in the form of electricity, and at competitive prices.

WATERWORKS ACT ASSESSMENT.

Mr. O'HALLORAN—Can the Minister of Works say whether the new assessment under the Waterworks Act that was published in the *Government Gazette* last week represents the usual annual assessment which I understand has to be made under the Act? As a result of this new assessment have there been any substantial increases in the assessed value of properties rated for waterworks purposes and, if so, can he say what the gain to revenue will be when the new assessment becomes operative?

The Hon. G. G. PEARSON—The honourable member mentioned a new assessment, but it was a new schedule that was printed in the *Gazette* last week. It referred to the price of water, not to assessments generally.

Mr. O'Halloran—There was a new assessment published.

The Hon. G. G. PEARSON—Then I must look it up and get the information for the honourable member. I will do that.

YOUTH CLUBS.

Mr. CUMBE—Some two or three years ago the Returned Sailors', Soldiers', and Airmen's League decided to promote, in conjunction with the Young Men's Christian Association, a number of boys' and youths' clubs throughout the State. I understand that the first was formed by the Walkerville Sub-branch, and their main aim is to encourage youths to take up healthy activity and to get them off the streets so as to minimize juvenile delinquency. A recent conference of sub-branches of the R.S.L. was held in Adelaide, at which the Premier was principal guest, and he is reported to have said that these youth organizations received the whole-hearted support of his

Government. Can he say in what way the Government intends to give practical assistance to this worthwhile cause?

The Hon. Sir THOMAS PLAYFORD—The remarks attributed to me were not made by me. I welcome the R.S.L. intervention in regard to youth clubs, but the Government has never been asked for assistance, and, as far as I know, the R.S.L. has no intention of asking for assistance in this matter.

FINANCIAL ASSISTANCE FOR HOMES.

Mr. FRANK WALSH—Can the Treasurer indicate the number of applicants who are waiting for financial assistance from the State Bank to purchase new homes or seeking loans to build new homes; is there any likelihood of there being any wastage, that is, by the applicants withdrawing or being ineligible; and, if so, what proportion?

The Hon. Sir THOMAS PLAYFORD—The General Manager of the State Bank reports:—

Referring to the question asked by Mr. Frank Walsh, M.P., at this date the bank has in hand 925 applications for home finance comprising 694 to erect new dwellings and 231 to purchase new and unoccupied homes either completed or nearing completion. At the moment it is difficult to estimate the likelihood of wastage by withdrawals, etc., as the bank's officers have nothing to work on and any figures quoted would be guesswork. However, it could reasonably be assumed that if other lending authorities were to raise their maximum loan to a figure comparable with the bank's maximum, a substantial number of applicants would withdraw and seek the accommodation elsewhere as the bank deals only with applications in order of lodgment.

RAINMAKING EXPERIMENTS.

Mr. FRED WALSH—The following article appeared in the *News* of June 16:—

Canberra, today: Professor Victor K. La Mer, of Columbia University, U.S., has arrived in Australia to help in rainmaking and water conservation research. The U.S. Educational Foundation said today that Professor La Mer was one of America's outstanding physical chemists. He would stay six months in Australia, taking part in research, lecturing at universities, and visiting centres where experiments in rainmaking and control of evaporation are being conducted.

As South Australia is in a critical position through lack of rain it may be appropriate for the Government to avail itself of every possible service in an endeavour to secure it. While I am not as optimistic as some people about rainmaking experiments, because of the seriousness of the situation I am like a drowning man prepared to clutch at any straw. Will the Premier say whether the advice or

the services of Professor La Mer have been sought and, if not, will consideration be given to doing so?

The Hon. Sir THOMAS PLAYFORD—I did not see the report referred to, but some time ago the C.S.I.R.O., through the Commonwealth Government, sought permission from the State Government to undertake rainmaking experiments in South Australia. Up to the present I believe their experiments have not been satisfactory, nor has any substantial success been claimed. I will inquire whether the American professor is coming here, but I understand that success depends entirely on the seeding of suitable cloud formations. During the experiments aeroplanes stood by for months on end waiting to do the seeding but no suitable cloud formations appeared. I doubt whether we can expect any great benefit from this activity.

BOOLEROO CENTRE HIGH SCHOOL BUS SERVICE.

Mr. HEASLIP—I have received a letter from the Booleroo Centre High School Council expressing concern that a proposed alteration to the railway timetable will affect the bus services from Wilmington and Melrose, involving the transport of 42 children, and requesting that action be taken to ensure suitable transport immediately the new timetable operates so that no interruption will occur to the children's schooling. Will the Minister of Education investigate this matter and get a reply?

The Hon. B. PATTINSON—This is the first I have heard of it, but I am as much concerned as the honourable member and his constituents. I shall be pleased to confer with the Minister of Railways and ask him to obtain a reply from the railway authorities as soon as possible.

LEFEVRE PENINSULA DEVELOPMENT.

Mr. TAPPING—Rumours are current in Semaphore that the Premier intends making a public statement about the development of the LeFevre Peninsula and the location of a garden suburb there. Can the Premier make a statement at this juncture or can he indicate when he will make an announcement?

The Hon. Sir THOMAS PLAYFORD—The Minister of Works has supplied some relevant information concerning this matter and I am investigating it. Cabinet will probably examine it next Monday.

MYPOLONGA WATER SUPPLY.

Mr. BYWATERS—On June 9 I asked the Minister of Lands whether he was able to supply any information about the domestic water supply for Mypolonga, but he could not then. Has he any information now?

The Hon. C. S. HINCKS—I have no further information, but I will take the matter up.

LYNDOCH LEVEL CROSSING.

Mr. LAUCKE—For many years there has been an agitation for the installation of flashing lights at the Gilbert Street railway level crossing at Lyndoch. My last advice from the Minister representing the Minister of Railways was that whilst the crossing was included in the schedule of level crossings to be provided with improved automatic protection he could not forecast when it would be installed. A few weeks ago there was another near-fatality at this crossing. Will the Minister seek further consideration of the installation of flashing lights as an urgent requirement?

The Hon. G. G. PEARSON—I will refer the question to my colleague for a report.

MOLASSES SUPPLY.

Mr. QUIRKE—Although it has rained in sufficient quantity to assure us that such a phenomenon is still possible our position is still serious and could result later in the feeding of inferior types of conserved fodder to animals. This feed can be vastly improved, and at least made appetizing, by the addition of molasses. I have read that there is a glut of sugar cane in Queensland, but there is some doubt as to its availability. Does the Minister of Agriculture know whether adequate stocks are available in this State or whether they will be readily available if required?

The Hon. D. N. BROOKMAN—There are two sources of supply—from within South Australia and from without. The imported molasses are about twice as expensive as the local product, which is not easily obtainable; I mean, it is sold on a form of quota basis. It is not always possible to obtain it. I am not sure whether imported molasses have the same feed value as local molasses, but there is a big demand for it, and there is barely enough available to meet the present demand. I will follow the matter up and obtain additional information for the honourable member.

FRUIT FLY ERADICATION.

Mr. RICHES—I have received a letter from fruitgrowers at Port Augusta about the future fruit fly eradication programme. It has

been rumoured that the department proposes to spray orange trees as they bud with a spray that will have the effect of burning the buds and completely denuding the trees, preventing cropping in the next season. This matter is viewed with concern by some growers. I cannot vouch for the accuracy of the report, and I hope there is no truth in it, but it would help if the Minister of Agriculture would make a statement outlining the programme envisaged by the department. The best news he could give is that the department is satisfied that all reasonable measures have been taken, and that there is no need for further action.

The Hon. D. N. BROOKMAN—I will get a full statement on the position, and include in it an answer to the question just asked. I think it is safe to say that nothing capricious will be done and only the minimum amount of stripping done or other precautions taken to ensure the efficiency of eradication measures.

SEWERAGE REGULATIONS.

Mr. LOVEDAY—Can the Minister of Works reply to a question I asked yesterday regarding sewerage regulations?

The Hon. G. G. PEARSON—Yes, I have obtained the information. The Government appointed a committee to revise the sewer regulations and directions. When the draft revision of regulations was nearing completion, the Government asked the committee also to investigate the Sewerage Act. As a result of the committee's deliberations concerning the Act, it was considered that the draft regulations would need to be again revised to bring them into line with contemplated amendments to the Sewerage Act, and so that the regulations would be in accordance with modern practice and standards of hygiene. Although the importance of getting the regulations and directions revised and reprinted is realised, this work must be subservient to the main job of keeping pace with the heavy sewer construction programme. Nevertheless, the committee investigating the Act and regulations has accomplished a good deal of work, and I expect it will be able to complete its drafting work in approximately two months.

THEBARTON OVAL PARKING.

Mr. LAWN—Last year I approached the Minister of Education on behalf of the Thebarton Council and asked him to make available to the council a portion of land adjoining the Thebarton Oval owned by the Education Department. The council intended to use it for car parking, and to make the revenue

obtained available to the community hospital. The Minister said he would investigate the matter, but subsequently said that the department would require the land to accommodate trainee teachers. The chairman of the community hospital board has told me that the buildings on this land have not been used this year, and have been deteriorating because of the need for painting and repair. I have now been requested to ask the Minister to consider making the land available to the council for parking until the department requires those buildings.

The Hon. B. PATTINSON—I inspected this land in company with the honourable member and the mayor of Thebarton last year, and was very sympathetic to their joint request; I still am, because I realize that not only would it be a great convenience to the Thebarton Council and the local football club to use the land, but it would avoid a dangerous traffic hazard. However, we need the land desperately to house a number of trainee teachers. As the honourable member knows, we have trainee teachers at the Teachers' College in Kintore Avenue and at Wattle Park. Last year we established an annexe to Kintore Avenue at Currie Street, Adelaide, and it will be necessary to establish a further annexe on this land at Taylor's Road, Thebarton. As the honourable member said, the land is not being built on at the moment, but the proposed building, which will be of timber construction with a solid core for conveniences and amenities, will be constructed by the building division of the Architect-in-Chief's Department, and I am sure it will be commenced shortly and be ready for occupation by the beginning of the next school year. The buildings will be temporary, but they will be used until the proposed new multi-storeyed building at Kintore Avenue is ready for occupation.

Mr. Lawn—Would it not be possible to allow the council to use it until you require it?

The Hon. B. PATTINSON—I think building operations will be commenced almost immediately. I was delighted to read the constructive and far-sighted report of the Public Works Committee recommending the construction of a multi-storeyed building to house the record and rapidly increasing number of trainee teachers in the near future, but there will be unavoidable delay before that work is completed and the accommodation is available. In the meantime, we shall have to use the existing accommodation at Kintore Avenue, Wattle Park, Currie Street and the

proposed new annexe at Taylor's Road, Thebarton. However, I hope we shall soon be able to cease using the Taylor's Road property, and if I am still in the same position, I shall be only too pleased to enter into arrangements with the Thebarton Council that will be mutually satisfactory.

COST OF COAL AT PORT PIRIE.

Mr. McKEE—In the absence of the Premier from the Chamber, I ask the Minister of Lands whether he will state or find out why there is such a great difference between the cost of coal landed at Port Adelaide and that landed at Port Pirie?

The Hon. C. S. HINCKS—I will pass on the question to the Premier when he returns to the Chamber.

NORTH ADELAIDE CROSSING GATES.

Mr. COUMBE—I have asked many questions in this House on the installation of automatic traffic gates at the North Adelaide railway station to obviate a very serious traffic hazard. On June 10 last I sought the assistance of the Minister of Works to get the Railways Department and the Adelaide City Council, the authorities concerned, to confer on this matter. Has the Minister obtained a reply to the question I asked?

The Hon. G. G. PEARSON—The Minister of Railways has quoted the Railways Commissioner as saying:—

Investigations concerning possible alterations to the roadway and level crossing at North Adelaide are of joint interest to this department and the Adelaide City Council. We have prepared certain traffic signal schemes in conjunction with automatic railway crossing gates for the consideration of the Adelaide City Council. The council advises that they are still investigating traffic flow, the density of which will affect any proposals for road widening and traffic signalling which may be necessary. The council are not in a position at the moment to advise whether or not they will proceed with the project.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption.

(Continued from July 21. Page 112.)

Mr. O'HALLORAN (Leader of the Opposition)—I want first to express appreciation of the speeches delivered yesterday by the mover and seconder of the motion. The mover discharged her task with signal ability, and it was an onerous one, as she was the first lady ever

to speak in this House of Parliament. I feel that she did full justice to the occasion: I can go even further and say that I agree with a number of her remarks. I found I was in complete agreement with her arguments on the necessity for price control in order to protect the community from exploitation by avaricious trading people, of which, of course, we still have some. I am not saying they all belong to that species, but the fair trader suffers from the actions of the not so fair.

I was also very interested in her remarks on the general question of dealing with juvenile delinquency, and particularly the proposal to rebuild, in her words, on the ashes of the old reformatory at Magill. I am one of those who for many years have felt that much more should be done in this matter. It is 20 years since we had a report from a committee with an excellent personnel, presided over by the late Mr. Adey. It made many valuable suggestions to a Government that has been in office ever since and has had ample opportunity, particularly since the war, to do something effective in the matter. It built a new security block, but that was nothing more than a glorified gaol. Now the matter of building a new institution on the old site has been referred to the Public Works Committee. The Magill site is unsuitable for a reformatory. A check on the lives of unfortunate young fellows who were sent to Magill to be made into better citizens will show that most of them fell by the wayside through the influence of the bright lights. Therefore, any institution that keeps them within sight of those lights cannot be as effective as one further away.

In a reform institution there must be a grading of the reform measures. Unlike the new member for Burnside I do not suggest a grading into age groups but into moral groups according to reports made about the delinquency. The Children's Court could play an important part in this matter, as was suggested by the new member for Burnside. I am mainly concerned about the site of the institution but there should be more than one reformatory, all away from the bright lights. Sites along the River Murray may be suitable. There should be adequate land at the institutions to enable animal and farm husbandry to be carried on. One of the greatest reform influences would be to get boys associated with animals. Even the most wayward boy loves animals. He will have his mongrel dog or pet cat and think the world of it. If the boys were placed in an institution away from the

city, where they could be taught these things and where the care of pigs, sheep, and cattle would be their responsibility, it would go a long way towards effecting their reform, and impart knowledge that would be useful to them as citizens in later life. The Public Works Committee could take a stand on this matter, and before finally reporting on the building of an institution on the present site it should investigate what is being done elsewhere, particularly in N.S.W. and Victoria.

Mr. Shannon—That is not far away. I thought you might have sent us farther afield.

Mr. O'HALLORAN—I could have suggested that the committee investigate the Borstal institutions in England but there is a great difference between conditions where about 50 million people are packed in an area of ground smaller than my constituency, and conditions in South Australia, where we have less than one million people packed into many constituencies, including mine.

Mr. Hall made a very good contribution to this debate. He enunciated several good ideas and referred to others that I have been supporting for some time. I have been saying for years that more should be done to encourage young folk to marry and establish homes. I have talked about marriage loans that would be self-redeeming in accordance with the marital status later. I commend Mr. Hall for his approach to this matter. No doubt we shall hear more from him. I sympathize with him about the difficult water supply position in his electorate.

Mr. Bywaters—He has not got that on his own.

Mr. O'HALLORAN—Most of the people in my district have to find their own water by sinking bores and constructing dams and providing reticulation. In many cases mains have become too small, but that can be due to causes other than corrosion. In early days the mains were laid to serve a farming community and not much water was required, but today there is a greater demand for water for mixed farming operations. In addition to the internal corrosion of mains there is the problem that mains have become outmoded because of changes in production. Many land holders could help themselves more than they do. In my area we have to find the water and then lift, store, and reticulate it. On many farms most of the difficulty could be removed by constructing storage tanks that could be filled in the off-peak periods of the demand and the

water used to supplement the supply in the peak period. My remarks are in no way unsympathetic towards Mr. Hall or his constituents. This is one of the many problems that members will be called upon to endeavour to solve during the life of this Parliament.

The Governor's Speech was typical of the many we have heard in recent years during the regime of the Playford Government. It was more propagandist than factual. I do not wish to speak in any way disrespectfully of His Excellency the Governor.

Mr. Jennings—He did not write it.

Mr. O'HALLORAN—That is so, but he read it, and read it very well, but my point is that it is Government window dressing and sets out excuses for failing to do some things and for doing other things that do not square up with Liberal principles, which were mentioned by Mr. Hall yesterday. The Government had to find reasons why at least part of Labor policy should be given effect to from time to time by a Government that professes to be opposed to that policy. How can the present Government continue to be in office? We had an election in March last and on the figures, under the ordinary processes of a democracy, there should have been a change of Government. One of the fundamental tenets of democracy is that the people can elect the Government they want.

Mr. Dunnage—They nearly did it in your district.

Mr. O'HALLORAN—There was no danger of my not being re-elected after the first half hour of the counting, despite that I was vigorously opposed by the Liberal and Country League in conjunction with the Democratic Labor Party.

Mr. Dunnage—They were all ex-members of your Party.

Mr. O'HALLORAN—In Frome down through the years we have had some peculiar candidates but none so peculiar as those sponsored by the D.L.P.-L.C.L. coalition in Frome at present.

Mr. Dunnage—Don't get carried away.

Mr. O'HALLORAN—Not a bit. The honourable member is lucky that he was not carried out at the last election. It would be a good idea to have a look at the election results. If the majority of the electors indicate by their votes that they do not want a certain type of Government they should not have it foisted upon them continually. The figures I shall give are not the complete election

figures, in accordance with the statistical return prepared by the department, because they are not yet available. These are figures compiled by the *Advertiser*, and I have never known this newspaper to go out of its way to present a situation in a more favourable light to Labor than the situation deserves to be presented. On the contrary, the *Advertiser* usually goes out of its way to present a situation in a less favourable light to Labor, but that newspaper said that at the last election the Labor Party polled 185,000 votes, and the Liberal and Country League only 136,000. That shows a majority of 49,000 votes for Labor, yet the Government is still here and writing Governor's Speeches of a propagandist type.

Mr. Dunnage—The people are happy about it.

Mr. O'HALLORAN—One would naturally expect the honourable member to be happy after the nasty scare he received, but I assure him that the election mills like the mills of God, grind slow but exceeding small. Perhaps after the next election the member for Unley will not be here. One of the most important paragraphs in the Governor's Speech refers to war service land settlement. We are told that the settlement of ex-servicemen has been signally successful, and that 1,016 men have been placed on blocks in 15 years, but we are also told that the Commonwealth Government has intimated that in future the only funds supplied to the State will be to complete the development of holdings already accepted by it as suitable for settlement. Of course, that will result in many ex-servicemen not having the opportunity to go on the land under the Soldier Settlement Scheme. We now find the Government is perturbed about this matter because a press report of the opening of the sub-branch conference of the R.S.L. last Thursday said:—

The South Australian Government would not discontinue the Land Settlement plan because the Commonwealth had pulled out, the Premier (Sir Thomas Playford) told the State R.S.L. conference yesterday. "But we will have to trim our sails a little," he added. Sir Thomas Playford said that the Minister of Lands (Mr. Hincks) was requesting local councils to report on land in their districts suitable for land settlement. "We believe we will get that assistance," he said. This would enable the Government to get a survey much quicker than if it had to be done by Lands Department officers.

Under the scheme that we have been administering as the agent of the Commonwealth and under which 1,054 soldiers have been settled,

substantial concessions were granted to ex-servicemen. In addition, there was a provision that if the total cost of the land exceeded its economic value there would be a writing down of capital costs to an economic level, and in the writing down the Commonwealth was to bear three-fifths and the State two-fifths. Because of the favourable seasons and high prices for most primary products that we have had for many years no writing down has been necessary, and I hope it will not be necessary, but can we expect a continuation of such favourable seasons? The portents for the future are not as good as they have been for the past 15 years, so those soldiers who are settled under the new scheme will have to meet their full commitments or the State will have to meet the full cost of any writing down in the value of their holdings. I do not think any consideration has been given to that aspect, and when it is I think it will be found that there is not much in the pledge on land settlement that was featured in the press last week.

The price of productive land in this State is too high. I would not like to start on a block with little or no capital and try to meet my commitments in view of the high price of land and the state of world markets. The point that emerges is the fact that ex-service land settlement is a repatriation matter, and the responsibility of the Commonwealth Government. It was accepted as a responsibility of the Commonwealth by the Chifley Government, which negotiated the advantageous agreement with this State that has operated for the past 15 years, and it was a Liberal and Country Party Government that discontinued that agreement. We must seriously consider the general question of land settlement. The Governor's Speech stated:—

The Government proposes to make available for general application any areas of Crown lands which have reasonable prospects of successful settlement.

Where are these areas of Crown lands? Why have they not been exploited before? This Government has had the opportunity to carry out such a scheme ever since the war ended. These areas could have been exploited for soldier settlement so as to enable all qualified men to go on the land. However, I doubt whether there are any substantial areas of Crown lands which are suitable for this settlement, and I doubt also whether we shall get full co-operation from some councils. Most councillors give good service to the community, but there are some who are aspiring land monopolists, and whenever a block comes on

the market they add it to their already large holdings. Additions to large holdings are a significant feature of land settlement in this State, and this is something which the Government will be called upon to answer before the bar of public opinion sooner or later.

Between 1938-39 and 1957-58 over 1,000 ex-servicemen were settled on the land under the Commonwealth-State scheme, and one would have thought there would be a substantial increase in the number of settlers on the land, but the tragic story is that there is not. In 1938-39 there were 31,280 individual rural holdings in South Australia, or one holding to 19 of the population. In 1957-58 there were only 27,971 holdings, or one to 32 of the population. That discloses a tragic drift from the land, particularly from the smaller holdings. After all, the small farmer, with his diversity of production, has always been the mainstay of primary production in this or any other State. In view of this I find a remarkable statement in the Governor's Speech, for it continued:—

The Government will continue the policy of enlarging small holdings.

The Liberal and Country League tells us it does not stand for a policy of closer settlement, such as the Labor Party stands for, but has a policy of enlarging holdings and hunting more people off the land.

The Hon. C. S. Hincks—That statement in the Governor's Speech refers to building up blocks to living areas.

Mr. O'HALLORAN—I suggest that no-one knows what is a "living area." I have been urging that something be done for a long time. What may be a living area for a particular type of production may not be for another type of production.

The Hon. C. S. Hincks—The human element enters into it.

Mr. O'HALLORAN—I would easily fix that. The first thing to be done would be for all land suitable for closer settlement to be classified both as regards the type of production for which it is suited and then in respect of what would constitute a reasonable living area—a family maintenance area. I would not be mean in determining that area because I believe that in addition to providing for the ordinary needs of a family a farm should be able to provide some form of assistance to enable those who could not be maintained on the old home to be settled elsewhere. I think that is fundamental. Where land is held in unduly large areas I would compulsorily acquire it under just terms.

Mr. Hambour—Who would set the terms?

Mr. O'HALLORAN—I would permit the owner of the land to set the terms.

Mr. Hambour—They would be too high.

Mr. O'HALLORAN—I do not think so, because firstly I would establish a proper Land Valuation Act under which all land would be valued for taxation purposes and then I would compulsorily acquire the land at the valuation accepted by the owner for taxation purposes plus the value of the improvements and 15 per cent for severance.

Mr. Hambour—You said previously that the value would be too high and you would not like to go on the land under those circumstances.

Mr. O'HALLORAN—I said that the market value of the land was too high, but I do not think taxation is based on the market value.

Mr. Hambour—The land itself is not taxed.

Mr. O'HALLORAN—Yesterday the member for Gouger, Mr. Hall, pointed out the hardships imposed, in the event of a multiplicity of family bereavements, through death duties based on the value of land. If the honourable member is correct and my suggested scheme will not work because land values are too high, what hope has the Government scheme of working?

Mr. Heaslip—It is working satisfactorily so far as I am concerned.

Mr. O'HALLORAN—Of course it is working satisfactorily for the man who is acquiring more land.

Mr. Heaslip—The Government land settlement schemes are working well.

Mr. O'HALLORAN—Doesn't the honourable member know that they have been discontinued? In the Governor's Speech we read that after the blocks that have now been approved are settled no further money will be made available by the Commonwealth.

Mr. Heaslip—But the State Government is going on with it.

Mr. O'HALLORAN—I suggest the honourable member read my earlier remarks in *Hansard* tomorrow, because I do not want to repeat them now. Paragraph 5 of His Excellency's Speech was apparently inserted to impress the public with the magnitude of the Government's developmental activities, because it states:—

Work on the drainage of the 260,000 acre area at Avenue Flat, Reedy Creek and Bisquit Flat is now nearing completion. This

project has had a beneficial effect in assisting to bring large areas to a high state of production. Work on the scheme for the drainage of 140,000 acres in the Western Division of the South-East has commenced and my Government will undertake a similar scheme for 700,000 acres in the Eastern Division. Enabling legislation will be submitted to Parliament at an early date.

As enabling legislation will be introduced I do not propose to debate this matter fully now, but I repeat the suggestion I have often made that it is time we examined the whole drainage problem. I am not opposed to draining the South-Eastern lands. I think it is essential, but we can go too far. If the land were subdivided and used to its fullest productive capacity we might find that not so much drainage as we now think is required would be necessary. Enormous sums have been spent on this drainage and further large amounts are proposed. The Government has no magic formula for meeting interest and sinking fund on this drainage money and it must come either from increased production or from taxation imposed on other taxpayers. Up to the present the increased production has not warranted the expenditure because the land has been allowed to remain in holdings that are too large. It should have been divided in accordance with the scheme that was submitted to Parliament by the Hon. R. S. Richards—the former Leader of the Opposition—when he was Commissioner of Crown Lands in 1932, wherein he proposed that the land should first be acquired, then drained and allotted in living areas with the cost of drainage added to the value of the land to be repaid by the settler over a long period of years at a low interest rate. That was sound policy then and it would be sound policy now if this Government would adopt it. In paragraph 7 of His Excellency's Speech we read:—

The Government continues to operate its research laboratories on behalf of the mineral industries and negotiations are proceeding for an agreement under which these will be placed on a national basis supported by the Commonwealth Government and the mining industry, with a substantial interest retained by the State Government.

Since that statement was made the amalgamation has taken place and what was formerly a South Australian undertaking has now become the joint property of the Commonwealth Government, various mining companies and the South Australian Government. I pay a tribute to the officers of the Mines Department for developing these mineral research laboratories. Their work has been outstanding in Australia and possibly throughout the world.

The laboratories have been of inestimable value in developing our uranium resources and have assisted in the development of the Leigh Creek coalfield, and many other smaller types of mineral production. They played a major part in proving the availability of iron ore resources in the Middleback Range which encouraged the Broken Hill Proprietary Company to finally establish—after great pressure had been exerted, mainly from this side of the House—a steelworks at Whyalla. The laboratories have now been handed over to a triumvirate and we have only one voice in three. Investigation of the mineral resources of South Australia may have to take second place to investigations from other parts of Australia. We have advertised the world over for a Director of this new organization and have offered a salary far above that enjoyed by any of the men who developed the laboratories but who should be considered when the appointment is made. However, the salary offered and the world-wide advertising suggests that an outsider will be brought in and that our men will not reap the reward they are entitled to.

In reading His Excellency's Speech one encounters some peculiar paragraphs. This is a private enterprise Government opposed to socialism, yet we read:—

The increase in the over-all quantity of power will necessitate an increase in the output from the Leigh Creek coalfield. Extensive works are in hand to improve the success of this sound commercial enterprise.

I ask members to note the words "sound commercial enterprise." This is the type of enterprise we have advocated for years, but we have been told it is not sound because it is not owned by private enterprise. The Government proclaims from the housetops that Leigh Creek—a wonderful example of socialism—is a sound commercial enterprise.

I do not intend to discuss housing at length, because I have done so on former occasions, but unfortunately the position has not changed since I dealt with it last year. In paragraph 9 of His Excellency's Speech we read:—

The South Australian Housing Trust expects to build about 3,012 houses during the current financial year, making the total number of completed dwellings to date approximately 36,700; it expects to build some 3,230 houses during the next financial year. Good progress is being made at Elizabeth where the population now exceeds 12,000.

I can remember the time—I think it was in 1952—when the Housing Trust built 4,000 homes in a year. The number has gone down

progressively each year, and now we are getting out the brass band and waving the banner at a proposed possible increase of a little over 100 for the next year!

Mr. Hambour—But aren't they building within the moneys available to them?

Mr. O'HALLORAN—I do not know; I am not the Treasurer.

Mr. Shannon—The Leader knows there are more liberal advances in other quarters for home building. The amounts have been increased considerably.

Mr. O'HALLORAN—I am not the Treasurer; I do not know, but I know a great deal of money is being spent at Elizabeth on non-housing projects. I do not disagree with this, but when I suggested two or three years ago that we should do this as a means of encouraging industries to go to country towns, I was taken to task by members opposite. The member for Rocky River was very caustic in his criticism of such a hair-brained proposal, but his Government is now building factories. My only complaint is that it is not building them in the right places.

Mr. Heaslip—It is only building them for someone to buy them, not on spec.

Mr. O'HALLORAN—I do not know, but I think I remember reading that a certain amount of factory space was available. If these factories are being built for sale, are they being financed on a cash basis? Can the honourable member tell me that? Of course not.

Mr. Heaslip—They can be obtained on a cash basis from the Government.

Mr. O'HALLORAN—That remains to be seen. However, my point is that with the natural increases in population and the number of migrants coming here the housing position is becoming worse, and it is small consolation to people living in sheds and garages and under all manner of conditions that another 100-odd houses will be built this year. Years ago we suggested that this matter should be put on a proper basis, that there should be a committee representative of all the people who could give factual assistance, such as architects, builders, etc., and that all resources should be marshalled to solve the problem. However, our suggestions were not heeded, and as a result the position is getting worse instead of better.

I referred fully to education matters earlier in this session, and I am pleased to know that

as a result of the criticism of the restrictions originally imposed on the supply of free-books to secondary school students, there has been some relaxation. I wish to express my pleasure at the Minister's action in this respect, and I believe that in future no student who has prospects of going on from secondary education will be denied free books just because he has failed at some particular point. I believe that has been practically settled, but the big question of the supply of free books to primary school children remains unsolved. This is a serious problem, because many people who have three or four children going to primary school find it very onerous to meet the increasing cost of books at the beginning of the year. This problem should be solved by providing free books to all children attending all schools.

His Excellency said we are to spend £10,000,000 on roads this year compared with £8,000,000 last year. This should provide a substantial mileage of improved roads and permit something to be done for the roads in the northern part of this State that have been shrieking for attention for years—the main highway from Adelaide to Broken Hill *via* Jamestown and Peterborough, the alternative highway *via* Burra and Terowie, the road through Carrieton and Hawker, and the other tourist road through Wilmington, Quorn, Hawker and beyond. Something should be done about these roads immediately. I know we have been told that the sealing of the Jamestown-Peterborough road is to be continued, but it has not even been started. I wonder how the Port Pirie-Jamestown road came to receive a higher priority than the more important road to Broken Hill.

Mr. Heaslip—I would not admit it is more important.

Mr. O'HALLORAN—I would not either, but evidently someone whispered in someone else's ear, a traffic count was taken on a day when there was a big football match, and the importance of the road was ascertained that way. I am really serious about this matter. I have spoken about the tourist potential of the Flinders Ranges before and I will probably speak about this again, because I have not seen any other place in the world with a complex colour scheme that can compare with the Flinders Ranges in a good year. They are becoming increasingly popular, but one of the great difficulties is that people who travel once over the bad road do not advise their friends to go, whereas if we had reasonable roads we

would have an influx of tourists who would bring new spending money into the State.

I discovered from an answer by the Premier to a question yesterday that we tax the tourists who go to the Flinders Ranges by taking 10 per cent of the fares they pay for tourist bus travel. We are told the bus proprietor has a pre-emptive right, but he does not pay the tax—the customer pays. I doubt very much if the bus driver has any pre-emptive right, however, because some of the roads are not controlled routes. It is about time we had a look at the position, because that is not the way to encourage tourists. We advertise our beauty spots and facilities and when the tourists get here we impose a special tax on them for riding over our very indifferent roads. If this were a tourist trade competing with the railways I could understand there being some logic in it, although I would not agree with that. However, there is not one mile of railway line in that area, as the Commonwealth Government has pulled it up. I hope that the anomaly will be removed and that the members for Burra and Rocky River will be able to get some of the extra £2,000,000 spent on the improvement of roads in the north to which I have referred. All the influence is behind the spending of money on roads 25 miles from the Town Hall clock. I plead that some little consideration should be given to people in the outside areas, those who pay so much and have been paying so much for so long in petrol and sales taxes and are involved in losses on wrecked vehicles and increased demands for spare parts as a result of the poor roads over which they have to ride.

When speaking on education I unfortunately omitted to refer to the question of a more effective optical examination for school children. The department provides a fairly efficient dental examination. More mobile units are being secured and I understand that this need is being met reasonably well; but I understand that many country schools, especially those in the northern areas, have not seen an optician for years. There are no local opticians although occasionally visits are made by travelling opticians who advertise that they will be at, say, Dingo Flat from 10 a.m. to 12 noon and at Woop Woop from 2 p.m. to 4 p.m. Children at these schools are being retarded in their education because of visual defects, and in some instances their future may be jeopardized as a result of these defects. Surely the Government could afford to provide a few opticians to visit the country areas periodically and

attend to the optical needs of the children. I trust that the Minister of Education will give serious and sympathetic consideration to this question.

There was much in the Governor's Speech regarding what wonderful people our workers are—about the lowest number of strikes in Australia and all the rest of it. Under those circumstances one would have thought the moderation and the good citizenship of the South Australian workers would be recognized by the Government.

Mr. Hutchens—They should be.

Mr. O'HALLORAN—Of course. Let us consider the Industrial Code—that outmoded piece of legal machinery that was supposed to provide for conciliation and arbitration and has not been substantially amended in 40 years. It has penal clauses that vie with some of those in the Police Offences Act. Here is an opportunity for the Government to do something to recognize the services of the South Australian workers by striking out the penal clauses in the Code and making it a real means of conciliation whereby justice may be secured as between employers and employees.

Then I come to the question of safety in factories. In the metropolitan area this is governed under the Industrial Code, which is strictly limited to that area. Apart from that the Country Factories Act operates when it is invoked in certain areas by proclamation. There are large areas of the State, however, where the Act does not apply. This relates to the River Murray districts where there are canneries, wineries, packing sheds and other industrial enterprises that have grown up in recent years. Also it does not apply in the Barossa Valley where there is considerable and growing industrial activity. Why should it not apply in these areas? We hear much about the Government's desire to encourage people to go to the country. Now, I turn to the Scaffolding Inspection Act which, of course, is essential if we are to build homes for those who migrate here. However, it applies only to limited areas in the country. We read occasionally of the wonderful steps the Government is taking to bring about decentralization, and yet it denies to workers in the greater part of the State even a modicum of the protection afforded under this legislation.

Mr. Lawn—The Government is afraid of decentralization and therefore does not encourage it.

Mr. O'HALLORAN—Of course. That point has been made before and no doubt will be made again before the debate concludes. I notice that the Road Traffic Act is to be amended. We know that Sir Edgar Bean, a former Parliamentary Draftsman, has very graciously agreed, during his retirement, to redraft this rather complex and difficult piece of legislation. I hope that when it comes down to Parliament it will receive more consideration than was afforded some of what I thought were worth-while proposals presented to the House last year, because the toll on the roads is becoming appalling. In the earlier part of the year we were averaging a death a day on our roads, and I do not think the number has dropped far behind that since. I suggest that this is a personal responsibility on each of us. When someone is killed some people say "Bad luck" and do not give it another thought. To them it is just a matter of statistics, but it brings tragedy to a family. In many instances a fatality causes an economic loss to the community. I believe that Sir Edgar has sufficient knowledge of the subject and enough sound commonsense to produce a workable measure. I hope that when it is introduced it will be firmly supported by the Government and receive the sympathetic consideration of all members. Since the House met earlier this year we have had a Premiers' Conference and there has emerged a spate of press propaganda telling us of our Premier's wonderful job at the conference.

Mr. Lawn—Who said that?

Mr. O'HALLORAN—The press. If it had been put into columns it would have been yards long. I have read it all. In fact, I read it twice to try to learn what benefits South Australia got.

Mr. Jennings—Do you know what they are?

Mr. O'HALLORAN—Yes.

Mr. Jennings—Nothing.

Mr. O'HALLORAN—Precisely. The Acting Prime Minister, Mr. McEwen, said "We might as well give Tom this money because he will get it anyhow from the Grants Commission."

Mr. Hambour—That was all right so long as he got his dues.

Mr. O'HALLORAN—The press said that it was a wonderful performance and that it would be wonderful for S.A. to be a non-claimant State. I have been awaiting the Premier's explanation of the new formula.

There was no explanation in the press propaganda. We will get £750,000 more this year than we would have got on last year's basis. The point is that all States will get more. There is a nigger in the woodpile. We have a couple of deficits totalling about £1,500,000, which are still to be investigated by the Grants Commission. Under the old set up it was necessary for a deficit to be a fact before anything could be done. Whether the Grants Commission will agree to our getting the full amount of the deficits remains to be seen.

Mr. Hambour—That would obtain in any case.

Mr. O'HALLORAN—Not to the same extent. There was not much alternative previously. They had to balance our budget and if we did not get the money in one way we got it in another. Now as a non-claimant State we are to get £750,000 more than we would have got under the old set up, but if we do not get the full £1,500,000 to cover the deficits we will have to make up the shortage from the £750,000.

Mr. Jennings—New South Wales got an extra £1,000,000.

Mr. O'HALLORAN—Yes, and it has never been to the Grants Commission. South Australia is not in the rosy position we are led to believe from press propaganda. The public debt in S.A. is £359 per head of population. It is the largest public debt per head of population in all the Australian States. Was that considered in devising the magic formula, which apparently the press did not understand and about which I cannot get an explanation from the Premier? The interest we have to pay on the public debt in the future must affect our finances. We will not be able to say to the Grants Commission that the public debt has increased by several hundred thousand pounds. We will have to meet the increase out of our own resources. I want to know a lot more about the formula. I agree that there is merit in not having to go to the Grants Commission, but I want to know whether the formula now devised provides for a fair and equitable adjustment of income tax reimbursements, not only to S.A. but to all States. Upon the answer to the question will hinge to some extent the success of the scheme in South Australia. If it does not work as the sponsors believe, the South Australian taxpayers, within the limited tax-gathering resources of the State, will probably wish that we had never become a non-claimant State.

There is much more I intended to say in this debate but my physical condition at the moment will not permit it. I am worried about the scheme and the financial position in the Budget. I will look anxiously at the clouds and to the Premier to produce a Budget that will not inflict further burden on the people of South Australia in a bad year.

Mr. SHANNON (Onkaparinga)—First, I express my appreciation of the work Sir Robert and Lady George are doing in getting to understand the problems and the people of the State by travelling long distances and spending much time touring. We have had Governors and their ladies who have done a somewhat similar job of work but have not been so good as the present occupants of the high office. I express my appreciation of their activities in this State.

I congratulate you, Sir, on your appointment as Speaker of this new Parliament, and the member for Unley (Mr. Dunnage) upon his reappointment as Chairman of Committees. We have had two excellent maiden speeches in this debate. The mover (Mrs. Steele) and the seconder (Mr. Hall) need have no fears that at this stage of their political careers they have put a foot wrong. They both showed good debating powers and came through with flying colours. I look forward to hearing three more maiden speeches during this debate, and if any new member feels diffident about it he should be encouraged by the very good examples set by a colt and—if I may be permitted to use the expression—a filly. I am looking forward to hearing them, and I am sure my fellow-members are, too. I assure all five new members that we older residents of this Chamber are here to help them.

Mr. Riches—The best is yet to come.

Mr. SHANNON—I hope so, and if that turns out to be the position no-one will complain. I say to the new members that any help that a more experienced member can give will be very readily and gladly given.

Regarding the speech which we have just heard, I may say that we often get from the Leader speeches that are repetitions of former speeches made on like occasions. I do not blame him for that, because, after all, it is the constant dripping that wears away the stone, and he is keeping on with the old dripping very well in some instances.

Mr. Jennings—There is a lot of stone to wear away over there.

Mr. SHANNON—There is nothing more durable than a good old solid piece of granite.

One needs something solid to build one's house upon, and I think that, in some instances anyway, the dripping will have to continue for a long time yet. I do not intend to touch on the controversial matters contained in the Leader's speech.

As to matters now before my Committee for investigation, honourable members may not appreciate the load that has been carried by members of the Public Works Standing Committee over recent years. Figures show that the reports prepared and presented to this Chamber and the Government over the last five years exceed in number the reports presented in the former 25 years of the Committee's existence. That is a pointer to the almost fantastic step forward that we have taken and to the advancement that the State has made. Obviously, if a State is just dawdling along and taking things easily there are not many big projects before it for investigation. We have stepped up our economy; at the moment it is going as fast as our financial strength will permit, and this creates many more investigations into projects by my Committee.

About five years ago South Australia set up a new system for handling wheat. It is upon that topic that I wish to address myself on this occasion, because in my opinion mistakes have been made in the direction of the policy of Co-operative Bulk Handling Limited which I think demand inquiry and investigation. The first report of my committee on this matter, which resulted in an Act of Parliament setting up the Co-operative Bulk Handling Limited, dealt with the division of Wallaroo. A terminal for the shipping of wheat at Wallaroo was one of the main matters which my Committee at that stage had to investigate, and it made certain recommendations. It also made recommendations, as it was in duty bound to do, on the facilities that would be required throughout the division for the handling of grain in bulk prior to its transference to Wallaroo to what would normally be called the transit terminal. The recommendations were based upon the advice and recommendations made by two of the State's senior civil servants who went overseas to make an investigation into this very problem. I refer to Mr. Dean, a fully qualified and very competent engineer, and Mr. Rosevear, a very acute and responsible accountant in the Railways Department. Those officers made certain recommendations to the committee, which acted upon them and recommended a system for Wallaroo which was unorthodox. The orthodox system which has

been established at Wallaroo by the company, perhaps, in its view, for sound reasons, was known to my committee, and I feel it will be known still more as the years roll by. The overhead cost of the installation there will become an increasing burden upon the wheat-growers of this State. I say that because the wheat from this particular division is the closest to the metropolitan area, where we have the greatest population and the largest consumption, and where our milling capacity, for all practical purposes, is confined to the Wallaroo division.

The needs of our own people will demand that we go outside what is known as the Port Adelaide division, which until fairly recent years was able to supply our needs for feed for stock, seed, flour, offal and other things within our own State, but it can no longer give an adequate supply for our growing needs. As our population increases we shall make still further inroads into the wheat that is nearest to us, and I suggest that the Wallaroo division is the one that will meet most of our requirements for wheat for our own needs. The time will come, and it may not be far distant, when our population will rapidly increase. If we can rely on the people who are investigating the State's growth, particularly our new Town Planner (Mr. Hart), our Housing Trust authority (Mr. Ramsay) and his colleagues, and various other well-informed officers of the State, our population will grow even faster in the next decade than it did in the last. It is causing departments, such as the one Mr. Pattinson has to administer, a tremendous headache. He is almost at his wits' end to know whether, firstly, he will get enough Loan Funds to carry out his programme and, secondly, whether he will be able to do the actual physical work of providing enough schools to keep up with the demand. It is a tremendous task.

These are all limitations and I point out to my friend who controls the bulk handling company that, before we have time to amortize the installations at Wallaroo, they will become redundant. Only a few miles down the Peninsula at Ardrossan, bulk facilities had already been provided, fortunately for the State at someone else's expense. These bulk facilities had been made available by arrangement with the B.H.P. Co., who put them in there for wheat, barley or any other commodity that could be handled in bulk. We have shipped barley and wheat through that terminal and no doubt will do so a lot more before we have

finished. I envisage the time coming when Ardrossan will be able to handle all the surpluses available for shipment overseas, and we shall not need Wallaroo at all.

There was an argument when we were investigating the Wallaroo project as to whether we should adopt the site on the high land or whether we should go on to the electricity company's site on the north side of the shore end of the jetty. Because the Bulk Handling Co. at that time was adamant that there was only one site on the northerly side of the shore end on the Electrolytic Zinc Company's property, it demanded that we should use sufficient influence with the Government of the day to get it to agree that that was the site for the installation. When investigations were made into the foundations on that land, it was discovered that difficulties would arise, so there was a change back to the southern site, the northern side of the port area. That is where the company has now built its silos.

Mr. Fred Walsh—The committee recommended that site.

Mr. SHANNON—Yes. The honourable member for West Torrens, who is, of course, a member of my committee and takes his full share of the responsibility in the work, is quite right: that is where we first recommended that the installations be put. We were guided in our summing up on this by a former investigation and by the people from overseas who also recommended that site. A few mistakes in other cases are still being made, but in this particular case they did ultimately come to the right site, I admit, although they put in far too costly an installation for what should have been transit facilities.

I point out this factor in looking at the costs of a bulk handling installation. The more extensive the port facilities are in the way of storage capacity, the greater will be the overall cost for any particular division, and unfortunately South Australia is not in as happy a position as are the eastern States where one terminal satisfies the whole of the shipping needs. We have four major ones—five with Port Adelaide, though that is not an important one. I do not write off Port Adelaide—I am referring to wheat handling. Port Adelaide is our port, I agree, but, as far as the export of wheat is concerned, it is unlikely that much will ever leave Port Adelaide for overseas destinations.

With regard to the cost of the installation at the port, first of all there is a much more costly site to secure upon which to construct the

facilities; secondly, there is the disability of having to congregate more than is required. In this matter the committee made many investigations. We suggested 1,000,000 bushels for a transit facility at Wallaroo. The company provided 1,510,000 bushels for Wallaroo. The committee also made a direction, or we thought we made it, though I may have been misled. I am not a legal man, but I certainly accepted in good faith section 14 of the Bulk Handling of Grain Act, 1955, which gave this valuable charter to the Co-operative Bulk Handling Company. It secured an inalienable right to any grower of wheat who delivered it to any specific siding near to his farm that, if at least 30,000 bushels or more were the average deliveries to that particular siding, he would get a bulk installation.

This investigation that we conducted and concluded in 1954 was not the only one dealing with this particular problem. The problem of harnessing our country areas for the handling of wheat in bulk was looked at back in the 1930's by a former investigation into bulk handling. We could not see any valid reason why we should not adopt its findings. In fact, we thought it was a sound basis for deciding where these facilities throughout the country should be placed. We adopted the 30,000 bushels as the minimum standard for deciding whether or not there should be a bulk installation.

To refresh the minds of those who were not here and do not know what I am talking about, I should like to read section 14 of the Act which granted the charter to the company:—

The company shall, with all practicable speed, erect adequate bulk handling facilities (a) at each terminal port; and (b) at a sufficient number of railway stations, railway sidings, and depots, to receive the wheat which is to be taken to the terminal ports.

Subsection (2) of the same section goes on to amplify paragraph (b):—

The company shall not be obliged to erect bulk handling facilities at any railway station or railway siding unless the average annual amount of wheat received thereat during a period of five consecutive years after the first day of September, 1949, has been thirty thousand bushels or more.

I may be a little deficient in my analysis of the language of which I hope to understand a little but, if the words "unless the average annual amount of wheat received," etc., do not mean something, I should like to know the reason for their insertion. In other words, if "a sufficient number of railway sidings" (this is in paragraph (b)) is the qualification on which

this Parliament thought it adequate to grant to this company a charter to install bulk handling facilities throughout the length and breadth of the State, leaving it entirely to their discretion to decide where and for what purposes they would put these facilities and how large they should be, then I fail to understand why subsection (2) is in the section at all. In my opinion subsection (2) can mean only one thing—that the company has no obligation to put up a bulk facility at a railway station or siding where less wheat than 30,000 bushels is received on an average over the 5-year period specified, but at all points that do qualify the bulk facility must be provided. This may not mean much to members who have not ascertained how it affects the State's economy.

Mr. Heaslip—You cannot charge the company with a breach of faith.

Mr. SHANNON—I say it has made a breach of its agreement with Parliament about the provision of bulk facilities. My committee did not come to this decision.

Mr. Heaslip—In what way has it broken faith?

Mr. SHANNON—It has not put up facilities where it should have.

Mr. Heaslip—Was there any time limit?

Mr. SHANNON—I have heard that before, and I shall deal with it. When the Minister of Works was Minister of Agriculture he gave me the same sort of retort when I asked a question some years ago about the Wallaroo division. He said, "Give us time." If that is the company's policy my charge that it lacks the average intelligence necessary for running any undertaking stands without doubt. The average receivals at all points in the division of Wallaroo over many years has been 4,500,000 bushels. The company has now established the following silos and facilities in that division:—

	Bush.
Balaklava	540,000
Blyth	540,000
Brinkworth	540,000
Bute	540,000
Hoyleton	350,000
Nantawarra	420,000
Paskeville	340,000
Snowtown	540,000
Wallaroo terminal .. .	1,510,000

Total 5,320,000

That total capacity gives some 800,000 bushels in excess of the average receivals in this division. If the company proposes to erect

installations at various other sidings it will have a storage capacity in the Wallaroo division far in excess of what it will ever need. Who carries that overhead? If it is possible for the company to erect installations on such an extravagant basis obviously money is no object. The member for Rocky River suggested by interjection that the other sidings which the Act specifies shall be harnessed with facilities will be harnessed. If the company has not had time to provide all the facilities how long shall we give it? The company is not working at Wallaroo today, but is spending money in various other parts of the State. Why should it do only half the job in Wallaroo? If it intended keeping faith with the agreement why should it install a 540,000-bushel facility at a siding that receives less than half that quantity?

Mr. Laucke—Because it is economic to do so. There is a natural trend for the movement of wheat over longer distances to a bulk centre.

Mr. SHANNON—I have not come to that yet. As the representatives of the taxpayers we should examine the financial aspect. If the company is not going to break its charter it will break the bank. It will have an excess capacity in every division, such as at Bordertown, and I could name others. In every instance where a bulk facility has been provided its capacity is in excess of the average receivals.

Mr. Laucke—The potential flow of wheat in bulk to those facilities is greater than the past flow of bagged wheat because the farmers prefer, wherever possible, to deliver in bulk.

Mr. SHANNON—The honourable member is interested in this business and he may be able to enlighten me on certain points later. Sometimes the wheat is taken 15 or 20 miles to get to a silo and passes a siding where it was taken previously. What does that cost the State?

Mr. Laucke—That practice justifies the erection of larger receival bins at certain sidings.

Mr. SHANNON—The Co-operative Bulk Handling Company has required the farmers to cart their wheat greater distances.

Mr. Hambour—Do you charge it with adopting that policy?

Mr. SHANNON—I do not charge them with it because there is no need: they already stand convicted. That is their policy. The Public

Works Standing Committee is meticulous in its investigations and thought it wise to ask the Railways Commissioner whether losses would accrue to the Railways Department if zoning of country receival points were adopted. Mr. Fargher emphasized that he was making an estimate but he discussed the disadvantages of the zone proposals. He said the department, in the Wallaroo division, would lose annually in freight rates £11,250 on wheat and £6,700 on barley. He mentioned other minor matters including additional shunting costs. He said that the department could not close down the intervening small stops where wheat was not picked up because farmers wanted superphosphate and farm supplies delivered to the siding nearest their farms. Mr. Fargher said that if a siding were closed it would result in a deputation of farmers headed by the member for the district. Under the old system, when every siding was harnessed for all farm commodities both inwards and outwards, the Railways Department was the common carrier and operated both ways.

Mr. Quirke—In bags?

Mr. SHANNON—In bulk, too. The department would not have to run an empty truck back to a bulk bin after delivering superphosphate if bulk wheat were available. In the Wallaroo division alone the department was involved in the construction of 15 additional bulk cars costing £60,000 plus the cost of maintenance. I cannot supply an estimate of the additional cost on roads because no-one was bold enough to suggest to the Public Works Standing Committee a likely figure for wear and tear on roads occasioned through the additional mileages wheat had to be carted to the zone silos. However, that would be an additional charge upon the taxpayer and in the final analysis an additional charge upon the grower who had to cart his wheat 15 miles instead of five. These are factors difficult to assess in terms of hard cash, but they are all outgoings. I ask leave to continue my remarks.

Leave granted; debate adjourned.

ADJOURNMENT.

At 5.07 p.m. the House adjourned until Thursday, July 23, at 2 p.m.