

HOUSE OF ASSEMBLY.

Thursday, July 30, 1959.

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

STUART MURDER CASE.

Mr. O'HALLORAN (Leader of the Opposition)—Mr. Speaker, I desire to move a motion without notice as follows:—

That the Standing Orders and practice of the House be so far suspended as to enable me to move forthwith a motion concerning a capital sentence which is pending.

The reason I desire to suspend Standing Orders, is that under Standing Order 1, on which you gave a ruling yesterday, I am precluded from debating the merits of a motion which I propose to submit later, and under Standing Order 43, which deals with the business of the House and provides that no formal business shall be introduced until after the Address in Reply is disposed of, I would also be precluded from moving the motion I desire to move. I cannot at this stage debate the motion or give reasons why I think it should be carried; I can only claim the indulgence of the House to carry the motion for suspension of Standing Orders.

The Hon. Sir Thomas Playford—Can the Leader inform the House what the motion is?

Mr. O'HALLORAN—I do not think I would be permitted to do that.

The Hon. Sir Thomas Playford—What is the motion?

Mr. O'HALLORAN—That Standing Orders be suspended to enable me to move a motion.

The Hon. Sir Thomas Playford—What is the motion that the Leader proposes to move?

Mr. O'HALLORAN—I shall move that motion if I am allowed to do so.

The SPEAKER—I think it would assist the House in deciding whether Standing Orders should be suspended if the motion were read, but I make it quite clear that at this stage I cannot, on the motion for the suspension of Standing Orders, allow any debate on the matter of a person who is now under sentence. That will depend on the result of the motion for the suspension of Standing Orders.

The Hon. Sir THOMAS PLAYFORD—Your ruling, Mr. Speaker, does not preclude the Leader from giving the wording of the motion he proposes to move.

The SPEAKER—I have just indicated that it will no doubt assist the House in its vote on the motion for the suspension of Standing

Orders to know specifically what the Leader proposes to move at a later stage, assuming the motion for the suspension of Standing Orders is carried.

Mr. O'HALLORAN—Thank you, Mr. Speaker. The motion I propose to move if the suspension motion is carried, is as follows:—

That in the opinion of this House the Government should ensure that the sentence of death on Rupert Max Stuart should not be carried out until there has been full opportunity for investigation of all aspects of this case.

I reiterate that I desire the opportunity to debate the merits of the motion. I ask the House to give me the opportunity of moving it, and in moving it to give the very adequate reasons I have for so doing.

The SPEAKER—Is the motion seconded?

Mr. DUNSTAN—Yes, sir.

The Hon. Sir THOMAS PLAYFORD—I ask the House to oppose the motion. Knowing what the Leader has in mind, I can assure him and the House that steps already taken will ensure that there is a thorough inquiry into all aspects of the case he desires to ventilate before any sentence is carried out. Action already taken has provided for a suspension of the sentence on Stuart for a month, and for the appointment of a Royal Commission consisting of three Supreme Court judges to go into the whole matter.

Mr. O'Halloran—I wish I had known that.

The Hon. Sir THOMAS PLAYFORD—The honourable member did not tell me until three minutes ago he was going to move the motion, otherwise he would have known it.

Mr. O'HALLORAN—Mr. Speaker, in view of the assurance given to the House by the Premier, I desire to withdraw the motion.

Leave granted; motion withdrawn.

QUESTIONS.**BOOK SALESMEN.**

Mr. JENNINGS—My question concerns the pestilential salesmanship that occurs with people who sell books and claim to have the authority of the Education Department. Some of these salesmen say they are directly representing the department, others that at least they have the endorsement of the department. There has been an epidemic of this in my electorate recently, and I have received numerous complaints. I know the Minister of Education is not sympathetic to this sort of thing, and I ask him whether he can make a statement to the House about it.

The Hon. B. PATTINSON—Yes, I shall be very pleased to avail myself of the opportunity. Large numbers of parents of school children are being pestered and exploited by book salesmen visiting their homes and selling or endeavouring to sell expensive sets of books by stating that they represent the Education Department or that the books are recommended by the Department. After consultation with me, the Director of Education has forwarded to heads of all departmental schools a circular which reads as follows:—

During recent months, a number of complaints have been received from members of Parliament, school committees and especially from parents, that high pressure salesmen are again visiting many homes and are attempting to persuade parents to buy sets of encyclopaedias and similar reference books, alleging that if these books are not in the home the children are at a disadvantage in their school work. A particularly unfortunate aspect of this campaign is that the salesmen often urge a parent to sign an order for the whole of an expensive set of books with a down payment, usually of only £1. Sometimes, too, the salesmen even produce letters purporting to have been written by heads of schools, praising the value of such books. The effect on many parents is often strong enough to influence them to sign the order form and to pay the small deposit required.

It is particularly requested that heads of schools and members of their staffs should refrain from giving to these salesmen any statement, either in writing or verbally, which could in any way be used to influence parents to buy these sets of books. These travelling salesmen have not, in any instance, been authorized by the Education Department, and embarrassment has frequently been caused by their carefully worded hints that they have the endorsement of senior officers of the Department, or individual heads of schools.

I am very anxious to put a stop to these undesirable practices, but it is difficult to know what further steps can be taken in the matter. I can only repeat my previous statement that no salesman and no company or firm which he represents has any authority to use the name of the Education Department or any of its officers.

MYPONGA TO HINDMARSH VALLEY ROAD.

Mr. JENKINS—At present there are five miles of rough gravel road at the end of the bitumen on the road between Myponga and Hindmarsh Valley. Will the Minister representing the Minister of Roads ascertain if the Highways Department has plans in hand for the completion of the bituminizing and reconstruction of that road?

The Hon. G. G. PEARSON—I will refer the matter to the Minister of Roads for report.

STANDARD ROAD SIGNS.

Mr. FRANK WALSH—Has the Premier received a report from the chairman of the State Traffic Committee concerning a recommendation to the Government for the adoption of the revised code for road signs prepared by the Standards Association of Australia?

The Hon. Sir THOMAS PLAYFORD—From memory I believe that report is to hand, but I will check and advise the honourable member in due course.

SITE FOR SEWAGE FARM.

Mr. HUTCHENS—For some time it has been suggested that the sewage farm at Islington might be transferred to another site. I read recently in the press that certain work was to be undertaken in the western districts to provide housing accommodation. If the sewage farm is transferred to another site the land it now occupies could be used for homes. Can the Minister of Works say what progress has been made for the transfer of the sewage farm?

The Hon. G. G. PEARSON—For some time the problem of the present sewage farm at Islington has been under review.

Mr. Jennings—For about the last 30 years!

The Hon. G. G. PEARSON—We have not been idle in this matter. This is not a small project and it entails lengthy consideration. I am pleased to say some progress has been made but I am not able to make any statement because too many considerations are still involved. I assure the honourable member that the matter has not been neglected and we are pressing on with all possible speed to evolve a scheme. When details have been finalized I will advise the honourable member.

GREATER PORT ADELAIDE PLAN.

Mr. DUNNAGE—In this morning's *Advertiser* appears a report of an announcement made by the Premier last night. I congratulate the Premier on his wonderful address which reveals, in no uncertain terms, the future of this State. I do not want to take any kudos from the members for Semaphore and Port Adelaide who no doubt will expand on this report. It is proposed to build 6,000 houses as the first step in this project. Can the Premier indicate whether these houses will be additional to the normal 3,000 built annually by the Housing Trust; will the finance for

their building come from the money provided for the Port Adelaide project; or will they be built by the trust out of its allocation?

The Hon. Sir THOMAS PLAYFORD—Some of the land will be made available for the erection of houses other than by the trust. The rate of construction will, of course, depend on the levelling down of the sandhills as was outlined in my statement. I assure the honourable member that we hope fairly rapid progress will be made, particularly with the building up of an area for industrial expansion. We have received numerous inquiries for land adjacent to the port for industrial expansion and it is proposed to press on with the project within the limits of capital available.

Mr. RYAN—According to the report in this morning's *Advertiser* it is proposed to construct a new road viaduct to connect Port Adelaide with LeFevre Peninsula. Will interested bodies be afforded an opportunity of commenting before this proposal is adopted, particularly as a proposal to construct a new highway over the Port Adelaide canal to relieve traffic congestion in the main centre of Port Adelaide has been submitted to the Minister of Roads?

The Hon. G. G. PEARSON—I think the honourable member will appreciate that the proposals mentioned in this morning's press are of a long-range character and to some extent are speculative, although not wildly so. About 10 years ago the Harbors Board announced a policy for what was called at that time the "Greater Port Adelaide Plan." Certain works have been undertaken in implementing that policy. The programme announced now is a furtherance of that policy and to some extent a modification of it, as changing circumstances have required. It also introduces some new factors which were not apparent 10 years ago. I hope the honourable member will not attach undue importance to any one aspect of the proposals. All matters involved in the developmental plan will be considered by the Parliamentary authority which investigates Governmental undertakings. The member's question is somewhat premature, but I assure him no action will be taken without full consideration and without ascertaining the requirements of the people and bodies affected.

TAX CONCESSIONS ON GIFTS TO SCHOOL COMMITTEES.

Mr. BYWATERS—At present the parent body of the Murray Bridge High School is appealing for funds to be used to provide

additional sporting facilities—including additional tennis courts and oval improvements—and dressing sheds for girls. As it would be an added incentive to give if gifts were taxable deductions, will the Minister of Education ascertain from the Federal Treasurer whether such gifts can be claimed as taxation deductions?

The Hon. B. PATTINSON—The matter has been raised with the Deputy Commissioner of Taxation both before and since I became Minister. The last communication received from him is as follows:—

Your letter asked if the taxation treatment of gifts to a school committee would be altered from that recorded in my letter dated July 15, 1952, in view of the fact that gifts to a school committee are in effect gifts to the Minister of Education or to the Education Department, of which the Minister is the Parliamentary head, and no school committee can use money for its purpose. The obtaining of an income tax deduction in respect of gifts (whether in cash, or otherwise), depends upon whether or not the gift is to one or other of the funds, institutions, and authorities specified in the paragraphs of subsection (1) of Section 78 of the Income Tax and Social Services Contribution Assessment Act 1936-53.

They are (i) public hospitals (including community hospitals); (ii) public benevolent institutions; (iii) public funds established to provide money for (i) and (ii) (or for the relief of persons in necessitous circumstances); (iv) a public authority engaged in specified research; (v) a public University; (vi) University residential colleges; (vii) public war memorials; (viii) institution or funds for the welfare of Her Majesty's Armed Forces; (ix) Defence gifts; (x) scientific research institutes; (xi) the United Nations Appeal for Children; and (xii) Queen Elizabeth Coronation Gift Fund.

Although neither the Education Department nor a school committee is listed as an authority, fund or institution as specified in Section 78, there are instances where donors get a tax deduction in respect of gifts made to a fund for the establishment of a public war memorial. Where the Commissioner of Taxation is satisfied that a fund is established for the specific purpose of erecting or maintaining a public war memorial within the school and that the memorial, when erected, is appropriately named and dedicated as a public war memorial then he indicates his approval with the result that donors are entitled to a tax deduction. In regard to gifts made to the funds of school committees for general purposes, however, I confirm the ruling given that such gifts would not entitle donors to an income tax deduction.

To my knowledge, the matter has not been raised at a Ministerial level but, in view of the large number of inquiries received, and particularly in response to the honourable

member's question, I shall be pleased to write to the Federal Treasurer on the matter asking for his ruling.

COUNCILS' RATING POWERS.

Mr. McKEE—I understand that the Port Pirie Council met the Premier recently with regard to legislation being introduced to give councils greater rating powers. Will such legislation be introduced and passed in time for declaration of the current year's rates?

The Hon. Sir THOMAS PLAYFORD—The Minister of Local Government will today give notice in another place of the introduction of a Local Government Bill. As it is not a matter that I will be handling personally, I am not sure of the particular clause the honourable member is desirous of having introduced, but if he will briefly write down its purpose and put the note in my bag I will refer it to the Minister concerned to see whether it can be included.

CROSS AT MOUNT LOFTY.

Mr. MILLHOUSE—Recently a good deal of publicity has been given to a suggestion for placing on or near the summit of Mount Lofty a giant cross or some other symbol of our Christian faith. The idea seems to be an excellent one, although I can see that there may be some difficulties in carrying it into effect. Will the Premier state whether the Government has considered the suggestion and, if so, whether it contemplates doing anything about the matter?

The Hon. Sir THOMAS PLAYFORD—The Government has not considered this matter and does not propose to take any action. The Government deals with the economic affairs of the State rather than spiritual affairs, which it leaves to the churches.

WAGES BOARD MEMBERS' FEES.

Mr. FRED WALSH—Last year I asked the Minister of Education to ask the Minister of Industry whether consideration would be given to a review of the fees paid to members of wages boards, and subsequently he said that because most of the work was done at night it was not considered that an increase was justified. Although that is true to some extent, a considerable number of meetings are held in the day time. Last year in the debate on the Estimates the Premier promised to give the matter further consideration and bring it before Cabinet, saying that he would notify me, but I have not received any notification. A considerable number of conferences are held

between employers and employees, and after decisions have been arrived at the parties come before wages boards for formal ratification of agreements. Will the Premier have the matter further reviewed in the light of increased basic wage rates and the other aspects to which I have referred?

The Hon. Sir THOMAS PLAYFORD—Without making any commitment that a change will be made, I will have the matter reviewed. I am not conversant with the facts but I will personally examine the matter.

RAILWAY CROSSING WARNING DEVICES.

Mr. HALL—Recently I was approached by two supporters to help in obtaining automatic warning devices at railway crossings. In one case the Railways Department stated that funds were limited and that it was unable to install the devices; the other case is still pending. The Railways Department contends that as the necessity for installing the devices is brought about by an increase in road traffic road users should bear some of the cost of the signals. Will the Minister of Works ask the Minister of Roads and Railways to consider taking steps to have funds made available for the erection of these warning devices? If the Railways Department's contention is correct, will he have some of the burden borne by road traffic?

The Hon. G. G. PEARSON—I will obtain a report from my colleague about these two matters.

BUS CONCESSION FARES.

Mr. TAPPING—Last week I asked the Premier a question relating to the abolition of concession fares by the Tramways Trust, and he told me that the trust had informed him that as only two per cent of its income was derived from this source it was uneconomical to continue issuing concessional tickets. Since the reply was published in the press I have been inundated with queries from people living in Largs Bay and Semaphore claiming that under the new system they will pay 20 per cent more than formerly. In view of this, will the Premier be good enough to approach the trust again for further consideration of the matter?

The Hon. Sir THOMAS PLAYFORD—Yes.

OLD MAAOUPE SCHOOL.

Mr. HARDING—An offer was made by the Maaoupe Progress Association to purchase the Maaoupe School and grounds to be used for community purposes. This school has been

closed for some years. Can the Minister of Lands state whether the offer has been accepted by the Land Board?

The Hon. C. S. HINCKS—I have obtained a report from the Lands Department about this matter, which states:—

The sale of section 424, Hundred of Killanoola, to the Maaoupe Progress Association has recently been approved. The docket is at present with the Land Board, but will be dealt with at the board's meeting today and an official advice of the conditions of sale of the land may be expected shortly.

MOTOR VEHICLE TRANSFERS.

Mr. LAWN—Has the Premier a reply to a question I asked last week relating to the transfers of vehicles?

The Hon. Sir THOMAS PLAYFORD—I have a full report on the matter and on the particular case the honourable member mentioned. The papers were sent back because they did not completely comply with the Road Traffic Act. However, what is more important with regard to the report is that certain suggestions have been made to Sir Edgar Bean by the department which, if adopted, would simplify registration in the interests of the department. I hope the altered procedures can be accepted and in due course will come before the House for approval. The full report is available to the honourable member.

WHEAT INDUSTRY PROFIT.

Mr. STOTT—Twelve months ago at an Australian Agricultural Council meeting the question of a margin of profit in the wheat industry was discussed relative to the new period included in the legislation passed last year in the Commonwealth and State Parliaments. The Council told the Wheatgrowers' Federation that during the next 12 months it would consider the question of the recognition of a margin of profit in the industry. Submissions on how the 10 per cent profit should be adjusted on the items in the formula that were resisted 12 months earlier by the Council were placed before the recent Agricultural Council meeting in Brisbane. Can the Minister of Agriculture give a full statement on the reaction of the Council to the question?

The Hon. D. N. BROOKMAN—The chairman of the Agricultural Council made statements on the proceedings and I have no doubt that he is writing to the Wheatgrowers' Federation about the matter. I think that the chairman would have no objection to my saying that the Council discussed the request of the Wheatgrowers' Federation for the inclusion of

a greater profit margin in the home consumption price of wheat and for a reduction of the yield factor used in calculating the price from 15.5 to 14.8 bushels per acre, and that after consideration the Council decided not to support any alteration.

SCHOOL HOUSE AT YEELANNA.

Mr. BOCKELBERG—Last year tenders were called for several school houses on Eyre Peninsula, one of them at Yeelanna. I understand that two tenders were received. One was considered too high, and in connection with the other the contractor cannot complete the building before January, 1960. As the teacher at Yeelanna has to vacate the house in which he is now living, will the Minister of Education use his endeavours to see that the building is erected as soon as possible?

The Hon. B. PATTINSON—Speaking from memory, I think that after discussing the matter with my colleague, the Minister of Works, instructions were given, in view of the circumstances, for the Housing Trust to construct the two houses.

WATER ASSESSMENTS.

Mr. RALSTON—On page 212 of the *Government Gazette* of July 16 last there is a list of water districts, including Mount Gambier, and an announcement that the assessments for the districts had been completed. There was a notice saying that, pursuant to section 66 of the Waterworks Act, the assessments could be inspected at the office of the Engineering and Water Supply Department and that any appeal must be lodged within one month of the date of their publication. Can the Minister of Works say whether property owners who reside in the country water districts mentioned and who wish to inspect the assessments must come to Adelaide for the purpose or will copies be made available at district offices, including that at Mount Gambier?

The Hon. G. G. PEARSON—The honourable member was good enough to let me know that he would ask this question and I have made some inquiries about the practice in vogue. I find, going back about 20 years or more, that it was the practice of the department to make available at country centres copies of the assessments relative to the area concerned. The copies were displayed either at the regional offices of the Engineering and Water Supply Department, or, where regional offices did not exist, probably at police stations, post offices or other vantage points, to meet the requirements of people wanting to

peruse them. However, after this practice had been in vogue for a long time it was found that it was not being availed of by residents; indeed, some assessments dispatched to country centres for display were returned to the department unopened. I believe the practice has been discontinued for probably 20 years, and in that period probably not more than three requests have been received to peruse the assessments.

Mr. Ralston—Would they be returned unopened from district officers?

The Hon. G. G. PEARSON—No. There is no resident engineer at Mount Gambier at present but there are premises where the assessments can be displayed. The department does not desire to withhold from anybody the information in the assessments and I suggest that if the honourable member inquires amongst his constituents about those who want to peruse the assessments, or make inquiries concerning them, every effort will be made to provide the information. I assure the honourable member that every effort will be made to meet his wishes or those of any of his constituents in this matter.

Mr. Ralston—If there are a number of inquiries will you agree to send copies of the assessments to Mount Gambier?

The Hon. G. G. PEARSON—Yes, gladly.

MOONTA POLICE RESIDENCE.

Mr. HUGHES—Some time ago the condition of the police residence at Moonta was made known to the authorities. Can the Minister of Works tell me the extent of the rebuilding programme and when it is likely to begin?

The Hon. G. G. PEARSON—My colleague, the Chief Secretary, who administers these matters, had the position at Moonta referred to him about a year ago. That was when I first saw the docket. A report was called for and I think a decision was made. If the honourable member will ask the question again on Tuesday I will let him have the latest information.

COOBER PEDY SCHOOL.

Mr. LOVEDAY—Has the Minister of Education a reply to a question I asked last session about the establishment of a school at Coober Pedy?

The Hon. B. PATTINSON—When the honourable member referred to this matter on the first occasion I promised that I would have inquiries made and let him know in due course whether it was desirable or practicable

to establish a school at Coober Pedy. I can now let him have at least the following progress report:—

Mr. W. R. N. Jolly, Inspector of Schools, and Mr. Weightman, the Native Welfare Officer, have visited Coober Pedy. It appears that there are 13 white children in the district who would attend the school. The local progress association intends to build a community hall by the end of this year. It is hoped to establish a school in this hall for these children from the beginning of next year or as soon after that as the hall is available and a teacher can be provided. Any native children who are able to speak English satisfactorily and who conform to the normal standards of cleanliness and hygiene will be welcome to attend this school.

CENTENARY OF SONG OF AUSTRALIA.

Mr. JOHN CLARK—This year is a very important one for Gawler and, indeed, for probably the whole of Australia, as it is the centenary of the composition of the *Song of Australia*. An active committee has been formed in Gawler to suitably commemorate the occasion. The *Song of Australia* was written in 1859 for a competition run by the Gawler Institute, and was, as members well know, the winner of the prize for Mrs. Carleton (for the words) and for Mr. Carl Linger (for the music). On October 28, Gawler will hold a big celebration, and one event will be a massed choir of school children on the Gawler oval. I understand the Minister of Education has been invited to address that particular gathering, and I hope he will be able to attend. I believe there will be a concert in the evening. The department has been requested to see whether it could suitably publicize the *Song of Australia*, which is sung in all schools.

As a school teacher I conducted the song on many occasions. It was thought that the department could publicize this centenary in either the *Education Gazette* or the *Children's Hour*, or even that some time could be allotted for special lessons to be given in the schools to celebrate the occasion. Can the Minister say if any decision has been reached either by himself regarding his visit to Gawler on that day, or by his department regarding the celebrations?

The Hon. B. PATTINSON—In answer to the second question, I am not aware of any departmental decision or even discussion, but I am willing to say now that the centenary celebrations of the *Song of Australia* can receive publicity either in the *Education Gazette*, the *Children's Hour*, or both. Regarding the invitation to me to attend the celebration, if it were on a sitting day it would

depend on my obtaining the permission of the Premier and also obtaining a pair with the honourable member. Regarding the third question, the invitation is for me to deliver an address on the *Song of Australia*, and, in that respect, I would much prefer to be a silent witness to the honourable member. I am considering the invitation and I hope to let the honourable member and the committee know as soon as possible whether I shall be free to do so.

MENINDEE LAKES.

Mr. O'HALLORAN—Has the Premier any further information for the House regarding the proposal to use water from the Menindee Lakes for an irrigation scheme in the Upper Murray districts of South Australia?

The Hon. Sir THOMAS PLAYFORD—The Engineer-in-Chief for South Australia (Mr. Dridan), consulted with the engineers for water supply in New South Wales about 10 days ago concerning this matter. Investigations by the New South Wales Government are proceeding. Some objection has been raised by people living on the Darling below the Menindee Lakes because they hope in the future to establish irrigation settlements. On the other hand, the New South Wales Commission has stated that the Premier of New South Wales appeared to be very anxious to assist South Australia in this matter. A full report is not yet to hand, but I assure the Leader that the matter has not been dropped. Investigations are proceeding, and I believe a report will come to hand almost any day.

BLANCHETOWN BRIDGE.

Mr. STOTT—Can the Minister of Works give me the latest information concerning progress on the bridge across the River Murray at Blanchetown, particularly on the separation plans and the design of the bridge?

The Hon. G. G. PEARSON—I am not in close touch with this matter, but I will seek a report from my colleague, the Minister of Roads, regarding it.

PORT AUGUSTA TO WHYALLA RAILWAY.

Mr. LOVEDAY—Can the Premier say whether, during his recent conversations with representatives of the Broken Hill Proprietary Company concerning the steelworks at Whyalla, the construction of a railway from Port Augusta to Whyalla was discussed; and can he say whether that railway is likely to be constructed within the next few years?

The Hon. Sir THOMAS PLAYFORD—I regret that this matter is at present very badly bogged down regarding action to be taken.

Mr. O'Halloran—Like other railway schemes!

The Hon. Sir THOMAS PLAYFORD—Reports from the South Australian Railways Commissioner show that it is highly desirable to build the railway to coincide with the operation of the steelworks, and that it would be a line which would show fair returns on the capital advanced. The reports indicate that it would not only be attractive, but would also help the revenues of both the Commonwealth and the State lines because it would enable them to compete for much more traffic. The South Australian Railways Department has no direct rail connection with Port Augusta. I wrote to the Prime Minister, asking whether the Commonwealth Government would consider constructing a line from Port Augusta to Whyalla. The reply to my request was "No." I asked the Commonwealth Government to reconsider the matter, but its reply was again in the negative. I then asked the Commonwealth whether it would be prepared to sell portion of its railway line between Port Pirie and Port Augusta so as to enable us to consider the matter ourselves, but it also refused to consider that. I have again pointed out to the Prime Minister that the Commonwealth action is quite unreasonable because it not only refuses to include this area in rail transportation itself, but is actually precluding our doing the same thing because we have no direct through connection. I have not yet received a reply to that letter, but I know it is being strongly opposed by the Commonwealth Railways Commissioner. I have heard from the South Australian Railways Commissioner that the Commonwealth Railways Department strongly opposes any transfer of the Port Pirie-Port Augusta line to State control. The time must come when we in some way or other will get rail connection to Whyalla and, I believe, thence to the West Coast. I know the honourable the Leader did not interject in the sense that he was opposed to the proposition, but rather because he knew the difficulties of it. The time must come when the development of the West Coast, at Iron Knob for instance, will necessitate a rail connection with Eyre Peninsula.

Mr. O'Halloran—Take it from Quorn.

The Hon. Sir THOMAS PLAYFORD—Physical problems are associated with that. The State must have a policy of expansion and although it must be of a long-term nature I assure the member for Whyalla that he will have the Government's support in any action to achieve the rail connection to Whyalla and thence to connect with the Eyre Peninsula system.

PRISON CHAPLAIN'S REPORT.

Mr. TAPPING—I understand that recently the Rev. Albert Jones, the present chaplain at Yatala Labour Prison, returned from England where he observed first-hand the administration and workings of English prisons and Borstals. I believe he has made a report to the Sheriff. Will the Premier ascertain if members can secure copies of that report?

The Hon. Sir THOMAS PLAYFORD—I have no personal knowledge of the report, but I will inquire and advise the honourable member.

SOUTH-WESTERN DISTRICTS HOSPITAL.

Mr. FRANK WALSH—Can the Premier indicate whether the Government has further considered a proposal to erect a hospital to be known as the South-Western Districts Hospital?

The Hon. Sir THOMAS PLAYFORD—No. That project is not proceeding at present because we are almost exclusively engaged in re-establishing the Royal Adelaide Hospital which is a big project that will occupy our attention for some years. When completed, the Royal Adelaide Hospital will be one of the most modern in Australia. We will be unable to extend our activities into other metropolitan hospitals and, indeed, it would be difficult to staff two big hospitals.

CONCESSION FARES FOR PENSIONERS.

Mr. LAWN—Can the Premier supply any information in respect of representations concerning concession fares made by a deputation of pensioners which I recently introduced to him on behalf of the Leader of the Opposition?

The Hon. Sir THOMAS PLAYFORD—I think I interviewed three deputations—two introduced by the Leader of the Opposition and one by an honourable member on the Leader's behalf. The proposal is being investigated and discussions have been held with the Tramways Trust, which is reluctant to

undertake a programme providing for concession fares. However, an agreement has been reached in principle which will be of material assistance to pensioners. Some details have still to be worked out but, broadly speaking, the Government will pay the trust and the Railways Department in respect of pensioners travelling in the metropolitan area an annual amount based on the number of pensioners who are registered and who will be travelling at off-peak periods at reduced fares. The proposal is that pensioners will pay fares payable by children. So far as the Railways Department is concerned the metropolitan area extends as far north as Gawler and into the hills as far as Bridgewater. Tramway fares for children are slightly less than half adult fares.

Mr. LAWN—When is the scheme likely to be finalized?

The Hon. Sir THOMAS PLAYFORD—It is fairly well advanced and is accepted, in principle, by the Railways Department and the trust. My officers are working out the best method of introducing the system and the Railways Commissioner is drafting the necessary regulations to give effect to the proposal. Its administration will be undertaken by the Tramways Trust because it is necessary to have only one administering authority. Consideration is being given to what constitutes "off-peak period hours," but I believe pensioners will be able to travel from 10 a.m. until 4 p.m. and after 7 p.m. As soon as the details are finalized I will advise the Leader of the Opposition so that he can inform the members of the deputation.

Mr. O'HALLORAN—I am pleased that something will now be done for pensioners in the metropolitan area using buses and the railways, but it has recently been pointed out to me that some pensioners living in country areas, many of them far distant from the metropolitan area, occasionally have to travel to the Royal Adelaide Hospital for specialist attention, and concession fares for these journeys have been suggested. Will the Premier investigate to see whether some practicable scheme can be inaugurated?

The Hon. Sir THOMAS PLAYFORD—Where a person who has to visit hospital is not in a position to pay for transport, I believe the Chief Secretary already has some provision to enable him to give assistance. I fancy that this has been in operation for some five or six years. However, I will check the position.

Mr. O'Halloran—That does not cover the cases I have mentioned.

The Hon. Sir THOMAS PLAYFORD—I will see what is involved in the question the Leader has asked and give a considered reply in due course.

SCHOOL CHILDREN AND ROAD ACCIDENTS.

Mrs. STEELE—I have been asked by a number of parents' associations associated with schools whether, in view of the increasing number of fatalities resulting from road accidents involving young children crossing roads in the vicinity of schools, consideration could be given to stationing motor traffic police at points where children are coming out of or going into schools. The presence of traffic police would act as a deterrent to speeding motorists and at the same time ensure the safety of school children. Will the Premier comment on this?

The Hon. Sir THOMAS PLAYFORD—I should like to give this question some consideration before giving a reply.

LOXTON AREA SEEPAGE.

Mr. HEASLIP—I understand that for a considerable time settlers in the Loxton irrigation area have had trouble with seepage. Has the Minister of Lands anything to convey to the House regarding this problem?

The Hon. C. S. HINCKS—The matter of drainage at Loxton was approved in Executive Council this morning, and I hope the Committee will soon commence taking evidence.

HOUSING TRUST RENTAL HOMES.

Mr. RYAN—Has the Premier obtained a report on the number of homes the Housing Trust expects to build for letting in metropolitan area electoral districts in the year ending June 30, 1960?

The Hon. Sir THOMAS PLAYFORD—I have taken steps to obtain this report but I do not think it will be available for a fortnight, as it will take time to check the various commitments of the trust.

STUART MURDER CASE.

Mr. STOTT—Yesterday, Mr. Speaker, you ruled that a question I asked about the Stuart murder case was out of order, and I would like to make my question clear. You quoted from Erskine May at page 358 as follows:—

A question with regard to the exercise of the prerogative of mercy in connection with persons sentenced to capital punishment is not in order. A capital sentence cannot be raised in a question while the sentence is pending.

On this you ruled my question out of order. I went on to ask whether, as the Privy Council said that the question of new evidence was a

matter for executive authorities, Executive Council would consider the new evidence, and you ruled that question out of order. As you and other members of the House realize, the rulings you give and the questions asked here may be quoted as precedents in the future. Your ruling on my question rather raised doubts on the right of a member to ask a question on matters dealt with by Executive Council. I think we were at cross-purposes about the matter. I desire to have the matter clarified because, in my view, a rather dangerous precedent may be created which would debar a member in future from posing a question relating to Executive Council.

The SPEAKER—When the honourable member asked his question yesterday I referred to the prerogative of mercy and the matter of capital punishment as mentioned by Erskine May. He points out that the prerogative of mercy is one that is exercised by the Crown or Executive Council and that any question relating to it would be out of order, and I felt the honourable member's question related to that. I ruled yesterday that the particular question was out of order, and I stand by that ruling.

BULK HANDLING OF BARLEY.

Mr. HUGHES—Has the Minister of Agriculture a reply to a question I asked last week concerning the diversion of a barley ship from Wallaroo?

The Hon. D. N. BROOKMAN—The chairman of the Australian Barley Board has replied as follows:—

The South Australian Co-operative Bulk Handling Limited advised earlier in the year that when cells were free from wheat they could be used by this board for loading bulk barley vessels at Wallaroo. This board was not aware of any cells in the Wallaroo silo being empty at the time this vessel was due but in any case when the vessel *Zuiderkerk* was chartered the owners declined the board's request for an option of loading the barley ex-silo; therefore any ex-silo was not possible.

BARLEY FOR JAPAN.

Mr. O'HALLORAN—In the *News* of July 22, under the heading "Japanese Problem with Barley" the following article appeared:—

Japan had only small mills for processing barley and all bulk barley had to be bagged on arrival for delivery to them, Mr. R. A. Duncan said in Adelaide. Mr. Duncan, principal of a trading firm with headquarters in Tokio, was discussing the barley situation with the Australian Barley Board. He said that in tendering barley in bulk it was necessary to reduce the price by about 23s. 7d. a ton to cover the cost of bagging on arrival.

Has that statement been brought under the notice of the Minister of Agriculture, and can he state whether the interests of barley-growers in South Australia have been or are likely to be detrimentally affected by the export of barley to Japan in bulk?

The Hon. D. N. BROOKMAN—The statement has not been brought under my notice but I think I can assure the Leader that the interests of growers are not affected. However, I will obtain a full report on the matter.

SATURDAY CLOSING OF BANKS.

Mr. DUNSTAN—Has the Premier had a further reply from the Associated Trading Banks concerning the closing of banks on Saturday morning?

The Hon. Sir THOMAS PLAYFORD—Yes. Mr. West, the chairman of the Bank Managers Association, called on me this morning with a reply to my previous letters and informed me that the bank officers would get a copy of the reply. As the honourable member has some interest in this matter, I will see that a copy of the reply is sent to him by my office in due course. The reply does not accede to the request for closing banks on Saturday mornings, on the same grounds as those previously stated—that the banks feel apprehension that savings banks would get some trading advantage because their agencies might be open. I propose to follow up one or two matters that arose in discussion this morning that I believe will be helpful in clearing the air. Generally speaking, I feel a little more confident of getting agreement than I did before receiving the correspondence and having the interview, although the letter itself does not take the matter much further. I will advise the honourable member of any subsequent negotiations.

WATER ASSESSMENTS.

Mr. O'HALLORAN—Will the Minister of Works consider the practicability of sending out notices to persons whose land was re-assessed for water rating purposes in cases where the previous assessment was changed? I am not suggesting that assessment notices should be sent out to all people, only to those whose previous assessment has been altered, particularly if there has been an increase.

The Hon. G. G. PEARSON—I shall be pleased to examine that suggestion. It would entail a considerable amount of clerical work, and I will ascertain what is involved and advise the Leader.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption.

(Continued from July 29. Page 244.)

Mr. HEASLIP (Rocky River)—Yesterday, when I obtained leave to continue my remarks, I was dealing with S.A. Co-operative Bulk Handling Limited and the good name of Australian wheat. I had practically finished my remarks on the matter but whilst I was speaking one member mentioned the condition and quality of wheat at Balaklava. I could not reply to him at the time because I did not know the answer, but I have since obtained the following report from the bulk handling company regarding the condition and quality of the wheat at Balaklava:—

In response to your telephoned request of last night I am pleased to advise that the bulk wheat being railed from our half-million bushel grain installation at Balaklava is in good order and condition. It is further advised that the total receipts at Balaklava last season were 443,423 bushels and that 407,557 bushels of this wheat has already been supplied to mills and orders are in hand for the small quantity remaining, 35,866 bushels, in storage to be railed to mills on Monday and Wednesday next.

This means that the silo will be cleared by next Wednesday. The report continued:—

It will be therefore apparent that the whole of the wheat received by the company at Balaklava last season as a licensed receiver for the Australian Wheat Board has been allocated for mill consumption. When I visited Balaklava on Tuesday I closely examined the wheat being placed into the rail trucks and could not detect any sign of weevil or even insects or grain beetles in the wheat stream.

That should satisfactorily deal with the matter of the condition and quality of wheat in the Balaklava silo. If further assurance were needed I could give the names of various millers who in recent months have received wheat from the silo. Every miller except one has reported favourably on the standard of the wheat received. As regards the one exception, when the wheat arrived at the mill the miller observed some insects on the tarpaulin and on the outside of the truck containing the wheat. I want to make it clear that when a reference is made to insects it is not a reference to the weevil that does the harm. There are two types of insects in wheat. They are primary and secondary insects, but only the primary insect does damage. I understand there are over 2,000 types of weevil, and the secondary insect, although a type of weevil, does no harm. These secondary insects are called scavengers.

They eat waste matter but do not bore into the wheat and take out the kernel. The millers are not concerned about the secondary insects, although they do not like them in their mills and they try to exterminate them. The Wheat Board and the bulk handling company are doing all they can to exterminate the insects, but it is customary to see them near wheat. Most wheat in South Australia is fumigated with phostoxin, which is cheap and effective. The total cost of fumigating a ton of wheat with this fumigant is 9d. In order to play safe, most of the wheat moved from the silos is fumigated.

I contacted Mr. C. W. Anderson, the Chief Inspector of Pests and Diseases for the Australian Wheat Board and a recognized expert on pests and on the control of diseases in wheat. He has travelled all over the Commonwealth inspecting silos. He is called to any places where it is thought there will be trouble from pests or weevils. He reports that the storage facilities for the handling of bulk wheat in South Australia are the cleanest in Australia. He knows that I am quoting his report and he gives the information as an officer of the Wheat Board. His report also said:—

The Australian Wheat Board takes every precaution to see that wheat is delivered to buyers in as good a condition and as free from insects as is humanly possible. There has been no complaint about any bulk cargo exported from South Australia.

This should clear the good name of South Australian wheat. I make no apologies for delaying the House so long on this matter because it is of importance to everybody in Australia. It is becoming more and more difficult to sell our exports overseas at competitive prices and it is wrong for us to do anything that will write down the quality of our products. Therefore, I have dealt with the matter at greater length than some members may think necessary. I have done it at the expense of matters associated with my electorate that I intended to mention.

However, I want to refer to water supplies. This has become a hardy annual with me for it comes up every year. The member for Gouger spoke about the problem in his district of getting water through pipes. In my district there are only a few pipes and they are at one end of the electorate. I am glad that Mr. Hall's constituents and many other people in the State have pipe water, but in my district some people cannot get it. When the Select Committee of the House of Assembly

inquired into the Broken Hill Proprietary Company's Steelworks Indenture Bill of 1958 the reticulation of water from Morgan to Whyalla was discussed. This pipeline is a lifeline for Whyalla residents, but it is also important for people living in the districts through which it passes. The work of diverting the pipeline from Hanson over the ranges to Port Germein, which we thought would be the first alteration to the site of the pipeline, has now been placed last, following on the report of the Select Committee. That report stated:—

Your committee directs attention to the evidence submitted by the Engineer for Water Supply (Mr. A. H. Campbell). From investigations made by the department so far "it appears that the annual requirement of 1,000,000,000 gallons in a few years time by the Broken Hill Proprietary and the requirements of the townships of Whyalla and Iron Knob can best be met by the following works to be carried out in sequence shown:—

1. Completion of the replacement and enlargement of the Warren trunk main with somewhat larger diameter pipes between Nuriootpa and Paskeville.

This work has been started and is on the way to completion. Although it is not concerned with getting water to Whyalla, it does relieve the load on the pipeline. The next work set out by the committee in the report was:—

2. Construction of a boosting station on the existing pipeline between the Lincoln Gap tanks and Whyalla.

The committee recommended that there should be a start on the work at the other end of the pipeline, but not at this end. Then the committee recommended:—

3. New larger pumps in the four Morgan-Whyalla pumping stations.

4. Construction of boosting stations on the gravity section of the Morgan-Whyalla pipeline—Hanson to Port Augusta.

5. Construction of boosting stations on the pumping main between Morgan and Hanson.

6. Duplication of the pipeline between Morgan and Port Augusta, probably along the northern route between Hanson and Port Germein.

I cannot see, in view of the position of No. 6, that for some years there will be any relief to people in the northern areas from the diversion of the pipeline. When giving evidence Mr. Campbell was asked, "What do you consider the best route for such duplication?" and he replied:—

There is no town of any size between Morgan and Hanson for the first duplication of the rising main. My own view is that we should continue it from Hanson to near Burra, through to slightly south of Jamestown and Booborowie, thence close to Wirrabara, down through the Port Germein Gorge, joining the present line near Port Germein. That would

bring Melrose and Booleroo Centre within range of a supply from it and in my opinion this route would give a supply of water to a lot of first class country.

I could not agree more with that, because it is correct. Much first-class country exists there which is still without reticulation. Even though some of the towns have a local supply, usually it is sufficient to give only the town a supply, and the people who live outside the town are still without reticulated water.

I mention this matter because obviously the deviation of the pipeline has to take place within a short period of years, because once the steelworks start at Whyalla that town will not be able to get enough water without the deviation. If it can be economically done, instead of installing boosters at the beginning we should consider completing the deviation first and thus supplying all those people on the way with water which today they have not got. We should do that rather than start at the other end and make these people go without water until the whole line is completed. I cannot see any difficulties in that. Perhaps there are financial difficulties, but other than that I cannot see any reason why the project could not be started as originally intended, rather than starting at the Whyalla end.

The consumption of water through that line today is considerable. The whole capacity of the present line is 3,000,000,000 gallons, but last year the water used before it got to Whyalla was 2,382,000,000. In effect, that left only some 600,000,000 gallons for Whyalla. Last year Whyalla itself used 426,000,000 gallons, so the necessity for this deviation or duplication of the pipeline is apparent. It may be required within a very short period if water restrictions for that population are to be averted. Seeing we have to put it there anyhow, I cannot see why that could not be done as a first stage and thus supply the people on the way.

The railway from Wilmington to Adelaide runs through my electorate. I am pleased to know that we are to see some improvement on that line. I have not a timetable, but I understand that one has been drawn up to provide, between Gladstone and Adelaide, a train up and back each day. That railway has been losing money for years because it is virtually only a mail-carrying train. Very few passengers have travelled on it because it has been inconvenient and a waste of time for anybody to ride on it. For instance, to come to Adelaide and do a day's work or even four or five hours' work takes me three days by

rail, whereas I can do it in a day by road. Everyone in my area travels by road for the same reason. The Government has now seen fit to provide this daily return, and I am quite confident that many people from that area will now patronize the railway.

I was interested in the Premier's reply to a question on the standardization of the western division and also on the possibility of an extension of the railway from Port Augusta to Whyalla. The Premier stated that there were a number of difficulties and objections, the main one being that the South Australian Government did not own the line between Port Pirie and Port Augusta. The State owns the line to Wilmington, which is only 25 miles from Port Augusta, and if we cannot use the Commonwealth line, it is only a matter of pushing our own line through 25 miles and we would have the complete line to Port Augusta. The State could then consider constructing a railway to Whyalla. That is my suggestion, and I am sure I would get a much better rail service if that were done.

Regarding the broadening of the gauge from Broken Hill to Port Pirie, the Premier mentioned that if there were any major deviations he would be advised of them. In my area there is much speculation and apprehension regarding what those deviations are going to be. I have heard all sorts of unconfirmed reports: some that the deviations were going to by-pass major towns, some that the line was not going into Port Pirie direct, and another that the line was going through the sheds on one of the farms. I hope that before this scheme is finalized the Premier, in addition to letting the Leader of the Opposition know the position, will also let me know exactly where that line will be. A portion of the line goes through my electorate, and from what I hear it is mainly that portion that will make the big deviations. The towns as well as the individuals are greatly concerned about this matter.

Last session I asked a question regarding the sealing of roads in the township of Orroroo. Unfortunately, those roads are still not sealed, although the report was that they would be done as soon as possible. I can see no excuse for not proceeding with work such as this. Nobody, unless he lives in the country and particularly in country towns, realizes what many country people have to put up with in the way of dust nuisance. We are spending hundreds of thousands of pounds on much greater lengths of road, but by spending only

a few thousand pounds on a few miles of road the main streets of these small country towns could be sealed and much of the dust menace would disappear. This dust menace comes not from the people who live in the towns, but from people travelling through who do not necessarily stop, but go straight through on macadam roads and stir up dust. In the dry periods no housewife can hope to keep the home clean with that fine silt drifting in over the curtains, furniture and floors. If we are going to keep our country people in the towns when they retire—which is most desirable—we should do something in this respect to encourage them and make it more congenial for them there. Water and electricity are important, and most country towns now have them, but they still do not have enough sealed roads. It is not that such sealing would cost much, but simply that it appears to have been over-looked. I strongly advocate that the Government take some action, not only in my district, but in all country towns, to see that the main thoroughfares are sealed, thus eliminating or greatly reducing the dust menace.

I am not representing the hotel owners here, but I intend to mention a particular matter because I wish to keep our country towns prosperous, healthy, and growing. One of the essentials of any small country town is a hotel. A country town has its church, its hall or institute, and its sporting bodies, but the place where many people congregate is the hotel. It is one of the amenities that make up a country town. In fact, take away any one of those amenities I have mentioned and we immediately write down the attractiveness of a town. It is from that angle that I approach this question.

The licensee at the Wilmington Hotel contacted me to say that his licence fee had risen from £60 a year to £300 a year, and asked me what I could do about it. I cannot do anything about it; nor can any other private member. It seems that the Licensing Act has laid down how these fees are to be charged. Where a district council has changed over to land values the Licensing Court has to accept the assessment of the Engineering and Water Supply Department. A district council, even under land values, has the right—and exercises it—to use two scales when it fixes assessments. Businesses in a town have many improvements on only very little land within a town, and consequently the assessments in the town on land values would be far too low, so the councils

have differential rates for the town and for the country area. The licensing authorities have to accept the Engineering and Water Supply Department's assessment and fix the licence fee according to what the assessment is, and that is why the fee for the Wilmington Hotel has jumped from £60 to £300.

Mr. Quirke—Did they get any relief at the last meeting of the licensing court?

Mr. HEASLIP—Not as far as I know.

Mr. Quirke—There was a reduction made in regard to Booborowie.

Mr. HEASLIP—I was speaking to the licensee of the Wilmington Hotel less than a month ago, and he had had no relief at all up to that time. Other hotels are affected too. The Hammond Hotel in the Frome electorate sells about one 18-gallon keg a week, and during the winter it would not sell that much. That hotel is charged £60 for a licence.

Mr. Hutchens—If it were taxed any more you would get no service at all.

Mr. HEASLIP—Exactly. Crystal Brook, which is not a very big town, has two hotels. One licensee is paying £310 and the other £360. The biggest hotel in South Australia—the one with the greatest bar trade—can only be charged the maximum of £450.

Mr. Quirke—This arises from the differences in rating. You could get two comparable hotels a few miles apart one paying £50 or £100 more than the other.

Mr. HEASLIP—That is so under the present system. The fees are based on a scale of charges determined in 1956. When the Act was amended about then Parliament consulted the Licensed Victuallers Association which supported this method of charging, but unfortunately the harm that could result to country licensees was not considered. In New South Wales and Victoria the fee is decided by the sales made and is based on a fixed percentage of 6 per cent.

Mr. Quirke—Under that system Renmark would pay about £3,000 annually.

Mr. HEASLIP—Yes. The percentage could be reduced, but at least the fees would be equitable and the man selling one 18 gallon keg a week would pay a small fee whereas the licensee selling 200 kegs would pay much more. If that system were introduced it would encourage country licensees to remain open, thus preserving the services that are essential to country towns.

Mr. Quirke—Do you advocate divorcing licence fees from annual rating?

Mr. HEASLIP—New legislation would be required and I would support a fee based on a percentage of sales rather than one fixed on land values or annual values. I support the motion.

Mr. FRANK WALSH (Edwardstown)—I support the motion and congratulate you, Mr. Speaker, on your re-election and the Chairman of Committees on his re-appointment. I congratulate the mover and seconder of the motion. The member for Burnside, Mrs. Steele, referred to her election as a new venture in public life. She has the honourable distinction of being the first female member of this House. Other women have sought that distinction, but she has succeeded. The member for Albert, Mr. Nankivell, revealed his concern for his electorate. Sir Malcolm McIntosh, who represented the district for many years, was a Minister of the Crown and was virtually denied the opportunity of airing district matters, but nevertheless he was most attentive to his district's development. I understand that he is at present recovering from an illness and I wish him good health in future. My colleagues, the members for Port Pirie (Mr. McKee) and Port Adelaide (Mr. Ryan), in their maiden speeches realized the expectations of members of the Opposition. I understand that the new members in the Legislative Council made valuable contributions to the debates of that Chamber.

I concur entirely in Mrs. Steele's approach to the problems associated with the Magill Boys Reformatory. On previous occasions I have referred to this "college of crime" and have argued that its present location is not in the interests of the community and its present set-up is not to the advantage of the inmates. It is true that the inmates are taught some form of employment, but sufficient emphasis has not been placed on rehabilitation. The Chief Secretary was recently abroad and one would have expected him to return with definite views on improving the reformatory which is under his administration, but unfortunately he is prepared to carry on with the old order. The Public Works Committee is inquiring into a project related to this institution, but while it remains at Magill a stigma will still attach to its inmates.

The time is long overdue for a review of polling hours on election days. I believe they could be reduced by two hours and that instead of booths remaining open from 8 a.m. to 8 p.m. as at present, they could close at 6 p.m. At present applications for postal votes are received by returning officers until the Friday

preceding an election—which is usually on the Saturday following—and they must post the voting material so that the elector receives it not later than Saturday morning. For that vote to be accepted it must be delivered to a returning officer on the day of the election or bear a postmark not later than 8 p.m. on that day. I suggest that if postal vote applications were received until 6 p.m. on the Thursday preceding the election it would greatly assist returning officers who, at this particular time, are extremely busy arranging booths in their district and ensuring that material is available therein for the proper conduct of the election.

If the Government amends the Electoral Act it should also consider the advisability of enabling persons whose names have been removed from the Legislative Council rolls to secure declaration votes as is permitted when names have been stricken from the House of Assembly rolls. It is the responsibility of an elector to have his name recorded on the Legislative Council roll, but frequently names are removed in error and a person is denied the opportunity of exercising his franchise. As it is not always possible to provide halls for voting in new areas, the section dealing with absent votes should be amended to alter the five-mile qualification. In parts of my electorate people have a mile to travel to the nearest polling booth for the district, and there is no public transport, but by walking 100 or 200 yards they can present themselves at a polling booth in the adjoining electorate. However, they cannot record an absent vote because of the five-mile qualification.

Mr. Millhouse—But that does not apply at Eden Hills.

Mr. WALSH—I have been interested in people in the Eden Hills area since long before the honourable member took his seat here and have endeavoured to assist electors living there just as I have people in my own electorate. I have also been interested in other parts of the area, particularly in the old Boothby days. I want a more simple provision under which electors may exercise their franchise, and I believe the five-mile provision should be taken from the Act. Electors should be able to attend a dual polling booth catering for both electoral districts in such places as Eden Hills.

I have in my possession a returned ballot paper from the last State election, and I have evidence that the elector, who lives in the district of Adelaide, obtained the necessary papers for a postal vote on March 3, but they did not reach her address in Victoria until March 12. A number of instances of delays

occurred, particularly in the last State election. There must be something wrong with our postal system when such delays occur.

The Labor Party forecast that General Motors-Holdens would make a huge profit last financial year, and we know that whatever profit is made this year the company will expect a greater one next year, and a still greater the following year. However, I am more concerned about the amount of money the Standard-Vacuum Company will take out of this State. I cannot recall anything in the Indenture about the percentage of profits that will go to America, and it would be interesting to know how much money will leave this country if the oil exploration, in which I understand this company is interested, is successful.

The oil companies have come to an agreement on how many new stations will be erected throughout Australia. Before the advent of one-brand stations the companies considered that they had sufficient outlets for their products. I have been told that one company had at least six outlets along the Unley Road, but it now has only one. If a similar position exists throughout the metropolitan area the desire of these people to retain the same number of outlets as they had previously can be appreciated. I believe the companies have agreed that 200 stations will be erected throughout Australia in the next 12 months. I wonder where they will go and who will erect them. We all know that Standard-Vacuum in America, the parent body of the Vacuum Oil Company in this State, will build a certain number. We also know from the Premier that he obtained the interest of the American company, not only in the oil refinery, but in oil exploration in this State. There was a stampede to recognize a subsidiary of this company known as United Atlantic, which is starting to erect stations in my area. What is to become of the Shell Oil Company? We know it already has a subsidiary known as Neptune, and there is another organization known as Kangaroo in Victoria. I do not know whether that company is coming to South Australia or whether other companies have subsidiaries.

What attitude will the Government take on the demolition of substantial homes to make way for services stations? When the Building Materials Act was in operation there was a safeguard, and although there has been some type of approach to the problem by the Government since the Act went out of operation, nothing deliberate has been done. When this matter was first publicized I made a statement to the press that under the Local Government

Act local authorities have the right to declare certain zoned areas. This was denied by the secretary of the Local Government Association, but after he obtained some further information he admitted that he was wrong. Local governing authorities have the right to zone areas for timber and solid construction homes, to declare zones for commercial purposes, shopping and minor trading; they have a complete answer, as they can say what they will permit in these zones. All they want is an acknowledgment from the Government that they have power to prevent the demolition of a house unless it is condemned as unfit for habitation and nothing is done to restore it to a proper standard. Whilst there is a shortage of homes, I do not believe any home should be demolished to make way for a service station. The Government has a responsibility to attend to the matter. Earlier I mentioned zoning, and on this subject there was an interesting article in last Saturday's *Advertiser*. Above it was a picture of workmen putting the final touches to a prefabricated building erected for the Engineering and Water Supply Department in Wakefield Street. The article was headed "Council Attack on City Prefabs" and it said that the city fathers had a zoning problem on their hands. The Government gives the power to zone, but it is not responsible for the actions of councils which zone. Apparently the Government is immune in this matter. It says how things should be done, but it is the first to break away. The comment under the picture in the *Advertiser* was:—

Workmen put final touches to the prefabricated building erected by the Architect-in-Chief's Department for the Engineering and Water Supply Department in Wakefield Street, which will be the subject of discussion at the Adelaide City Council meeting on Monday.

It was always the contention of the previous Minister of Works (Sir Malcolm McIntosh) that a substantial building should be erected in Victoria Square to house public servants. I wonder how the present Minister views prefabricated buildings. I would like to know how much has been spent on Simpson Building in Gawler Place in order to house some departments of the Public Service, the amount spent on the old Exhibition Building on North Terrace to house the Motor Vehicles Department, and the amount spent on trying—I stress trying—to provide accommodation for more public servants in the Foy and Gibson building. Then there is the timber-frame structure at the rear of the Harbors Board building. Mr. Deputy Speaker, for the huge sum spent in this way the present building at the corner of Flinders

Street and Victoria Square could be demolished and a modern building erected, that is if the Government had a real interest in the working conditions of its employees. I wonder whether the Minister of Works can say when it is likely that a building will be erected to provide modern amenities for public servants. I wonder how long it will be before the Government will provide a better service for the people who pay money into the revenue receiving offices in Victoria Square and the Land Tax Department on North Terrace. Then there is the Motor Vehicles Department where the public has to pay registration and driving licence fees. If we are to have prefabricated buildings like the one pictured in the *Advertiser* of last Saturday, we will become wooden in the future.

I am pleased that you, Mr. Speaker, have resumed the Chair. I went into your district a few weeks ago on matters that I have mentioned to you. I want to refer to publicity given to a matter in both the *Advertiser* and the *News* of July 27. The *Advertiser* article was headed "Marble find at Angaston" and contained the following:—

The discovery of extensive high-grade marble deposits on the property of an Angaston pastoralist could lead to a cut in imports of marble from Italy and New South Wales.

I hope that forecast is correct, but if high-class marble for statuary purposes is referred to I believe that Italy will knock us over. The article continued:—

The pastoralist, Mr. David Tweedie, of Gawler Park, about two miles east of Angaston, will confer this week with the Minister of Works (Mr. Pearson) on the possibilities of his discovery. Mr. Tweedie has submitted samples of the marble to the Mines Department. "A geologist who recently examined the 10-acre outcrop on my property estimated that it would yield more than 500,000 cubic yards of high-grade marble," Mr. Tweedie said yesterday.

Apparently Mr. Tweedie waited on the Minister and a geologist visited his property. The *Advertiser* of July 28 had an article headed "New find of marble at Angaston," and it said:—

The Mines Department had reported favourably on another find of high-grade marble in the Angaston district, the Deputy Leader of the State Opposition (Mr. Frank Walsh, M.P.) said yesterday. The deposit had been found on Mr. K. Meakins' property by Mr. R. G. Howard of Lower Mitcham who had been quarrying Angaston marble for the past 20 years. In the six weeks since the deposit was discovered nearly 125 tons of marble had been quarried.

An article in the *News* of July 27, was headed "Angaston find may be worth a fortune—His pigs, sheep live in homes of marble." It refers to the find on Mr. David Tweedie's property. I am still the Federal and State President of the Operative Stonemason's Society of Australia. The members of that society are still interested in earning a living in marble or granite quarries in South Australia, and my interests are always with them. Any person who tries to find new deposits of marble or other useful building stone will have my support. The following is a copy of a letter I received from Mr. R. G. Howard of 14 Angus Road, Lower Mitcham, and at Angaston and Pooraka, dated July 29 last:—

I refer to my various discussions with you on this subject and wish to confirm that having been invited by Mr. Tweedie to inspect his marble about last September I did so. I took samples and made chips and immediately reported to him that they were satisfactory and offered to pay him 10s. per ton royalty to work this deposit. Having considered this he rejected it. As by this time I had interested my buyers I had no alternative but to seek supplies elsewhere. So I approached Mr. K. A. Meakins (the next door property) and made the same offer to him. Mr. Meakins accepted this offer and he has been paid accordingly. I should like to thank you for your interest in this project and am glad to say that I now have a report from the Mines Department on this deposit with a promise of assistance with the further development of the quarry. And it is probably not out of place to record that I have already delivered to the contractors considerable quantities for a Government hospital, for a very large city building and to the whole of the monumental trade. It is our hope that this marble will enable us to satisfy the demand for pink as we have already done for white, blue and black. This will leave green unsatisfied and we already have a clue to this very popular colour.

This question of marble deposits has been ventilated in the press, but I remind members that marble was taken from this quarry last September to provide marble chips for the Architect-in-Chief's building contractors. Two other large companies which have unlimited supplies of marble in the Angaston district are using this marble in their industry. I understand those companies paid a fairly big sum for the right of purchase. I do not know whether Mr. Tweedie was under the impression that Mr. R. G. Howard would pay a huge sum of money, or whether he came to the Minister of Works to find out whether he could induce the Government to purchase.

Mr. Les Martin, the head of a company in London Road, Mile End, has spent much money in developing granite in this State and is

supplying it for the trade. The nicest example of local polished granite is on the Bank of New South Wales building in Pirie Street, almost opposite the State Bank. Why should import licences be necessary to import granite from Scandinavian countries? Although that looks nice on the Advertiser building, we have other deposits including black deposits in this State and their development should be encouraged. The Architect-in-Chief has adopted concrete formation with exposed aggregate for its buildings, and that has allowed R. G. Howard to develop his deposits at Angaston. Mr. Howard's product can be used for marble veneer and lining, as well as for constructional purposes.

I went to Angaston about six weeks ago with Mr. Howard, and we called at the quarry where the marble for the additions to Parliament House was quarried. Some of that marble, known as White Kapunda, is being used in the new Advertiser building. I made representations to the Mines Department on behalf of Mr. Howard and, as a result, a geologist visited the new deposits and Mr. Howard received a favourable report on the possibilities of his deposits. Further representations have been made to the Mines Department, and it is now merely a question of arranging negotiations between a Mines Department officer and Mr. Howard for him to receive information on the best way to open and develop the quarry. Mr. Howard has been in the industry for 20 years, and he has achieved outstanding success, as the Commonwealth has agreed to accept his white Angaston marble for the post office on the corner of Flinders Street and Pulteney Street. I think that is an outstanding illustration of this man's initiative in developing our own resources and thus creating employment. If it is possible to further the development of this quarry, I hope that you, Mr. Speaker, will render the necessary support if an application for financial assistance is made by this man to the Industries Development Committee.

Mr. Lawn—They want industries up there.

Mr. FRANK WALSH—The report of the Mines Department is most favourable. With all due respect to Mr. Tweedie, he will need more than his picture in the press, holding a lump of marble, to develop markets. If he receives a four-figure sum (or almost a five-figure sum) and can obtain the necessary equipment and labour to develop this mountain of marble, some of which is being used in his pigsties, he may succeed. However, I assure

members that he is starting a long way behind scratch. It would have been to his advantage and to the State's advantage if he had accepted the offer made last September of a 10s. royalty on an equal basis with the other person to whom it was offered.

Mr. Fred Walsh—Who offered the 10s.?

Mr. FRANK WALSH—Mr. Howard. We should develop our natural resources, but has everything possible been done to that end until now?

Mr. Lawn—The Mines Department has done a good job.

Mr. FRANK WALSH—Yes, and I commend it for its activity and interest. Habich and Sons in Nuriootpa, with a monumental mason's yard, had a deposit of pink marble in the Angaston area. I contacted the Mines Department on that firm's behalf, and an officer from the department went up to advise on quarrying methods. These people did not benefit from the advice; they went on trying to drag out the clay seams between the joints of the marble deposits, and said they were quarrying marble for the trade. It was not even a respectable attempt to quarry stone for building or monumental purposes. I believe the Mines Department can offer valuable assistance in these matters; it is merely a question of asking and giving the department reasonable time, and assistance will be rendered. It is possible to get 12 cub. ft. of marble to the ton, and between 9 and 10 cub. ft. of granite. It is sold to the trade by the cubic foot.

I now turn to matters affecting my district. It was stated in another place that the Bedford Park Sanatorium site should be used for a second university, but I do not agree with that. In the event of the hospital's becoming vacant and the patients being transferred to the Morris Hospital, that property could become valuable if used to accommodate aged pensioners. It could at least be used as temporary accommodation for such people, particularly those who are a little sick and worn out. At present they are housed in mental hospitals, but Bedford Park would be an ideal place for them.

Mr. John Clark—The second university should be in the country.

Mr. FRANK WALSH—It would certainly be better in the country and it would aid decentralization. For almost three years I have tried to secure public transport for Shepherds Hill Road. The Education Department has reserved a site in that area for a high school.

and recently the property known as Mills Estate—and it was certainly commonly known during the last election—was subdivided and homes built thereon. Unfortunately, people living in that area, which is within six miles of Adelaide, have no public transport. Their children have to attend the South Road school at St. Marys.

Mr. Quirke—How far is that away?

Mr. FRANK WALSH—Between $1\frac{1}{2}$ and 2 miles. The children can run downhill but it is hellish hard for them to climb uphill. I have made continual representation to the Tramways Trust, which licenses private operators in the suburban area. Where an operator is licensed to operate on a certain route no other operator is permitted to infringe that

route. I agree with that provision, but unfortunately the trust will not permit the licensee who conducts the Edwardstown-Darlington service to Adelaide to operate a feeder service to the Eden Hills residents, particularly to those living on Shepherds Hill Road. A transport system should be provided for the children who will attend the high school to be established on that road. We live in a modern age and something is wrong when modern transport is not provided for an area so close to the city. I ask leave to continue my remarks.

Leave granted; debate adjourned.

ADJOURNMENT.

At 4.50 p.m. the House adjourned until Tuesday, August 4, at 2 p.m.