

HOUSE OF ASSEMBLY.

Wednesday, August 5, 1959.

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

QUESTIONS.**ELECTRICITY SUPPLY FOR RADIUM HILL.**

Mr. O'HALLORAN—My question relates to a rumour being circulated rather widely in the northern areas that the Electricity Trust intends to build a new power line on a more or less direct route from Port Augusta to Radium Hill. Has the Premier any knowledge of this?

The Hon. Sir THOMAS PLAYFORD—I have no information on it and I believe that the rumour is entirely incorrect. It would be a very costly proposal and I do not think any material advantage would be derived from it.

METROPOLITAN WATER SUPPLY.

Mr. COUMBE—In view of the record dry season owing to the late arrival of rains and the recent announcement that the Government intended to inaugurate continuous pumping from the Murray River through the Mannum-Adelaide pipeline to augment the metropolitan water supply, and in view of the recent rains, can the Minister of Works indicate what is the present position at the reservoirs? Are they receiving some intake and, if not, what is the position?

The Hon. G. G. PEARSON—I regret to say that in spite of the rains toward the end of July and in the first four days of August there has been as yet no worthwhile intake into the reservoirs serving the metropolitan area. The catchment areas are getting nearer the point when some appreciable run-off could occur if heavy rain fell soon; but at present there does not appear any prospect of that. Therefore, the position has not improved very much and emergency steps must be continued. All pumps engaged in pumping water from the Murray through the Mannum-Adelaide and Morgan-Whyalla mains have been working continuously for some time and it is proposed to continue them in full operation. Last week the Government considered bringing into operation bores available in the metropolitan area. At the time it was decided to defer a decision until early this week.

This morning I was advised by the Engineer for Water Supply that the intake from natural

run-off into the reservoirs so far had been only 430,000,000 gallons for the period July to August 4. As the honourable member will appreciate, that is only about two days' consumption at peak periods in summer. Therefore, unless heavy rain falls between now and Monday next, we will bring the bores into operation on Monday morning. We have deferred this step until it became absolutely imperative because bore water causes inconvenience and in some cases raises the salinity and hardness of water to some extent, and some adjustments to bath heaters in particular are necessary due to this factor. However, we cannot delay the decision any longer and unless substantial falls occur in the next two or three days we shall be obliged to bring them into operation on Monday next.

LIFE INSURANCE POLICIES.

Mr. FRANK WALSH—My question relates to life insurance policies. I know of a person who will pay 11d. a week for 20 years under a policy on which, if he lives for the period, he will have paid £47 13s. 4d., but he will be entitled to receive only £37 11s. Can the Premier say whether it would be possible to review matters concerning life insurance, particularly with a view to providing that a person shall receive at least the amount he has paid in on a fully paid-up policy?

The Hon. Sir THOMAS PLAYFORD—There are two types of life insurance companies—those operating purely co-operatively in the interests of members, and others organized for that purpose which have a share capital. I understand that the policies are worked out on an actuarial basis and premiums are charged by the companies in accordance with certain schedules. I cannot offer the honourable member any hope that the Government is in a position to alter the terms and conditions of agreements that have been entered into.

NEW NORWOOD HIGH SCHOOL.

Mrs. STEELE—On June 11 I asked the Minister of Education a question concerning the proposed new Norwood High School at Stonyfell. I then asked how far advanced were the plans to build this school and the Minister said it was confidently expected by the Education Department that the first stage of the building would be completed in time for the beginning of the next school year. There is as yet no evidence of building operations having commenced and growing apprehension is felt by everyone concerned that

time is running short. If building operations are not soon set in motion it seems doubtful whether the new school, which must accommodate several hundred students, can be completed within the six months before the commencement of the 1960 school year. Will the Minister give me the latest information on this subject?

The Hon. B. PATTINSON—I can quite understand the apprehension of the honourable member and her constituents concerning this school. In reply to a previous question I expressed my confidence that the school would be ready for occupation at the beginning of the next school year, and I am still quietly confident that that will be so; but at this stage I cannot give any positive assurance that it will be ready.

It is one of eight secondary schools—four high and four technical high schools—urgently required by the beginning of the new school year. Their construction is in the capable hands of the Finsbury Works Division of the Architect-in-Chief's Department under the control of my colleague the Minister of Works. I consider that the Building Division of the Architect-in-Chief's Department is doing a remarkable job in view of the pressing claims made upon it, particularly by the Minister of Education, which are caused by the unprecedented and unparalleled growth in school enrolments generally, and in secondary school enrolments in particular.

Because of the urgency of the problem, all eight of these proposed secondary schools will be of wooden construction with a solid spine for toilets and other amenities. The wooden construction is done by the Finsbury Works Division and the solid spine construction is let out to private contractors. Although not sufficient time is allowed to the Architect-in-Chief to plan and provide these schools and although I realize the tremendous burdens placed upon him, I am still confident that the schools will be ready in time.

STUART MURDER CASE.

Mr. DUNSTAN—Can the Premier let me have a reply to the question of which I gave him notice yesterday?

The Hon. Sir THOMAS PLAYFORD—I have had a good look at the honourable member's question and prepared a reply. His question is, of course, hypothetical and therefore cannot be answered except in general terms. My answer is that, should Stuart's counsel or anyone else who is properly concerned in the

matter desire to bring new evidence before the Commission on any topic that is relevant, I have no doubt that the Commission will deal with any such application on its merits.

I also have no doubt that the Commission will, if it thinks proper, make a recommendation to Executive Council for a variation of the terms of reference for any appropriate reason. Such recommendation, if made, will receive immediate consideration.

I do not want to go further than to make that general statement because I have been informed that legal proceedings are possible concerning some statements that have been made, which might be covered by the honourable member's question. I do not think any honourable member would want the Royal Commission to become a sounding board for some purpose other than that for which it had been properly designed—namely, to probe into the Stuart case. I do not desire to bring in other irrelevant matters and have the Commission used for that purpose. Therefore, if any interested party in connection with the Stuart case desires to bring new evidence and if the Commission finds that by any chance whatsoever its terms of reference do not appear adequate, the Executive Council will immediately consider the matter.

PENOLA AREA SCHOOL.

Mr. HARDING—Has the Minister a reply to a question I asked the Minister of Education on July 28 regarding a water supply and also the establishment of a septic system for toilets for Penola Area School?

The Hon. B. PATTINSON—Yes. My colleague the Minister of Works supplied me with the following report from the Architect-in-Chief:—

1. The Department of Mines will commence boring operations on August 3, 1959.

2. When water is available from a bore, the Department of Mines will erect a windmill and a 2,000gall. tank on a 15ft. steel stand for the purpose of serving a septic system which will be installed by this department.

3. The effluent from the septic system will be disposed of by the provision of a soakage well and top soil soakage drains. It is anticipated that there will be no difficulty in disposing of the waste waters from the septic tank.

MOUNT WOODROFFE OBSERVATORY.

Mr. LOVEDAY—Recently I asked the Premier whether he had considered the effects of the suggestion that Mount Woodroffe be the site for an observatory as it would be inside an aboriginal reserve. Professor Bok was

reported in Saturday's *Advertiser* as saying that the work of an observatory of this character would take in the observation of the stellar universe. For example, it was said that it would take 14,000 years to travel at the rate of the fastest sputnik or rocket imaginable to the nearest star outside the solar system. For an observatory clear nights must be available and as there are mountains in the district nearly as high as Mount Woodroffe, will the Premier consider excluding Mount Woodroffe from consideration so that the observatory could be placed on a mountain outside the aboriginal reserve, thereby avoiding intrusion into a large area in South Australia where aborigines are living in their tribal state?

The Hon. Sir THOMAS PLAYFORD—The proposal for an observatory in the southern hemisphere is of tremendous importance. Everyone in Australia realizes how scientific it would be and how essential it is for it to be in the best locality. The whole of Australia and, I believe, South Africa are being examined for this purpose. I feel that we would lose the opportunity to have the observatory in this State if we suggested a second best site. On the other hand, I feel certain that the observatory would not in any way interfere with the rights of the aborigines: probably it would confer much benefit on them. The interests of the aborigines would be watched by the department if it were essential for that to be done. This is not only a question of an observatory for South Australia but of one for the southern hemisphere, and every country in that hemisphere with a site regarded as competitive will be out to get an observatory established on it. If we have any hope of getting an observatory it will be only on the best site we have.

KIMBA AREA SCHOOL.

Mr. BOCKELBERG—I understand the Department of Education intends to establish an area school at Kimba in the future. Can the Minister say when that may be and whether plans are being prepared?

The Hon. B. PATTINSON—At this early stage I can only say that it is intended to establish an area school at Kimba, but I cannot say when it will be completed, or even commenced. It is intended to establish area schools at Coomandook, Mount Compass, Kimba and Mallala. Coomandook is considered to be the most urgently required school because in that district no schools provide any form of secondary education, whereas it is provided

either in the area or in the surroundings of the other three proposed schools. The Coomandook proposal has already been referred to the Public Works Standing Committee, and I think it is now being investigated by the committee. The other three will be referred to the committee as soon as it is possible to prepare the necessary plans, specifications and estimates of costs. I assure the honourable member that I am personally very sympathetic to the establishment of an area school at Kimba, and that this will be provided as soon as possible. I also assure him that when it is completed it will be a building of which he and his constituents will be justly proud.

BUSH FIRE RELIEF FUND.

Mr. RALSTON—In reply to my question yesterday the Premier stated that the Commonwealth Government did not give the Bush Fire Relief Fund all of the £50,000 that according to press statements had been promised by the Commonwealth. Can he inform the House what amount the Commonwealth gave the fund?

The Hon. Sir THOMAS PLAYFORD—The Commonwealth Government never promised £50,000. What it promised was that for personal hardship it would give payments equal to those provided for personal hardship by the State. The State paid in £50,000, but the Commonwealth contribution was tied up with the terms of "personal hardship," whereas the State contribution was not so rigidly tied up. I have not the figure in front of me, but I think the amount which qualified for a grant from the Commonwealth equal to the State's contribution (and therefore was duplicated by the Commonwealth) was about £35,000. My Minister now confirms that that amount is correct. At no time that I remember did the Commonwealth say it would put in £50,000; I asked for that amount, and the reply was that it would subsidize the State grant by an equal amount for expenditure on relief of personal hardship.

FERRY CROSSING BY SCHOOL BUS.

Mr. HAMBOUR—The transport of school children from Morgan to Waikerie, a distance of 28 miles, involves the crossing of the river at Cadell. The school bus leaves Morgan at 7 a.m. and arrives at the school at 9 a.m. Under a new regulation or instruction, the punt operator is not allowed to take the school bus on the ferry if another truck of any description is already on the ferry. Will the Minister

representing the Minister of Roads ascertain whether instructions can be given to the punt operators to arrange an appointment with the bus drivers so that they arrive at the punt at the same time every day, in order that the transport of the children across the river can be expedited? On two occasions the children have been very late for school owing to the punt being loaded with other transport.

The Hon. G. G. PEARSON—I shall be pleased to bring the question to the notice of my colleague. The maintenance of a precise schedule to which the honourable member refers would depend also upon a precise schedule being observed by the drivers of school buses, otherwise the arrangement would be thrown out of gear. I think my colleague will explore the possibilities, and I shall obtain a report from him as soon as possible.

VICTORIA PARK RACECOURSE LEASING.

Mr. FRED WALSH—In recent months much publicity has been given to a City Council proposal to lease portion of the flat enclosure of the Victoria Park racecourse to the Adelaide Racing Club. This has caused concern and is not altogether popular with the public. So far as I am able to understand the Local Government Act, this matter is apparently covered in Part XLV, which contains provisions affecting the Corporation of the City of Adelaide and relating to the leasing of the racecourse. Section 854 (4) states:—

Any lease proposed to be granted under this Act shall be laid before Parliament for 14 days before being executed, and if disallowed by either House of Parliament it shall not be executed.

Has the Premier been approached by either the Adelaide City Council or the Adelaide Racing Club with a proposal to amend this part of the Act?

The Hon. Sir THOMAS PLAYFORD—I have not been approached, but I believe the Minister of Local Government has been asked by a representative of the City Council—I think the Town Clerk—whether it would be possible to submit to Parliament this year proposals for the establishment of a second oval in the metropolitan area and for giving more secure rights for the enclosing of, and charging for admission to, portion of Victoria Park occupied by the Adelaide Racing Club. These discussions have not proceeded beyond the conversation stage and no decision has been reached. I am not sure whether a formal application has been received from the council. In any event if the Government considered

these matters at all they would have to come to Parliament for endorsement before they could become operative. The problem presents some difficulty. I think everyone—particularly amateur sporting associations—would welcome the establishment of another oval with appropriate amenities. On the other hand, there is a strong body of opinion that holds it would be injudicious to alienate the park lands entirely from public purposes. The matter will be carefully examined before any proposals are accepted and it will be subject to full discussion by Parliament if an application is made.

UNLEY BOYS HIGH SCHOOL.

Mr. MILLHOUSE—Can the Minister of Education give any information about the progress in the building of the new Unley Boys High School?

The Hon. B. PATTINSON—My colleague, the Minister of Works, has forwarded me the following report from the Architect-in-Chief:—

As the company is in liquidation special attention is being paid to the progress of this work and I interviewed the contractor again this morning. The committee representing the creditors of the company have so far given every reasonable assistance and it is confidently anticipated that this school will be ready for opening in February next and the likely date of its completion is at the end of December next.

As the same contractor is concerned in the construction of the Seacliff primary school in my electorate, the Minister was good enough to supply me with the following progress report from the Architect-in-Chief:—

This work is being followed closely by this department's officers and I have this morning discussed the matter with the contractor. So far the company has received support from the committee representing its creditors with very satisfactory results. It is confidently expected that this school will be completed and ready for opening in February next. It is likely that it will be completed by the end of December.

SMOKE AND DUST NUISANCE.

Mr. TAPPING—I have received from the Taperoo Progress Association recently a letter that refers to the smoke and dust nuisance from the Osborne power house. I have mentioned this matter on a number of occasions and am prepared to admit from my observations that the position has materially improved. However, it appears that periodically this menace is giving much trouble to the people down there. The following is an extract

from the letter I received and it makes the position clear:—

Many fine particles of sharp grit are contained in the smoke issuing from the Osborne power house and residents of Taperoo are complaining of stinging particles in the eyes and of the discomfort and danger to health of having to inhale the polluted air. There is also the continuous damage to property for it is a very difficult matter to keep homes well painted, clean and free of dust and soot.

I give credit to the trust for making some improvement, but will the Premier get in touch with the manager and obtain a progress report on the matter?

The Hon. Sir THOMAS PLAYFORD—I will take up the matter with the chairman.

LONG FLAT BRIDGE.

Mr. BYWATERS—Has the Minister of Works representing the Minister of Roads, a reply to my question of July 23 regarding a bridge across the railway line at Long Flat?

The Hon. G. G. PEARSON—My colleague, the Minister of Roads has now forwarded me the following report from the Commissioner of Highways:—

Originally the district council of Mobilong was informed as a result of an estimate prepared by the South Australian Railways, that a new bridge would be constructed over the railway line at an estimated cost of £1,600, of which the council would be expected to contribute £800. After the bridge was designed and tenders called, the lowest tender was for £3,231. The council was thereupon advised that its contribution would be doubled, namely £1,600. The council replied to the effect that this was beyond the resources of the particular ward of the district council, and suggested that in lieu of constructing a bridge, a road be constructed on an existing reserve crossing the line on an existing level crossing. The district engineer has not yet been able to investigate this alternative, but will do so in the near future to ascertain if it can be carried out more cheaply than the construction of the bridge. Further, the Railways Commissioner will undoubtedly make a very close investigation, as the honourable member will appreciate that he is likely to look with disfavour on any additional level crossings since the advent of the fast country railcars.

BORDERTOWN HIGH SCHOOL.

Mr. NANKIVELL—In reply to a question by me on July 28 regarding the Bordertown high school, the Minister of Education intimated that substantial additions would soon be necessary and that they would be of a temporary nature. However, I am now informed that this school was of necessity erected to meet immediate requirements only,

and consequently no provision was made to accommodate Leaving classes for three years. In view of the fact that these additions will be required to meet a fixed and not a peak demand, will the Minister give serious consideration to making any such additions permanent rather than temporary constructions?

The Hon. B. PATTINSON—I am very pleased to consider this request as I am any other reasonable and constructive suggestion. It may be possible to do as the honourable member suggests, but I very much doubt it because of the urgency of the accommodation problem, which is not unique to Bordertown but applies to scores of new schools, which are no sooner completed either in timber or solid construction than it is necessary to add temporary classrooms. I cannot say that we shall be able to avoid the necessity of putting some temporary classrooms at Bordertown, but I will give serious and sympathetic consideration to the provision of permanent additional buildings as soon as possible.

RAILWAY WORKERS' COTTAGES.

Mr. HUTCHENS—Has the Minister of Works, representing the Minister of Railways, a reply to my recent question regarding electricity charges to railway employees in the country?

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

As electric power becomes available in country areas, the tenants of departmental cottages are invited to have the cottages they occupy connected. In some localities, the Electricity Trust applies a surcharge of £10 per annum per connection, for a period of ten years, to cover capital expenditure in line extensions. Such charges are levied on all consumers, whether departmental or private.

To cover the additional capital outlay and maintenance charges consequent upon the installation of electric lighting and power in each cottage, the Railways Department applies a small annual charge which is added to the rent in each instance. No installation is carried out until the tenant has been advised of his liability and has accepted same.

FRUIT FLY ERADICATION.

Mr. RICHES—Is the Minister of Agriculture in a position to outline the programme for Port Augusta in connection with fruit fly eradication?

The Hon. D. N. BROOKMAN—The honourable member asked me about this last week and also whether there was any truth in the rumour that there would be spraying of orange

trees resulting in the suppression of fruit growth. I have received the following report from the Director of Agriculture:—

There is no foundation whatsoever in the rumour referred to by Mr. Riches in his question. The current fruit fly eradication measures at Port Augusta are following the same pattern as those carried out elsewhere, and the spraying programme will be completed by September. The spray materials used are the same as those which have been used in other outbreaks and there is no reason to believe that they will have any harmful effect on the buds of citrus trees. The other important measure in the eradication programme, namely removal of fruit, has already been completed.

PIPING FOR ELECTRIC CABLES.

Mr. DUNSTAN—Has the Premier a reply to my question of last week regarding electric wiring standards?

The Hon. Sir THOMAS PLAYFORD—I have received the following report from the General Manager of the Electricity Trust:—

The trust itself makes very little use of these materials for underground installations. However, underground wiring is becoming increasingly used by householders both for service runs from the house to the nearest pole in the street and for runs between house and garage. The use of piping to protect such wiring is prescribed in the wiring rules published by the Standards Association of Australia. Some lead covered cables and some mineral insulated metal sheathed cables, the last named being normally copper sheathed cables, may be laid direct in the ground; in these cases they are normally protected by a suitable cover slab. These methods of installation are used throughout Australia and in most parts of the world.

The trust has no recorded report of any danger incurred through incorrect identification of pipes of this type and desires to receive information if any such cases should occur. The change in practices proposed by the Master Plumbers' Association of South Australia would involve an alteration to the wiring rules issued by the Standards Association of Australia. The trust has referred the matter to it and it is understood that the executive of that association will meet in approximately two weeks' time to consider it. Similar representations have been received by the Electricity Authority of New South Wales, and these have also been referred to the Standards Association.

I will advise the honourable member when the matter has been considered by this extremely competent body and of what further action, if any, is necessary.

MOONTA POLICE STATION.

Mr. HUGHES—Has the Minister of Works a reply to a question I asked recently concerning the rebuilding programme for the police station at Moonta?

The Hon. G. G. PEARSON—The Commissioner of Police has advised that financial provision has been made for the erection of a new police station and residence on the site of the present station. The old station will be demolished within the next few months and it is hoped that the building of the new station can commence early in 1960.

MINNIPA AND WIRRULLA WATER SUPPLY.

Mr. BOCKELBERG—In recent years a number of breaks have occurred in the water main between Minnipa and Wirrulla. Fortunately the Minister of Works was able to obtain first-hand knowledge of these breaks last week. Can he say what steps it is intended to take before the summer sets in?

The Hon. G. G. PEARSON—A short time ago the honourable member referred this problem to me and on Friday last I visited Minnipa and inspected the trunk main for a distance of nine or ten miles north of Minnipa to examine it first-hand. I agree that the problem is somewhat serious and, since returning to Adelaide this week, I have discussed with the Engineer for Water Supply the measures that should be adopted to meet the position. He advised me this morning that he is calling for a report from Mr. Liebich, the District Engineer at Port Lincoln, who, I think, will be coming to Adelaide in the next day or two to discuss the measures that can best be adopted. Following on those discussions some policy will be formulated.

I understand from local residents that the major problem is not only that the breaks are occurring, but that during the repair work the main has to be shut down for several hours even under the most favourable conditions in order that repairs may be effected, after which it must be recharged. The break in continuity of supply in summer could have serious results for people who depend entirely on this pipeline for their water supply. I assure the honourable member that this matter is being urgently investigated. I have made one or two suggestions on methods of repair that I think will meet with the approval of the Engineer-in-Chief and, if that is so, we may be able to devise some means of prompt action to relieve the position.

SOUTH-EAST RAILWAY SERVICE.

Mr. RALSTON—On numerous occasions recently I have noticed that on the daily rail service to the South-East, known as the Bluebird service, which is a diesel unit, provision

is made in the construction of the unit for first and second-class accommodation. This is clearly stated on the outside of each compartment by means of metal lettering attached to the unit, but the Department, by means of a notice printed on paper and stuck on the window of a second-class compartment, changes second-class accommodation into first-class accommodation and charges accordingly. Will the Minister of Works refer this matter to the Minister of Railways for investigation and report?

The Hon. G. G. PEARSON—Yes.

COST OF REMOVING TRAM TRACKS.

Mr. LAUCKE—Has the Minister of Works a reply to my question concerning the cost of removal of dis-used tramway tracks and road-way reconstruction as contracted for by Mr. J. H. Leverington of Greenhill Quarries compared with the expense that would be involved were this work done departmentally?

The Hon. G. G. PEARSON—As promised, I took up this matter with the General Manager of the Tramways Trust and I have received the following report:—

At the commencement of the removal of dis-used tracks and restoration of roadways, the Trust called tenders for the work, including the departmental cost. J. H. Leverington quoted the lowest price: his current standard rate is approximately £68 per chain of single track. All salvaged material, rails, sleepers, etc., are returned to the Trust for its account. The work is carried out in accordance with the Trust's specification and approved by the Highways Department and/or the local council concerned. It is mentioned that the plant used by the contractor on this work is valued at between £75,000 and £100,000. If similar equipment had been purchased by the Trust to enable it to do the work with the same expedition, the equipment would be of no use to the Trust at the completion of the work and would be eventually sold as secondhand units—probably at low prices. This equipment, in the hands of the contractor, can be used for other work, whereas in the possession of the Trust it could be idle between jobs. Mr. Leverington has his own quarry and can organize the delivery of metal as and when he requires it. The Trust regards the price, speed of performance, and quality of Mr. Leverington's work as satisfactory.

FILMING OF *THE SUNDOWNERS*.

Mr. O'HALLORAN—Reports have appeared in the press recently that Warner Bros. intend to make a film in South Australia based on the book *The Sundowners*. Has the Premier any information on this matter, particularly on whether it is correct that a portion of the filming will be done in the Quorn and Hawker districts in my electorate?

The Hon. Sir THOMAS PLAYFORD—I am pleased to inform members that a substantial

part of *The Sundowners* will be filmed in South Australia. I received word this week that arrangements have now been made concerning this matter. The film will be made in a number of places in Australia, but the principal outdoor shots will be filmed in South Australia. Much work will be done at Corunna Station which is close to Iron Knob, but in addition some work will be done at Carrierloo. The company intends to shoot drought scenes at Lake Gilles but the main story will be at a town produced for the picture and, as a matter of interest to members, I will describe it. The main town in the story is Cawndilla, which is composed of the two main streets of Quorn and the street in Hawker that has the Royal Hotel on one corner and the de-licensed Wonaka Hotel on another corner. As honourable members know, the Quorn railway station becomes Cawndilla railway station. I understand that some of our locomotives that have seen better days will feature prominently in this picture. They are also going to do some shots of the beautiful Flinders Range, which I am sure, from a scenic point of view, will be a good advertisement for us overseas. I believe it will be a first-class film and I am pleased that South Australia has been selected as the site for an Australian film in an Australian setting.

MOUNT GAMBIER SEWERAGE.

Mr. RALSTON—Has the Minister of Works a reply to a question I asked recently regarding a sewerage survey, which has either recently taken place or is at present in progress, of Mount Gambier?

The Hon. G. G. PEARSON—Yes. Further to the previous reply I gave the honourable member, I have now a fuller reply. Although certain investigational aerial surveys of the town centre have been carried out at Mount Gambier, the Lands Department has not been able to proceed with the main aerial surveys; hence no great expenditure has been incurred—a sum of £2,000. The Photogrammetric Section of the Lands Department was requested to carry out this work early this year and money was set aside for the cost involved. However, owing to other urgent work, that department was not able to undertake the work for us. Surface levels and other ground surveys, however, have been made. The site of disposal has not yet been determined, although it is anticipated that this, along with a redesign of the sewerage scheme, will be settled within the next few weeks. On completion of these matters, constructional surveys of the sewer lines will be commenced.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption.

(Continued from August 4. Page 330.)

Mr. QUIRKE (Burra)—I rise to support the motion for the adoption of the Address in Reply. First, I wish to congratulate the member for Angas (Mr. Teusner) who has been re-elected to the high office of Speaker, no doubt because of his undoubted qualities to fill that position. His control of this House and his clear, undiscriminating administration are things of which this House is proud. Sometimes, it is overlooked that anyone in your high office, Mr. Speaker, also represents a district, and it must be most gratifying to the people of the district of Angas to have you chosen as the Speaker of this honourable House.

I should also like to congratulate the Chairman of Committees, the member for Unley (Mr. Dunnage). He has filled that position now for some time. He is unflinching in his attentions to his duties and in the courtesy he extends to all honourable members.

I am pleased to have this opportunity of congratulating the member for Burnside (Mrs. Steele) who has the unique distinction, as has been said before, of being the first lady member of Parliament in this House. She acquitted herself extremely well in moving the motion notwithstanding the nervousness she must have felt when confronting a battery of eyes and cameras. Every honourable member will agree that she is an able representative of the women of this State.

At this stage, I join issue with the member for Wallaroo (Mr. Hughes) when he said he discriminated between the title "lady" and the title "woman." It is true that "lady" is used not as a distinction of sex but to designate the occupational profession of a woman. In this case the title "lady" distinguishes the lady member for Burnside. Another use of the title is that a lady is a woman who is the object of chivalry. I trust that in future the member for Burnside will always be accorded the chivalrous treatment due to her from this honourable House. We have also to congratulate the member for Gouger (Mr. Hall). We all look forward to hearing much more from him. He is obviously keenly interested in the welfare of his district. He will do well and go far, and I wish him well.

The member for Albert (Mr. Nankivell) is of a somewhat different calibre. He is a more rugged type who will apply himself with extreme vigour, no doubt, to his duties. He,

too, should make his mark in this Parliament. We are also happy to have with us the member for Port Adelaide (Mr. Ryan). I do not think he will default in his duties; he certainly will never default in the vigour of his work in this House. He has already given evidence of coming events, and we look forward to his further contributions with interest and pleasure.

We have also with us the member for Port Pirie (Mr. McKee) who held us somewhat in the balance. Whilst his contribution to this debate was very good, he left us wondering what his ultimate capacity would be, but I have no doubt that that capacity, judged by what he did say, will enable him to be an able contributor to the debates in this Chamber.

This debate is based upon the Governor's Speech, and at this stage I protest mildly against its length. It is difficult for anyone to sit, as the Governor is expected to, and read such a lengthy speech. There is no doubt that fair precis writing could condense it by about three pages and leave nothing unsaid. I deplore the tendency for it to grow longer and longer. Certainly it is the Governor's job to read it, but we need not necessarily inflict tribulation upon him.

We always have a guard of honour outside for His Excellency; men trained to stand at attention, but it is not easy to parade before the public eye for so long. In the interests of many people a reduction in the length of the speech should be considered. I should like the new member for Burnside (Mrs. Steele) to undertake an obvious duty. She could do it inside her Party. I should like her to be the first to remove the last shackle of servitude from the women of South Australia. I refer to the women to whom her Party refuses to give full democratic rights.

I have a copy of the *Constitution, Principles and State Platform* of the Liberal and Country League. It is not a secret document, but in many respects it is faulty, like the document issued by the other Party. For instance, "The unity of the Empire" is mentioned in the principles. Which empire is referred to? Then there is a reference to a "White Australia." That should be deleted from the platform of all Parties. We remember the Kanaka trouble in Queensland. It is an insult for any Party to have such a principle when we remember the millions of people who live in countries to the north. To them it means that we do not regard them as the equal of our own people, but we know that they are our equal in every

respect. In those countries they are not particularly anxious to have Australians; so it may be argued—if they do not want us, why should we have them? That is not the point, however. We do not consider them inferior beings because of their colour. I will not say more on this matter because it raises a large question. These first two principles need revision. Then there is a reference to “the sovereignty of both Commonwealth and State in their respective spheres.” I agree with that, and we can all agree with the reference to “responsible Parliamentary government.”

I cannot support the reference to “the Legislative Council and the present franchise.” There is much support for my objection to this principle, which is a relic of female servitude. I cannot trace the quotation, but I remember reading somewhere that a Governor of Tasmania was asked to report upon the Constitution for that State. He suggested a bi-cameral system and said it was absolutely necessary to have a lower House for the common people, but more vital to have an upper House on a restricted franchise in order to curb the rising tide of democracy. That is precisely what we have in South Australia in the Legislative Council. Can any Liberal member say why that is one of the principles of the Liberal and Country League? I think it can be said that we have a diluted democracy. A £50 property right is necessary before a person can vote at Legislative Council elections. A woman who may be a doctor, lawyer or school-teacher, and who does not qualify in that way, cannot vote, yet the most illiterate woman can if she owns a cottage.

Mr. Hambour—If she pays rent she is entitled to vote.

Mr. QUIRKE—Yes, but invariably the husband pays the rent, and he is regarded as the occupier. If the wife pays the rent she is entitled to a vote, but the husband also gets one as an occupier. He has the advantage all the way. The set-up will not stand investigation and calm debate in these days. These so-called “principles” are entirely devoid of principles.

Mr. Hambour—Many who are entitled to vote do not vote.

Mr. QUIRKE—Yes. If we discontinued compulsory voting for Assembly elections many electors would not exercise their right to vote. In these days people do not value the right they have to take part in the election of their Government. People in other countries

have lost that right and deeply regret its loss. Because it has been given to us without struggle or travail many of our people do not appreciate it, and they are apathetic about the right to vote at Legislative Council elections. Often what we propose for other countries we do not do ourselves. I think that Mr. Lawn could become a member of the Liberal Party. He would not disagree with the item on the platform of the Liberal and Country League that says “Stimulation of country development and a wider distribution of population by decentralization of industry and the provision of facilities essential to modern life.” I am sure that some Opposition members do not know what is included in the principles and platform of the Liberal and Country League. If they did I believe that half of them would be sitting on the other side of the House. One principle is the “assurance to every individual of the fruits of his labour, ability, energy and thrift.” The answer to that may be a lemon, but there is nothing really wrong with the views of the Liberal and Country League. With the exception of one or two I have mentioned, I can support those principles without any hesitation, and I challenge Labor members to say they oppose the remainder of them.

I will now comment on one thing that is bad. We have the member for Burnside in our midst, and in all due deference to her new position and in recognition of the undoubted sway that she must have in her Party as she, together with a lady member in another place, represents the women, I cannot see how those two members can remain in Parliament without a protest while that injustice is still over the heads of the women of this country. That protest should come. Without the slightest doubt, the position as it is today has been created to maintain an advantage. It can be traced right back to the rum rebellion and the squatter manipulation of the land laws of New South Wales, when a minority had the power to offset the majority. Although this power is weakening today, the Labor Party that opposes the position so strenuously does not even contest some of the Legislative Council seats. It should do so, even if only to preach the doctrines which half of the people of South Australia know nothing at all about. I speak with every sincerity on this question, and now that we have lady members of Parliament I think it is the first reform that they should bring about in the interests of their sisters outside.

Mr. Hutchens—Are you going to read the Labor Party platform?

Mr. QUIRKE—It is the same, with a few exceptions.

Mr. Dunnage—What about reading it?

Mr. QUIRKE—I haven't it with me. It still has the "White Australia Policy," and "Unity of Empire."

Mr. Dunnage—As an ex-Labor man you can get one.

Mr. QUIRKE—I have one.

Mr. Dunnage—What about reading it?

The SPEAKER—Order!

Mr. QUIRKE—I haven't it with me, but I will show one to the honourable member if he wishes it. In fact, I would like to show it to him, because some Liberal members have never read it.

The Hon. D. N. Brookman—You won't get the rules and constitution of the Labor Party.

Mr. QUIRKE—I can give those to you.

Mr. Dunnage—You can't get it from the Labor Party; it would be one you had left over. Bring us one and let us see it.

The SPEAKER—Order!

Mr. QUIRKE—We could chain one of each to the pillars in this Chamber.

Mr. Dunnage—Why don't you bring one and show it to us?

The SPEAKER—Order! I ask the member for Unley to cease interjecting.

Mr. QUIRKE—Perhaps it would be right and proper to have both of them tabled in this House. Another question that concerns me is that of the settlement of ex-servicemen, which was referred to in paragraph 3 of His Excellency's Speech. That reference—a very nebulous one—is to the Commonwealth Government's withdrawal of its financial support; in other words, it has repudiated the War Service Land Settlement Agreement. If ever ex-servicemen were betrayed, that act of the Commonwealth is an act of the grossest betrayal. For 12 years there have been people in this State who have been accepted as eligible for land settlement, but under a sort of nebulous priority system some received land and others did not. The net result is that there is still a list of unsatisfied applicants for land, many of whom have withdrawn from other activities and have been living in hope—as they were justly entitled to do—that they would receive land under the War Service Land Settlement Agreement because they had never been told that they would never get land and their applications were still current.

The Commonwealth Government now repudiates the War Service Land Settlement Agreement and what happens? Those people belong to the legion of the lost. They are probably too old to start in a new avocation and have to stand the depression of knowing that their fondest hopes have been dashed. The South Australian Government has an obligation to take up the gage and see that the remaining men are settled on the land. Those men are South Australian citizens; they were South Australian soldiers. The selection of those men was partly a Commonwealth and partly a State responsibility, and if the Commonwealth responsibility is now being repudiated then the State's responsibility remains. I trust that something will be done, and that the Treasurer can announce some definite policy in relation to these men who are now depressed at the thought that after 12 years of waiting—and in the main they are the younger men who were put off because of their age and refrained from going into some other avocation—they are without hope in this regard. It is impossible for those men to buy land themselves.

The Leader of the Opposition referred to drainage in the South-East and said that there was a general fear of overdrainage. Of course, we could over-drain the South-East. I was on the Land Settlement Committee when it investigated a drainage scheme for the Western Division of the South-East. Plans were drawn up which clearly showed just what water was to be taken off that land. Two types of water are involved. One is the underground water table which in some seasons can come right to the surface, and the other is the rain that falls on the surface.

A 30 inch rainfall does not and cannot induce big floodings over a long period of time, but when it sits on top of a high water table it can induce overflowing, particularly as the South-East is notorious for its lack of natural drainage. This drainage scheme, as I remember it, was specifically designed to take off the surplus water that fell so that the pasture, particularly strawberry clover and other clovers, would not be drowned by being inundated for too long. Provision was also made that at any time over-drainage occurred it could be immediately offset by closing the drains. I do not think there is any need for fear in that regard, but I mentioned it because of another matter I intend to bring up.

I congratulate the Electricity Trust in every sphere of its activity. A more co-operative

organization does not exist. I suppose honourable members have had the same experience as I have. The trust comprises dedicated workers in the interests of the supply of electricity to the State, who will tell you and happily forecast that every farming homestead in South Australia will soon be supplied with electricity. At the present rate of progress that time will not be long delayed. Power lines are leaping across the country from homestead to homestead and are supplying one of the most necessary and comforting services that can be given to country people. The officers of the trust are extremely courteous and will go to no end of trouble to ensure that any question a member asks is answered in full and not in part.

Many country boys who want to be apprenticed to a trade have to leave their homes at 16 years of age and come to the city. If a boy has no relatives in the city he must secure board because there are no hostels for him. At 16 years he is most impressionable. If he has been well trained he probably does not come to any harm, but unfortunately some boys do. A city boy has the advantage of every conceivable type of trade school and can live with his parents and receive their guidance, but the country lad has no facilities and must come to the city for that education. He must study without guidance from anyone, except the practical advice he gets from his tutors. It is not fair to thousands of boys because, under these conditions, many parents will not let their children come to the city when they are so young. How different is the situation in Victoria, particularly in respect of trainee teachers. Trainee colleges are established in several parts of that State and at each one hostels exist for young country men and women who pay £3 a week for accommodation. Although hostels do not make a profit the State gains more teachers.

In paragraph 12 of His Excellency's Speech some reference is made to roads. It is time less attention was paid to metropolitan roads and we had a clearly defined road programme. There should be a planned programme for the reconstruction and sealing of country roads. Even if only one mile of bitumen road were constructed each year in each country district council area we would soon have a comfortable mileage of bitumen-surfaced roads throughout the State. Prior to the construction of the Spalding-Jamestown road the only bitumen in the Burra electorate was that laid down north of Burra and that in some of the towns. The district was desolate of long bitumen roads.

Even though I may be accused of pitting country against city, it is sometimes necessary to do so. Recently millions of pounds have been spent on gouging roads out of hillsides in order to provide better outlets from Adelaide. Another necessary outlet from the city is the road to the proposed oil refinery; and that will not cost peanuts. There is no defined road programme for the country. Country district councils should be organized to work to a definite schedule. At present some country roads, upon which a lot of money has been spent, are being torn to pieces. That is wrong and represents a great waste of money. We need more good roads in the country and there is no earthly reason why we should not have them. If it is necessary to bituminize every inch of road in the metropolitan area and to widen the Gawler road to a four-lane highway, it is equally necessary to provide country areas with at least 18ft. wide bitumen roads. We know that the road between Jamestown and Mannanarie is to be sealed.

Mr. O'Halloran—When?

Mr. QUIRKE—I understand that money is provided for it in the Estimates. That road will lead into Peterborough, but the people at Orreroo also should have a decent road. Work has now commenced on the lateral road between Eudunda and Marrabel which will serve a great number of people, but another road, needed to link with the north of the river, is the Morgan to Burra Road. There was much agitation for that road and I hope urgent consideration will be given to it. Another road that could be constructed is a link from the north that could come through Jamestown across to Old Canowie down through Hallett and direct to Morgan. Why shouldn't that road be provided? It should be, provided that finance is available, but no one knows whether it is to be constructed or is even contemplated. It is within the capacity of the department to do it. This would relieve much irritation to country councils which have not the answer to the road programme problem. No expenditure is too great to provide arterial roads necessary to serve a town and enable people to travel to the city. I trust that this matter will be considered.

Portion of the Governor's Speech concerns water supplies. We know that 96 per cent of the people in South Australia can turn on a tap and get water, but 60 per cent of these live in the metropolitan area. The Government should let those who are without water know

whether there is any possibility of their being supplied. If there is to be a duplication of the Morgan-Whyalla main, who will be supplied from it? How long will it be before the Warren main is completed, and what extra areas will the greater diameter main serve? There are people, particularly in the north-east of Mr. Hambour's constituency, in part of mine, and in the central districts who need water, but as they are on the higher altitudes pumping would be necessary. No one can say when these areas will get water. It would redound to the credit of any Government that prepared a programme and told the people what it proposed to do.

What does the average member of Parliament do in this regard? He approaches the Minister and states his case. He is probably told that a report will be drawn up and that, consistent with this and that being available it is possible, but not probable, that a water supply will be provided at a certain date. I have had experience of such things for eight or 10 years, but that does not go down very well with me. Hardly anyone can give me a direct reply except the Electricity Trust, which can give the required information almost within five minutes. If it can do it, so can other Government instrumentalities. Roads, electricity and water supplies are first priorities in the country, and with their provision life in the country can be made as pleasant as is possible anywhere, and perhaps provide even a better way of life than can be enjoyed in the city. I support Mr. Heaslip and Mr. Hambour in their request for an investigation into hotel licence fees. Mr. Heaslip gave the House an illustration of what happened in his district, and I have an instance equally bad in my district. I shall not supply a remedy, but what is wanted is an investigation of this problem. It is possible in the country today to have one hotel with a certain income paying from £25 to £60 a year and yet another hotel two miles away, on a different rating, paying £180 or even £200. That does not make sense.

Mr. Hambour—And they have similar takings?

Mr. QUIRKE—Yes. Why does not the Government tackle this problem? I admit it has cropped up only in the last couple of years. The matter should be reviewed and the remedy applied. It is a situation that should not be tolerated by any authority that has power to collect dues of this kind.

At present the State Bank will not advance money for the purchase of a house that has been occupied; it must be a new house. A house may be only three years old, but because it has been occupied it cannot be bought through the State Bank, although it could be through the Savings Bank. Should the Savings Bank not be in a position to advance money and a person has a house to sell and is offered £500 under value he is almost compelled to accept it. That is not fair or right. It reduces values. There should be a review of the State Bank's policy in this regard. At one stage it used to lend money for the purchase of all kinds of houses, and it did not have many bad debts in this respect. The State Bank is responsible to this House, so why should it refuse to have anything to do with the type of purchase I have mentioned? Its business is in its own hands. Many times I have advocated that the Savings Bank and the State Bank should be amalgamated. If this were done we would achieve something in house building, but now we have a divided entity, although both are almost State instrumentalities.

As to the availability of land, the position may arise where a farmer has three sons but not sufficient land to divide among them. This may involve the allotting of the property to one of the sons, and the other two having to find employment elsewhere. Sometimes a property has to be sold in an attempt to provide something else for their employment. The answer to such a problem is the provision of long-term loans on land, but these are non-existent. If we are to have a proper land development programme, it must be one that will enable young men who have lived and been trained on the land to purchase land on a long-term basis. Hundreds of millions of pounds for immediate finance for hire purchase and a dozen and one other things can be obtained, but nothing is available for long-term loans for the purchase of land. I believe that the State Bank, under exceptional conditions, will provide up to £5,000, but private banks cannot do that as it is not within the ambit of their policy and it is impracticable for them to do it, because they would never have sufficient funds available. It must be done on a national basis. We have a Commonwealth development bank. The price of land is high and one of the biggest factors contributing to that is that pernicious policy that is still adhered to by the Land Board in allowing people who already have an oversufficiency of land to buy more. That is going on all over South Australia. A

person may have a large area of land, much of which is out of production, and yet when an adjacent area comes on the market he proceeds to outbid smaller holders around him, and the price he offers becomes the standard value for any other land nearby that is for sale. I am not an advocate of grabbing land from people, but the Land Settlement Act of 1944 can be used in conjunction with other acts, for the compulsory acquisition of land. One of the provisions is that the Minister of Lands may, on the recommendation of the Land Settlement Committee, acquire any under-developed land either by agreement or compulsorily. The section dealing with under-developed land provides:—

The Compulsory Acquisition of Land Act 1925 shall apply to the compulsory acquisition of under-developed land, subject to the following conditions:—

(a) No person shall be entitled to compensation for damage caused by the severing of the land taken from other land of the person entitled to compensation.

From this it can be seen that there is no severance. Sub-paragraph (b) provides:—

The value of the land taken shall be deemed to be the value which it would have had if the construction or carrying out of any improvements on or of the land, additional to those existing at the time of the giving of the notice to treat, were permanently forbidden by law.

That means that it is taken over at its value. When drainage is put into country that could not be used previously because of flooding, it is only fair that the value should be taken as the value prior to drainage. This applies to the Land Settlement Act of 1944. That Act was amended in 1948 and the amendment went so far as to show all the sections in the western division of the South-East subject to the Act. Section 27a. (1) provides that the Minister, on the recommendation of the Committee, may acquire any land in the western division of the South-East either by agreement or compulsory process. That applies to freehold: a special provision makes it apply. Subsection (2) of this section provides:—

This section applies both to under-developed land and to other land.

Subsection (3) provides:—

The provisions of this Act relating to under-developed land shall apply to under-developed land acquired or proposed to be acquired under this section.

Subsection (4) provides:—

An area of land situated in that portion of the western division of the South-East which is south of drains K and L shall not be compulsorily acquired under this section unless

within nine years after the passing of the Land Settlement Act Amendment Act, 1948—

Then are set out certain conditions. This subsection takes the matter forward from December 22, 1948. It has been twice amended on an annual basis since and is due for amendment now so that it will not go by the board in December this year as it nearly did two years ago. I brought it to the notice of the Minister and it was amended in succeeding years. Why? This Act has not functioned and I think it is necessary that it should function. It was put in under the guise of soldier settlement but it has never been used, although we have land-hungry soldier settlers still looking for land who have been denied access to it although this Act, which is still current, can provide land for them.

There are many men whose fathers or families would contribute towards their taking up land and there would be no charge on the State: all they want is an opportunity to get on to the land. If that Act is acceptable regarding the South-East it should be acceptable as to other areas. If land is being deliberately kept out of production anywhere the man keeping it out of production should not have it. I do not apologize for saying that. Notwithstanding our so-called surplus of wheat, this country is only one drought year off being short of every primary product. A continuation of the drought next year will prove that, and it will not only relate to wheat. This happened in the central districts of the United States of America when great gang ploughs tore up the natural prairie grass, thereby taking away the natural fertility, and miles and miles of wheat were sown. A big region was called "the desert of wheat." For seven years, like the seven fat years in Egypt, everything went well, but seven lean years followed when the centre of America blew itself into sandhills and darkened skies for many miles over the Rocky Mountains. A colossal sum had to be spent to recover that. In this State we need people who have been brought up on the land and know how to work it. All such people want is the right of access to more of it. They do not want it for nothing; they are prepared to pay their dues, and they are entitled to have land while any remains out of production. I drew the attention of the Minister to the need to amend section 4 of the Land Settlement Act this year if it is to remain current. I can see no reason why it should not be put forward 10 years because, while it goes on year by year, nothing will be

done. Is this done as an excuse? I understand that a Bill will be introduced to alleviate some of the injustices inherent in succession duties taxation. I know of a man whose youngest son was married and was set up in a house by the father, who made no bones about the matter. He gave his son a large area of land and paid gift duty so that there would be no argument. A short time after that the unexpected tragedy happened and the boy was killed. In order to clear the estate for the wife the father had to pay again. Was that fair? That is not the only case, but it is inexcusable. The trouble with Acts of this type is that they are so confoundingly definite; there is no leaning one way or the other. There it is rammed down and set in concrete and, no matter what happens, there is no alleviation in a case such as this. Such things as I mentioned should be considered in framing this type of legislation. I have never agreed with the imposition of high succession duties. We know full well that in other countries the original intention was to break down big estates and it was felt that a succession of deaths would wreck them and cause sub-division, but that does not work when companies own the land instead of individuals. However, it hits at the right of succession of the small family units, and it is doing so every day. If that is the way we have to obtain money it is a base way of doing it and it is symbolic of the whole situation concerning money supply, on which I will speak on a future date.

I now wish to say something about the vexed bulk handling problem. I shall not go over the situation so ably handled by the member for Ridley in reply to the member for Onkaparinga, but apparently there is a great misunderstanding in this House about how this rotating finance works, so I have just drawn it out simply. Firstly, it must be remembered that the South Australian Co-operative Bulk Handling Limited has no share capital as such, for members do not have to buy, say, £100 worth of shares. Secondly—and this has been overlooked—the scheme is in perpetuity. It does not cease at the end of 12 or 13 years, but goes on in perpetuity or until such time as all installations are paid for, when it will not be necessary to collect further tolls. As the member for Ridley said, the lowest toll in Western Australia was $\frac{1}{4}$ ths of a penny.

In S.A. £1,000,000 came from the Commonwealth Bank to start operations; £500,000 of this was guaranteed by the State Government and was repayable under definite conditions.

That is supplemented by tolls on wheat of 2d. a bushel for those who are not delivering and who wish to become members, and 6d. a bushel when the bulk system is used. This operates from the first year of operations and at the end of the thirteenth year one-twelfth of the total of the 12 years will be paid back to the people who have subscribed. That is simple, but in between are 11 years when mighty amounts of money will be collected. This year tolls amounted to £405,000. Consider this figure in relation to the cost of silos and remember that this goes on in perpetuity, yet grave doubts have been cast on the ability of the company to repay! As every fresh installation goes in this total will become greater. Of course, it is not possible to give a definite figure, but it is expected that the total cost of all silos throughout the State will be £5,500,000. If tolls at the rate of £405,000 a year are collected and the $7\frac{1}{2}$ per cent payment by the Australian Wheat Board on the capital value of the installations is made, plus a $5\frac{1}{2}$ per cent payment on the value of machinery installed, it is a magnificent working proposition.

It must be understood that this does not finish at the end of 12 years. At the end of 12 years it is closed off, and at the end of the 13th year the first year's tolls are repaid. It will take 24 years to pay the first 12 years' tolls. The next year it starts again: this is known as rotating finance. In other matters we have rotating reserves, which are extremely handy things. Under this system a rotating reserve is applied for five years and with the consent of the shareholders of a co-operative company an amount of, say, £2,000 may be put into rotating reserve. That amount is withdrawn from the payments that may be made to them. Instead of going into a permanent reserve, it goes into a rotating reserve which holds it interest-free for only five years: in the sixth year the first year's allocation is paid back, and so on. It supplies a very cheap source of money.

The same applies with the bulk handling company. These tolls are interest-free to the company, which is ample compensation to the people because of the advantage they get from bulk handling. Every grower concerned has agreed to it. It is a magnificent scheme that will work well. It is a pity there has been so much misunderstanding about it, but I am certain it has now been clarified. I have arranged for the bulk handling company to draw up a simple document outlining the whole of this rotating finance system and send a copy to all members of this

House to that they will thoroughly understand it.

Let us take, for instance, Wallaroo. The total cost of the Wallaroo installation, including a rail siding and dust extractors, was £388,388. The huge silo which is the biggest in the State, has a capacity of 1,500,000 bushels. More was collected in tolls this year than the cost of that silo with all its amenities. I hope honourable members now understand the position.

Port Lincoln is the next silo, with a capacity of 1,250,000 bushels. The total cost of installations over the whole period will be £5,500,000, the money for which can easily be collected long before it is time to repay. The money is held in perpetuity; it continues to rotate. Provision is made that in cases of hardship the money is paid back or, if a farmer sells his place, he maintains his interest. It is transferable to a beneficiary, as in other cases. Nothing has been overlooked. I commend this system to honourable members for their earnest approval.

As the Loan Estimates and so much legislation are coming forward and will command the attention of honourable members, I do not propose to prolong my contribution to this debate. I sincerely thank my constituents for giving me the opportunity again to represent them in this House. I will endeavour, as I have done in the past, to give them the service of which I am capable and which I think they appreciate. I trust that the deliberations and debates of this House will be on a high level and that the legislation passed in this session of Parliament will benefit the State. I support the motion.

Mr. MILLHOUSE (Mitcham)—I, too, support the motion for the adoption of the Address in Reply. I join with other members who have spoken in offering my congratulations to those who have been congratulated. I offer my special congratulations to the Speaker and the Chairman of Committees (Mr. Dunnage) on their re-election to their respective offices.

I should also like to congratulate the new members to this Chamber. I mention especially the honourable member for Burnside (Mrs. Steele). Because of family friendships, I think that I have known her probably longer than any other member of this House. I had already come to have a high opinion of her ability, and this has been confirmed by her utterances since she became a member of the House of Assembly. Hers was, as other honourable members have said, a magnificent speech

in moving the motion for the adoption of the Address in Reply. It was admirably put together, well expressed, and well delivered. However, I must say emphatically that I did not agree with everything she said. In particular, I did not agree with her comments on price control. However, it appears from His Excellency's Speech that there will be an opportunity later in the session to debate that subject and I shall have the chance, I hope, of putting forward my views which, as I say, are entirely contrary to those presented by the honourable member.

It seemed yesterday that the honourable member for Adelaide (Mr. Lawn)—and I think I detected echoes of what he said in the speech we have just heard from the honourable member for Burra (Mr. Quirke)—believed that the honourable member for Burnside (Mrs. Steele) was here to represent only women in this Chamber. I cannot for the life of me follow that reasoning. It is fairly well-known that all Liberal members aim to represent every elector in their district.

The Hon. B. Pattinson—I do not represent only men.

Mr. MILLHOUSE—Of course not. It is nonsense to suggest that the other honourable members of this Chamber represent only men, that we are representatives of our sex. The fact is that every member on this side of the House aims to represent all his or her constituents, both men and women.

I also mention the honourable member for Gouger (Mr. Hall), who had a difficult job in seconding the motion for the adoption of the Address in Reply on this occasion because it had been moved for the first time by a woman. I knew the honourable member for Gouger before he came into this place. In fact, I think I had the pleasure of being the first guest in his house after he was married. He is still a comparatively young man, as is the honourable member for Albert (Mr. Nankivell), and I am certain, judging by their contributions, that their careers here will be distinguished. I have known the honourable member for Albert longer than I have either of the other two members I have mentioned. Some 20 years ago, when I was a little boy going to school and catching the Hyde Park tram, the honourable member for Albert was a big boy who also caught that tram. I then, of course, was far beneath his notice; he never deigned to speak to me. Whether or not that applies now I am not certain. As I say, at

that time I did not have the pleasure of knowing him personally but I have now, in common with all other members, had that pleasure, and I look forward to a long association with him in this Chamber.

Finally, I should like to congratulate the Government. I ask the Minister of Education to convey my congratulations to the Government upon its win at the general election last March. That was a very good thing for the people of this State because it means that the development of South Australia will continue in the future as it has in the past. It means also that the Treasurer will have the opportunity of breaking the Empire record—and, in spite of what the honourable member for Burra (Mr. Quirke) said, I still call it "Empire"—of Sir Robert Walpole and having the longest continuous term in office as one of Her Majesty's Prime Ministers. That will, we hope, be the next great event in the history of this Parliament.

It is remarkable that a Party that has been in office for so long is able to maintain in full force its vigour and capacity in its administration of public affairs. That is undoubtedly true of the Government of this State and is, I suggest with great respect, due principally to the capacity and personality of the Premier himself. Of course, we are helped by the fact that Socialism is in eclipse all over the Western world. Socialism no longer can claim to be the Party of progress. In fact, Socialist parties, like the Party in opposition in this Chamber, are now the parties of stagnation.

Mr. Ryan—But we had a majority of votes at the last election.

Mr. MILLHOUSE—I am looking forward to crossing swords with the honourable member in the cut and thrust of debate, as I did with his predecessor. He said something about a majority. If we look anywhere in the free world, we find that the parties of Socialism are in eclipse. As the honourable member for Torrens (Mr. Coumbe) said yesterday, five out of the seven Governments in Australia are now Liberal. The Socialists are in power in only two States.

In Great Britain the Socialist Party is in complete eclipse. It is the general rule in the Western world. The Socialist parties are parties of stagnation because the doctrines to which they cling were developed at or before the turn of the century. They have been discredited in practice since, and the Socialists

or the Labor parties have not found anything to replace them. That is why Socialism is in eclipse.

It is perhaps for those Labor parties a very sad thing that they no longer are able to attract the younger members in our community. Here in South Australia we have a flourishing Young Liberal Movement. So far as I know, the honourable member for Norwood (Mr. Dunstan) is still the youngest member of the Labor Party in this State. There is no movement in the Labor Party similar to that in the Liberal and Country League.

Mr. John Clark—The honourable member means "member of Parliament"?

Mr. MILLHOUSE—No; I mean member of the Labor Party. So far as I know, he is the youngest member of the Labor Party in this State. There is no Young Labor League; there are no Young Laborites, or anything to match our organization. Of course, it is trite to say that it is to the youth of the community that the political parties must look for their future well-being. The trend is the same in England, where the Young Conservatives are active and vigorous. The opposite organization in the Labor Party is moribund, which bears out what I have been saying, that Socialism is in eclipse because it no longer has any attraction for the electors.

A number of matters in the Governor's Speech could be dealt with but I will refer to only two. I am prompted to make the first comment because of paragraph 16, which deals with the field of public health. I want to refer particularly to mental health in our community. I am surprised that the matter has not been dealt with by other members in this debate. In the last few months there have appeared in the press a number of letters and comments suggesting that mental health services in South Australia are unsatisfactory. From my experience I do not know whether that is so, but having seen the press references I was pleased to have the opportunity to hear Professor Trethowan, Professor of Psychiatry at the Sydney University, deliver the first Barton Pope lecture on that subject. Much of what he said was far over my head but I was able to glean one or two of his points.

I took along my note book and wrote down several of the things he said, for future reference. One was that nearly half the public hospital beds in South Australia are occupied by people who are mentally ill. The report of the Auditor-General for the last financial

year shows that that is true. It said that the number of beds available in all Government metropolitan hospitals, excluding mental hospitals, was 1,561, and in country hospitals 473. The daily average of persons at the Parkside Mental Hospital was 1,709, Northfield 860, and Enfield Receiving Home 66; therefore, the proportion given by Professor Trethowan was about correct. According to my notes the professor said that we should endow a Chair of Mental Health at our University and that the time spent on psychiatric studies at the undergraduate level in the medical school in Adelaide was pitifully inadequate. He suggested that only 1 per cent of a medical student's study time was concerned with mental illness and that the prime need of any community is trained workers, not buildings. As a layman, that is what I gleaned from the professor's address. After that there came to me, and I suspect to other honourable members, a letter from E. S. Dyson enclosing *World Health Magazine* for May-June, 1959, with remarkable illustrations of schizophrenic cats on the cover. This is something that should not be overlooked.

A week or two ago Mr. Lawn asked a question on notice about the tour in 1956-57 of Dr. Cawte, then Deputy Superintendent at the Enfield Receiving Home. The answer disclosed that he went overseas at that time and presented a report, that it was not proposed to table the report, but that it would be available for perusal by members. I have availed myself of the opportunity to peruse it. I expected, as the result of the question, that Mr. Lawn would have dealt with the subject in his speech yesterday, but he chose to deal with more distasteful subjects, if I may put it that way, and thus robbed himself of the only opportunity, as far as I can see, of saying anything of value in this debate. Be that as it may, I want to say something about Dr. Cawte's report. So far as I can see—the report is couched in jargon difficult for laymen to understand—he made three main points. The first deals with “brains before bricks” and his recommendation is the same as Professor Trethowan's. It is that we must train our own psychiatrists in South Australia: that we must have a Chair of Psychiatry at the University and a University-teaching mental hospital. He said:—

The writer's belief is that it is no longer possible in a population having the size, relative isolation and rate of increase of that of South Australia, to rely on importing professional staff who have trained at universities other than our own. The large numbers

of mental patients in this State require adequate support from the professions of psychiatry and related medical fields, attendant—nursing, psychiatric social work and psychology. Because of the difficulties of supply in the past the support of these professions has not approached adequacy either in quantity or quality. Unless the situation improves there is in addition an ever present danger of losing to other States or to private practice the valuable public servants who at present serve the State in mental health. This has been a too-frequent occurrence in the past.

I understand that at present there are 16 psychiatrists on the staff of the three Government mental institutions, dealing with almost 3,000 patients. Only about six psychiatrists are in private practice in South Australia. It seems to me that the recommendation made by Dr. Cawte is eminently sound. At present South Australia has no facilities for the training of psychiatrists. Anyone interested in that branch of the medical profession must go to another State or overseas for training. Dr. Cawte said that the time is past when we can rely on outside forces for our needs. The second point is that he condemned the practice in South Australia of having in the same institution people who are otherwise normal but who are mentally sick and people who have been subnormal from birth. On that matter he said:—

The practice of using mental hospital facilities for the care of the subnormal is generally agreed to be an unhappy one and characteristic of immature populations.

We all know that in our institutions young people and older men and women who are mentally sick but otherwise normal are cared for along with people who have been subnormal from birth. In other words, the present practice is contrary to the recommendation made by Dr. Cawte as the result of his studies overseas.

Mr. Hambour—Do you say that subnormal people and those mentally sick are herded together.

Mr. MILLHOUSE—I do not say that they are herded together. I am not reflecting on the way these people are treated. My point is that they are in the one institution, and Dr. Cawte's recommendation—I do not know whether it is right or wrong—is that they should be in separate institutions.

Mr. Hambour—Are they not in separate institutions—Parkside, Northfield and Enfield?

Mr. MILLHOUSE—They are in those institutions, but not in separate institutions.

Mr. Hambour—Enfield is only a receiving home.

Mr. Quirke—They are not well segregated.

Mr. MILLHOUSE—Of course not.

Mr. Hambour—Have you been to Parkside?

Mr. MILLHOUSE—Yes, and I am confident from what I have seen and heard that what I say is correct. Mentally sick young people and older men and women are together in the same institution. I do not say that they are in the same wards or buildings, but they are cared for in the same institution. That is the point I am making, and it is contrary to the recommendation made by Dr. Cawte, in his report.

Mr. Hambour—Enfield is entirely different from Parkside.

Mr. MILLHOUSE—Let us make an exception of Enfield, if that pleases the member for Light, but let us remember that last year the daily average number of patients at Enfield was only 66. That is only a receiving home. I do not know whether the honourable member wishes me to make an exception of Northfield where there were 860, or Parkside where there were 1,709 patients.

Mr. Hambour—Do you say the patients at Northfield and Parkside are similar in type?

Mr. MILLHOUSE—Yes. On my information there is really no distinction between the two.

Mr. Shannon—I don't think there are many aments—persons unhappily born—at Northfield.

Mr. MILLHOUSE—I cannot carry it any further. My information is that there is really no distinction between those who are at Northfield and those who are at Parkside. They are certainly not segregated in separate institutions.

Mr. Hambour—There is a distinction.

Mr. MILLHOUSE—The third recommendation in Dr. Cawte's report concerns the site and size of mental hospitals. This is what he said on that subject:—

There is no agreement on the ideal size of a mental hospital, but most experts agree that the size should be carefully limited. The World Health Organization Expert Committee on Mental Health recommends 400-patient hospitals. Other experts have other opinions, but as far as I know nobody recommends hospitals exceeding 1,000 patients, if it can be avoided.

The following is his recommendation on that point:—

It is recommended for our own purposes, that existing mental hospitals should be enlarged no more, but progressively reduced in

size as buildings are judged to be obsolete and amortization occurs. The usual criticism of mental hospitals is that they are built to last too long; they tend to become functionally obsolete long before they decay. This can be overcome to a large extent by having smaller, adaptable buildings.

I point out that on the figures I have already given the Parkside Mental Hospital is four times the size of the optimum laid down by the W.H.O.

Mr. Shannon—Unfortunately, the figures you are now using include aments and seniles who are all unhappily housed out there. If you segregate them the figures might be different.

Mr. MILLHOUSE—But in fact, on the figures we now have, those are the sizes of the existing institutions.

Mr. Shannon—I do not think it is quite fair to include all those you have included; the figure is inflated.

Mr. MILLHOUSE—Let me make it clear: I am not saying that Dr. Cawte is right in what he says; but I am worried about this subject and I want to know what the answer is, therefore I bring the matter forward today.

Mr. Hambour—I think it serves your argument better if you just say what Dr. Cawte recommends.

Mr. MILLHOUSE—This is what he says about the size of mental hospitals:—

Largeness in mental hospitals is in general supported by administrators whose point of view leads them to set a high value on in-patient treatment, and a lower value on out-patient treatment. The trend as I saw it, is to develop extramural services, enabling a subsequent restriction of in-patient services. Unfortunately, in many North American States, current policy is being dictated by the huge building erected 20-50 years ago emphasizing in-patient services. Professional people with whom I spoke, especially general medical practitioners, doubt the wisdom of giant mental hospitals isolated from other medical facilities. Legislators too, recognize the need for flexibility in planning; nobody knows the future of mental illness from the epidemiological point of view. The reasons why some States go on building large mental hospitals which do not satisfy patients, public, and the mental health profession, and which could not be used to satisfy any other conceivable purpose, make an interesting study.

Recently, contrary to this recommendation, large new buildings have been erected at Northfield.

Mr. Shannon—That is correct.

Mr. MILLHOUSE—That, of course, is committing us in the future to the same policy as in the past, which is contrary to the recommendation by Dr. Cawte. The report is a very long one. Recommendations are made on many other matters; 20 in all. I have merely picked out three that appear to me to be the most important and entirely contrary to our present policies in this State. I do not say that Dr. Cawte is right and that our present policies are entirely wrong, but because of what I have heard and been told I want to know which is right and which is wrong. I should like to know whether this report, which was compiled by an officer of the Government, has been considered in detail by the Government. We are committed to huge sums in the maintenance and upkeep of these institutions for the care and treatment of mental illness. We are spending £1,000,000 a year for this purpose, and if that can be cut down—and Dr. Cawte says it can—it should be. This is how he deals with that question:—

Legislators and officials of State departments are often asked to look at ways and means of pruning public expenditure. The discerning official must make a close examination of the facts of custodial care for mental patients if he honestly wishes to save the taxpayers' money. Experience in areas such as Kansas, U.S.A., show that by spending more money per patient for treatment (not for hospital construction or additions) it is possible to save money on the overall mental hospital budget. Under a programme of mainly custodial care relatively few patients are released—

That answers the member for Light's earlier interjections—

—hospital populations build up, more beds must constantly be provided (at a cost of about £2,000-£3,000 per bed) and no solution to the problem of mental illness is ever in sight. On the other hand, a vigorous programme of psychiatric care and treatment makes possible the improvement of a great many patients who can be released as wage earning workers again. Turnover is much greater, more patients can be treated and discharged, and mental hospital populations may actually decline, as they have in Kansas, despite the rising total population.

Mr. Shannon—Have you any figures of recoveries in our State?

Mr. MILLHOUSE—No; Dr. Cawte does not give those figures in the report.

Mr. Shannon—Dr. Birch has those figures available and has given them previously.

Mr. MILLHOUSE—Dr. Cawte is Dr. Birch's assistant, and he pays a gracious tribute to Dr. Birch in his report. I raise the matter because I want to know whether the Govern-

ment has considered his report, which I believe is worthy of consideration. His report appears to be contrary to our present policies in this State.

The hills areas, especially in my district, are growing very rapidly. These areas comprise Belair, Blackwood and Eden Hills, to be followed by Upper Sturt when the Manoa Estate is cut up and developed. About 10 families each week are moving into the parish to which I belong and which comprises the areas I have mentioned. At present these areas are served only by the main hills railway. Because of the expansion that has taken place and which will take place, some of the people living in closely built-up areas are already over a mile from the nearest railway station, and have no other public transport. As pointed out by the member for Edwinstown the other day, at one time a bus service ran along Shepherds Hill Road, but that was discontinued. The position already is very grave, especially for school children, women who wish to do their shopping, and old people. This problem has been ventilated in my district by the local newspaper, *The Coromandel*.

What is to be done about it? Let us remember that that part of my electorate is in the metropolitan area of Adelaide. The metropolitan area is growing and will soon be entirely developed, and it does not seem possible that our public transport facilities, either railway or bus, can do anything but expand to serve the expanding metropolitan area. I am not suggesting that for the moment it is necessary to extend the Metropolitan Tramways Trust services into this area, or that the railway service in the area is inadequate, but I point out that a railway is immobile and inflexible and I believe it is quite wrong that people should be obliged to go so far to be served by public transport. I have had the following information from the M.T.T., through the Minister of Works:—

Lastly, in reference to the transport facilities in this district, I would advise that upwards of 18 months ago an approach was made to the Trust to license a local service in the district. The Trust agreed to give the matter favourable consideration, but apparently the project was dropped. We are still willing to look sympathetically at any revival of such a suggestion. The Trust would not be prepared itself to offer such a service.

The immediate answer to the problem, which is ever-growing up there, is to find a private operator willing to run the service and to have him licensed by the M.T.T. However, in the long run, if the M.T.T. is to remain the

authority responsible for bus transportation in the metropolitan area, I respectfully suggest to the Government that it will have to consider extending the services into the outlying parts of the metropolitan area in the Hills district. At the moment I can see no other way in which those areas, when they are fully suburban (as they will be in a few years), can possibly be served by public transport.

Another matter concerns the proposal to extend the Lower Mitcham bus service from its present terminus at the Torrens Arms Hotel at Lower Mitcham to Springbank Road at Clapham. The area of Lower Mitcham, Torrens Park, St. James Park, Clapham and Springbank, is at present served only by the main hills railway at Clapham and Torrens Park stations. It is not adequately served by public transport. When the change-over from trams to buses took place on that route the Mitcham Council suggested to the Tramways Trust that it should be extended either along the Victoria Terrace route or slightly east along Carruth Road. On May 29, 1958, the Government referred that suggestion, which involved an extension of about one mile in the present bus route, to the Metropolitan Transport Advisory Council. On June 3, 1959, 12 months later—an incredible period—the Council made its report. As members know, the Council consists of three members—the General Manager of the Tramways Trust, the Railways Commissioner, and Mr. Albert J. Hannan, the chairman. Not only did it take over 12 months to make a report on what one would have thought was quite a simple matter, but curiously enough there was a division of opinion in the Council, which was set up to rationalize metropolitan transport services. The chairman and the Railways Commissioner were against extending the bus route and the General Manager of the Tramways Trust, whose responsibility it would be to run the service, favoured it. I do not desire to say more about the Council, or its handling of the matter, because it will expire on December 31, 1959.

I know that the Government has not yet made up its mind what to do about the proposal to extend the route. I am naturally disappointed that the Council did not recommend the extension, but in an attempt to help the Government I suggest there are five points to be considered. Firstly, there can be no argument that a bus service, which is more frequent and has a greater number of stopping places, is a more convenient form of public transport than a railway service. I suggest

that, although, quite frankly, I prefer to travel by train. However, the vast majority prefer bus travel.

Mr. Bywaters—Why?

Mr. MILLHOUSE—Because it is a more frequent service with a greater number of stopping places. There are only two stations for this area on the rail service and only about 25 trains each way each day.

Mr. Bywaters—How do the fares compare?

Mr. MILLHOUSE—They are cheaper on the rail service. The second point is that we know that 130 of the present 300 people who use the railway service from those two stations would prefer a bus service, and in addition to that number—according to a questionnaire issued by the Mitcham Council and accepted by the Metropolitan Advisory Council—230 who at present do not use public transport at all would use a bus service if it were provided. Thirdly, I see no reason why the Government should not accept the figures set out by Mr. Keynes in his dissenting report, which reveals that if the service were operated, on balance it would mean a gain to public transport of £2,313—that is taking into account the profit the trust would make and the loss the railways would sustain through the loss of patronage.

Fourthly, the bus service would cater for intermediate areas on the way to town that are at present not served by train. I refer particularly to the Lower Mitcham and Unley shopping areas which are now entirely inaccessible to people living in the suburbs I have mentioned who do not possess private transport. The last point is that already in many parts of the metropolitan area there are competing services of trains and buses. One has only to think of Port Adelaide which has good train and bus services. Even on the hills line such places as Keswick, Goodwood, Hawthorn and Mitcham are served by bus and train. I submit those points in the earnest hope that the extension will be approved, despite the majority report of the Metropolitan Transport Advisory Council. I support the motion.

Mr. CLARK (Gawler)—For the eighth time I am privileged to speak in an Address in Reply debate and I hope no-one will be unkind enough to suggest that it is eight times too many. Eight years is not a long time compared with the membership of some members of this House, and so I have a fellow feeling towards the members who have spoken for the first time in this House on this motion. I hope I will be pardoned for asking

that my congratulations to all other members and officers be taken as read, because members who have preceded me in this debate have rather worn out the congratulations.

I welcome the new members to this House, but I will be pardoned for welcoming some more than others. I offer my best wishes to those members who have left us, and there again, to some more than others. All members heartily congratulate those who made their maiden speeches. I hope my remarks to them will not be regarded as patronizing, because that is not my intention. I offer the member for Burnside (Mrs. Steele) my most sincere congratulations. As I said, by way of interjection the other day, hers was certainly the best speech ever made by a woman in this House. I didn't say "lady" because I prefer the word "woman" as the opposite to "man." They are both good words and members of either sex can be proud of those designations. After hearing her I am much more prepared to welcome women members to this Chamber. It was obvious that she brought to us ideas on some subjects based on her experience as a woman. I refer in particular to her remarks about price control. The member for Mitcham this afternoon did not agree with those remarks and I should have been disappointed had he done so.

We realize that women are in a position to know something about the prices of household commodities. It is part of their life, more so than it is part of the average man's life. I was delighted to hear her say, "I am convinced that a continuation of price control over certain commodities and services is in the best interests of the people of this State." So, of course, am I, and naturally I applaud remarks with which I agree. The House is indebted to her for the examples she gave to prove her point. I hope she will convert other Government members to her viewpoint. On this side we do not need converting on this issue, even if some members think we need converting on other matters. However, I must admit, with regret, that my experience of young members coming to this House and enthusiastically supporting some matters that perhaps most Government members would not support is that they change. Such changes are not uncommon and, indeed, we have seen them in some younger members of the Government.

I was not convinced by her references to special classes in schools. I agree wholeheartedly with her commendation of the work

performed by the teachers of these special classes for backward children. However, she said:—

The class remains just one class without any sense of community such as is found in most schools with their extra community efforts, sporting activities, parents' meetings and so on.

Some time ago I taught in several schools where there were opportunity or special classes, and these were just as much part of the school as any other class. When I taught at a school, I believe in the Port Adelaide district, a boy in one of these classes captained his school football team and later played league football. Obviously, he was not debarred from taking part in sport. Some children who have been in such classes have progressed further into higher grades. I feel that if these children were congregated in the one school, were actually segregated, there might be produced the very dangers that the honourable member has complained exist. I should like to see a greater extension of these special classes to country areas.

The Hon. B. Pattinson—So would I, if I had the finance.

Mr. CLARK—I am glad that the Minister agrees. I knew he would. I realize the difficulties that prevent this desirable aim being put into practice. Qualified teachers for this branch of work are at a premium. At the moment there are two occupational centres, both of which are in the metropolitan area, and of the 26 opportunity classes only three are in the country.

I congratulate the member for Gouger, Mr. Hall, who delivered a most interesting speech, although he spoke mainly on district affairs. I think he will find that in the Address in Reply debate such remarks pay dividends. I cannot say that I agree with many of the things he said. I am sure that my colleagues will agree that it was a promising speech by a man who had to take the hurdle of his first speech in this Chamber. My colleague from Port Adelaide, Mr. Ryan, also delivered an excellent speech that gave fair promise of the shape of things to come. I particularly agree, and I think all other honourable members do, with his kindly reference to his predecessor, our old friend, Mr. Ernest Stephens. He was liked and respected by every honourable member. Mr. Ryan gave a valuable and enlightening contribution, although it did not enlighten Mr. Heaslip, who damned his remarks with faint praise. I consider that Mr. Heaslip's comments were rather childish. I feel that I

am safe in asserting that when Mr. Ryan speaks we shall be able to hear him.

Mr. Heaslip—He gave the House much illuminating information that members did not have before.

Mr. CLARK—I believe that Mr. Ryan will be an ornament to this place. The new member for Port Pirie, Mr. McKee, and the new member for Albert, Mr. Nankivell, also delivered plain and concise speeches and I am sure we shall hear more from them. Opposition members find themselves in a position that is not very consoling, knowing that the Government is in power against the will of the majority of the people. Mr. O'Halloran gave the election figures showing that the Labor Party had a majority of 40,000. This is very frustrating and disheartening, not only to members of the Opposition, but to the majority of people in the State who supported us at the last election. Wherever I go throughout Australia I find that our system of electing the South Australian Parliament is unfortunately becoming a by-word. In the last month or two sporting writers in Australia have suggested all kinds of ways by which South Australia could overcome the strong opposition of Victoria in football. Frankly, I believe the time will come when that will happen. For the benefit of sporting writers in South Australia I could suggest a method whereby South Australia just could not lose. I suggest that future interstate football games should be played under Playford rules. South Australia suffered defeat by about 13 goals in the recent match against Victoria, but under Playford gerrymander rules this State would have had a victory. There is no question that by winning the interstate match under such rules our name would smell just as badly as it does under the Playford system of winning elections. Following this gerrymander pattern, it does not matter what system is adopted, we must win.

I agree with Mr. Quirke that the Governor's Opening Speech was much too long. It was a strain on His Excellency, and I sympathize with him in having to read such dull stuff. I thought his speech was slightly duller than usual, and I say that with the greatest respect to His Excellency. I believe that all the important things in the Speech could possibly have been put into half a page.

I looked in vain in the Speech for a number of things that I have hoped for for a number of years. Mr. Lawn yesterday told us it was

impossible to kill his optimism, and I believe that is right; but I am afraid that my optimism is starting to wane. I looked for something relating to electoral reform. In my district this is becoming almost a joke. For the district of Gawler the number of voters is more than twice the average for a country district. If the position is not altered by next elections I hazard a guess that the numbers for my district will have increased to about 35,000. I have heard no hint of any alteration, and apparently no thought has yet been given to this. I hope later in the session to obtain information from the Premier whether there is a possibility of an alteration to electoral boundaries. Unfortunately, I do not expect it, but the time is obviously ripe and has been ripe for many years for a redistribution of numbers. I am not complaining of the position in Gawler and the additional work occasioned a member who is supposed to have about 6,500 voters. It is a particularly busy district. I have a very large number of people new to this country who deserve help and come to me for it.

I was addressing a non-political meeting the other night called by the Elizabeth North Progress Association. There are four progress associations at Elizabeth doing excellent work that have representatives who meet together as a progress council. They asked me to talk on Parliament and tell them how Bills were dealt with, and so on. I told them that my speech would be non-political, but that if anyone wanted to ask a political question I would have to tell him what I thought. In reply to a question I said that the number of voters in country districts was about 6,500, and about 22,500 in metropolitan districts, with a certain tolerance. One of my listeners asked, "Do you really think it is fair that there should be twice the number of members for country electorates compared with metropolitan electorates?" He was rather puzzled at the discrepancy. Gawler is supposed to be a country electorate, and I hope it stays so. If justice were done it would be divided into at least two districts. I hope to see the Government do something in the near future about electoral redistribution.

I looked in vain in the Governor's Speech for reference to sewerage for Gawler. I have mentioned this matter *ad nauseam*. It is one of urgent concern for the town. The following was included in the Governor's Speech:—

My Ministers will continue the sewerage of other country towns in accordance with the Loan money available.

I want to know when it will be Gawler's turn. I believe that if it were possible, which apparently it is not, to get a copy of the much vaunted report of the Advisory Committee on Country Sewerage, Gawler's priority would be one of the highest. When the committee took evidence at Gawler its members made no secret of the fact that they regarded Gawler's position as being dire. I want to know just how high its priority is, but it seems impossible to find out. Other members have tried to find out by question, and I have tried in other ways. On January 2 last, at the request of the Gawler Corporation, I wrote to the Minister of Works seeking information about the possibility of obtaining sewerage for Gawler, although I did not need any request to do this. The letter was as follows:—

As you will well remember I have, since my election to Parliament, continually argued in favour of extension of sewerage facilities to Gawler, as I believe that the development of that town is hindered because of the lack of disposal of effluent, particularly for industrial purposes. Recently I received a letter from the clerk of the Gawler Corporation seeking the answers to the following questions with regard to sewerage, and I would appreciate it if you would be kind enough to give me a reply to these questions for the benefit of this corporation who are naturally vitally interested in the question.

1. A full report on the reasons for Gawler not obtaining sewerage services in the last survey by the Committee on Country Sewerage.

2. A copy of the Sewerage Committees report if one is available.

3. An assessment of Gawler's chances for sewerage in the future.

I believe the corporation of a town of any size is worthy of a respectful answer, and I must admit that one was given, as one would expect from the Minister of Works. It came without delay on January 20 and, for the benefit of members representing districts that are vitally concerned, although not as much as Gawler, I shall read the reply:—

The advisory Committee which was asked by Cabinet to inspect country towns and to make recommendations more particularly on the health aspects of country sewerage travelled very widely throughout the State, and its report having regard to the health, hygiene and sanitation of the country towns inspected, recommended certain priorities. The Government has already taken steps to implement the first part of the Committee's recommendation. The future programme, including sewerage of the town of Gawler, will depend upon the availability of Loan Funds which can be made for country sewerage projects, and also upon the physical possibilities of carrying out such works. It is certainly the Government's desire to go ahead immediately with the completion of

the programme already commenced and with the extension of the programme to other towns as rapidly as possible.

Although the reply was courteous and prompt it did not give any specific answers to the questions asked. It was typical of words contained in the speech read by His Excellency in opening Parliament; in fact, one could almost see the same hand writing it. I did not forward the reply to the corporation straight away because I did not want its members to think I was making election propaganda out of it. As a matter of fact I did not think any election propaganda was necessary. After the election of March 7 I forwarded a copy of the Minister's reply to the corporation, and it was not happy about it. The following is the corporation's reply to my letter:—

The council is concerned at the evasive reply to questions submitted to the Minister of Works on the matter of a sewerage service for Gawler. We would be pleased if you would again kindly submit our questions to him and seek exacting answers to those questions. These were:—

1. A full report on the reasons for Gawler's not obtaining sewerage service following the last survey by the advisory committee on Country Sewerage.

2. A copy of the Sewerage Committee's report if one is published.

3. An assessment of Gawler's chances for sewerage in the future.

I now publicly ask these questions of the Minister at the request of the corporation and request him to give specific answers. Is he prepared to lift the veil of secrecy that seems to hang over the report of the Advisory Committee on Sewerage? We want sewerage at Gawler, we want to know what is holding it up, and when we can expect it.

I know some members in this House may believe that the new area of Elizabeth has been generously treated regarding everything and, in particular, industry, but that is not so. For the few years in which I have been representing the district of Gawler—and when I came here it contained country areas as well as the town of Gawler, but now it does not, with the exception of some areas around Smithfield and One Tree Hill which are being subdivided rapidly to become more a part of the town area—I have continually fought for industries to come to Gawler, once a great industrial town. I did not think for a moment that I would be put in a position of having eventually to fight to obtain industries for the Salisbury-Elizabeth area, but indeed I must. At the moment few Elizabeth people work in the area where they live, except those

employed at the Weapons Research Establishment but, after all, that was there before Elizabeth was ever thought of.

No matter what some members may think, many people from Britain were induced to come to South Australia because they were told by officers or in printed propaganda, which I have seen, that work would be obtainable in the vicinity of their homes. The new satellite town, as it was called (though I never liked that term), was specifically mentioned. Some day industry on a large scale may come to that area. I sincerely hope it does, but it is obvious that it will be a long time before it comes unless something extra is done or some special effort is made. Some members perhaps think that this applies to other country towns; that is so, but the situation in those towns is slightly different. They are older towns that grew up through a natural process whereas Elizabeth was created. The expense of travelling to and from work, particularly to people with limited means who came here and had to set up a home in a new land, is a greater burden than possibly it is to others. People who have gone from the city to Elizabeth, most of whom are not wealthy, and who have sunk money in new homes or new furniture are finding travelling expenses an additional burden.

Mr. Hutchens—Where else were they to go if they did not go there?

Mr. CLARK—We have been told often by this Government that it has never directed people into any particular area. I don't know whether this is direction or not, but people are naturally glad to obtain a home as soon as possible. From speaking to these people I know that a number have been forced, because of the difficulties I have mentioned, to return to England, and I was sorry to see them go. Others have told me they may leave too, yet a Federal Minister went overseas and referred to such people as squealers! That was a most unfortunate and uncalled for remark. These people are not squealers; they are endeavouring to do the best they can for their families. If this Minister came to my district and repeated his remark he would find that many people violently disagree with him and were hurt by his unfair and unjust remark. I sincerely hope that industry will be established in this area soon. No-one can be blamed for expecting a much quicker development in Elizabeth, which we were told over and over again was planned to employ the bulk of its population in the area. I will now

quote two or three remarks made by the Premier, who should certainly know all about the establishment of this town, as it was his scheme. I refer first of all to *Hansard* for 1949 when, as older members will remember, a motion was moved by the present member for Burra, then the member for Stanley, relating to the establishment of the new town. During the course of a most interesting debate the Premier said:—

A satellite town should take away from an oversized city sufficient population to create a moderate sized, self-supporting urban area.

Obviously the key word is "self-supporting." Can Australians who obtained homes in this area be blamed for expecting that employment would be there for them? Can English settlers be blamed because they expected to find employment there. Let me quote the Premier's words a second time, for they are most illuminating:—

It should have its local industries, giving employment to its inhabitants . . .

I ask honourable members to note the words "local industries." Then again the Premier's words I shall now quote are a very good definition:—

A satellite town should not be confused with what is called in town planning language "a dormitory suburb." This is a suburb of a city which may be of varying size, where people live, but from which they go to and from the city to work . . .

It should not be confused with that. At the moment, that is exactly what the people of Elizabeth are doing—as the people of Gawler have been doing for many years—but that was not the idea in establishing Elizabeth. As I have shown honourable members by the words of the Premier himself, that was not the original intention.

The Hon. D. N. Brookman—What was your Party's attitude about that?

Mr. CLARK—My Party's attitude can be found in the motion that was moved earlier by the honourable member for Stanley. If the Minister thinks he is embarrassing me, I remind him that I made it plain in my opening that I was originally elected to this House, in a by-election, largely because of my opposition to the establishment of Elizabeth at its present site. Later, it became a part of my district, and the Minister, I think, will give me credit for this, that ever since then not only in the district itself but on the floor of this House I have endeavoured to do all in my power for that town, as I am doing now—what I think is the right and proper thing to

do. Some honourable members may disagree with me; that is their right and privilege.

The Hon. D. N. Brookman—Where should the population have gone?

Mr. CLARK—I am afraid at the moment I have other matters with which to concern myself. If the Minister will bear with me, I can give him the references in *Hansard* so that he can look them up in the debate in 1949. For the moment, I prefer to follow the thread of my argument rather than pursue that. I come to my final quotation of the Premier's words on that occasion. I do this not unkindly, but simply to prove that the original idea of this town was something different from what has happened up to the present. I hope that industry will go there. I believe it will, but it is taking a long time, and I am certain that many who are concerned in the establishment of industry in that area are most disappointed. I am attempting to give it a fillip to try to persuade somebody to do what is required in this area.

Mr. Hutchens—What the members on this side of the House thought would happen has happened.

Mr. CLARK—I am afraid that to a large extent that is true. Referring to the Housing Trust the Premier said:—

It intends to build a self-contained town with its own industries.

I should not like anyone to think I was attempting to rebuke the Housing Trust for what it has or has not done in this area in connection with industry. Most of my colleagues, and also honourable members on the other side of the House, have heard me publicly and privately express my opinions of the Housing Trust.

It has done a wonderful job in planning the building of Elizabeth step by step, stage by stage. I realize that many amenities are still to come. We would naturally expect minor defects to exist at the moment. The Trust has carried out well a colossal undertaking that earns praise from all. As the Housing Trust, which is practically the State's sole housing authority, has so much work to do at all times, it should not have been saddled with the job of industrializing the area of Elizabeth and Salisbury. Some of its officers have been near to breakdown because of the additional work they have had to do in an attempt to bring industry to this area. The burden has been too great. I am not criticizing what they have done. Many Housing Trust officers, whom I know well, have worked

hard in that direction. I do not think their task has been made any easier—in fact, I think it has been made much more difficult—by the Premier's glowing and over-optimistic statements as each industry has been announced or opened by him. When a new industry has been announced, we have had the pleasure of reading colossal (in fact "super-colossal" would be a better word) statements by the Premier. The numbers that such industries would be likely to employ have been, to put it mildly, grossly exaggerated. Time has passed, two or three years have gone by in some cases, and, if it were not so sad, it would be laughable to compare the numbers predicted by the Premier with the numbers actually employed.

For instance, according to the press, we were told at one official opening at which I was present that that industry would employ 3,000 people. That was nearly two years ago. At this moment that firm employs not quite 80. There is a big difference between those two figures.

The Hon. D. N. Brookman—Has it reached its full development yet?

Mr. CLARK—I would not know. I make a habit of being fair, and there is nothing unfair about this. We were told 3,000 would be the number and, in two years' time, whether or not they have reached full development, the number is 80, which is low compared with 3,000. Industry is needed soon, not over a long-winded programme.

Mr. Hutchens—Has not its employment percentage increased?

Mr. CLARK—I should not think so. In fact, the manager of this firm is well known to me; we are friendly. I do not want to reflect upon the industry itself. Some day it will grow to perhaps a few hundred, but I do not think it will ever grow to 3,000. When I read that statement in the press, I wondered whether the Premier was misreported, but it was never denied so I took the figures as accurate.

Mr. Fred Walsh—Are not migrants leaving Elizabeth because they cannot get employment?

Mr. CLARK—That is a fact. I made that statement to the press a few weeks ago. A certain gentleman whom I do not know took away the two or three paragraphs of my statement that appeared in the *News*. He was evidently a reporter from the Sydney or Melbourne *Sun*. He wrote a long vivid article about it, ascribing things to me that I had not said. Indeed, he went so far as to put them

in inverted commas, which would lead people to think that I had said them. I do not know why he took it up in the eastern States but he went about twenty times further than I would have been prepared to go.

Mr. Hambour—Is not General Motors-Holden's progressing?

Mr. CLARK—I will come to General Motors later. The honourable member for Light (Mr. Hambour) will find that I shall be just in what I say in a moment about General Motors. A few weeks ago on May 19 I wanted to obtain as full information as I could about the employment situation in the Elizabeth area, so I wrote a letter to the General Manager of the Housing Trust, Mr. Ramsay, seeking information on this "matter." I asked him for the names of the industries already established in the district and the numbers they employed, the industries that were to be established in the area, the details of possible future industries, and any other facts and figures that related to employment in the area.

Mr. Ramsay, with his usual courtesy, gave me a full, detailed and accurate reply. As the honourable member for Light has asked me a question on this, it might be as well in support of my case if I gave this information to the House. I should say, first of all, that there are little sentences immaterial to the main argument which, to save time, I shall omit as they do not make any difference to the point of the letter.

First, taking industries already established in the area, at the Weapons Research Establishment 2,200 males and 400 females are employed. Pinnock Manufacturing Company Pty. Ltd., the sewing machine firm, employs 21 males and 51 females. Dreamtime Ltd., the manufacturers of mattresses and so on, employs eight males and 10 females; Broons Containers Ltd. employs 12 males and three females. Australmac Ltd. employs five males and one female. Static Engineering Company employs four males and no females.

I now come to Mr. Ramsay's comments on this, which are fair, illuminating and interesting:—

I should point out that the smaller industries listed above are in the infant stage of their growth—

which is true—

and the potential development of some of them is enormous. Thus, Australmac Ltd., which opened a fortnight ago, is the first Australian subsidiary of two very large American corporations that have recently merged their operations. There is considerable capital behind

Broons Containers Ltd., while Dreamtime Ltd., is a subsidiary of an English company. Hence, steady and perhaps spectacular growth of these industries can reasonably be expected to take place. I stress this aspect so that the present employment figures can be studied in their true perspective.

I give this letter because I do not want to put an unfair case before the House. Then we come to industries to be established in the area. The first is General Motors-Holdens Ltd., the details being supplied by the General Manager of the Housing Trust, which are as follows:—

This factory is in the first phase of a new expansion programme in Australia and it is expected to open shortly with a labour force of 400, increasing to 1,400 by 1961, when the present programme is completed.

I shall have something more to say about that shortly. That is what is contained in the letter. Then:—

Foundry Equipment (Aust.) Pty. Ltd.—This company, which is the first Australian subsidiary of a large English company, is building a small warehouse and assembly factory at Elizabeth South. Initial employment would probably be about 10 persons.

National Springs (S.A.) Ltd.—A factory for this large Australian spring making organization should be completed at Elizabeth South by September of this year. Initial employment would be about 30 persons.

Other industrial organizations which have bought land at Elizabeth include Clyde Industries Ltd. (50 acres), Phillips Electrical Industries Pty. Ltd. (8 acres), Geo. Weston (Aust.) Pty. Ltd. (3 acres) and Fairey Aviation Coy. of Australasia Pty. Ltd. (5 acres). Negotiations are in progress for the operations of a large factory at present in the metropolitan area to transfer to a 15 acre site at Elizabeth.

Details of possible industries for Elizabeth.—Some industrial land is being held at Elizabeth pending the outcome of negotiations with several overseas interests whose principals have not yet made public announcements of their intentions to establish factories in Australia. Enquiries are being constantly received concerning industrial land at Elizabeth and the Trust is making every endeavour to fill up the industrial areas as rapidly as possible.

Mr. Ramsay concludes by mentioning the service industries. I had better read these to honourable members:—

Service industries.—You have probably noticed some new buildings at the main Elizabeth South and Elizabeth Grove Shopping Centres. Some sections of these buildings will be leased to business people whose accommodation requirements are between those provided by a shop and a building in one of the Trust's industrial areas. Included in this group are a motor mechanic, spray maker, shoe maker and veterinary surgeon. At the Elizabeth Grove Shopping Centre the Trust has also provided a combined dry cleaning factory and shop.

In addition to the industries mentioned in this letter, there would be a large number of Elizabeth workers employed locally in the building industry, in the construction of housing, factories and shops, as well as in related service works, such as the provision of drainage, roads, footpaths, electricity and so on.

Apart from the Long Range Weapons Establishment, more men would be employed in the building industry than in any other. This reply came to me on May 19. Mr. Hambour said that they were good facts, and that is so, and I thank Mr. Ramsay for giving them to me. It looks very bright for the future, but how far away are most of these developments? What about immediate developments? Let us examine the position set out in the letter. It shows that 2,600 persons are employed at the Weapons Research Establishment, which was at Elizabeth long before the town was established, but I do not say that its existence did not have some effect on the decision to establish a town there. The Establishment would have as many persons employed even if the town had not been established.

Mr. Fred Walsh—What percentage of the employees live at Elizabeth?

Mr. CLARK—It would be a reasonably high percentage, but anything I say would be a guess. It could be fifty-fifty.

Mr. Hutchens—What percentage applied for jobs out there in order to get a house?

Mr. CLARK—A number did get jobs in order to get a house and then soon after found employment elsewhere. Those who have followed the development of General Motors-Holdens know that in the next year or two it will employ at Elizabeth in the main persons who are already employed in departments at Woodville. Few people from Elizabeth and Gawler will be employed. This is borne out by carefully prepared statements made on behalf of the company, but never has it been suggested that the Elizabeth project would be anything other than transferred departments, including the men at present employed in them. Special trains will take employees from the city to the General Motors-Holden's works at Elizabeth. Mr. Tapping said earlier that a number of his former constituents had found homes at Elizabeth but still travelled backwards and forwards to Semaphore and Port Adelaide where they were employed. True, normal wastage of labour will create employment opportunities at Elizabeth, as will any increased production beyond today's figures. While trains are taking people from Woodville to work at Elizabeth other trains will be

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taking people from Gawler and Elizabeth to work in the metropolitan area.

Mr. Hambour—There could be an exchange of houses.

Mr. CLARK—The honourable member may be looking for some way to recoup his losses; possibly he could take over the general management of such a concern, and I believe he would do well at it. General Motors-Holdens do not know exactly what they will do until they see how things settle down and what expansion is necessary and wise. I am concerned with the immediate future. The letter shows that if we take away the Long Range Weapons Establishment little will be left: in the industries left only 50 men and 65 women are employed. That does not allow for the service industries that would be in the town. It gives a total of 115, and by no means do all of them live at Elizabeth. These figures were given me by the General Manager of the Housing Trust several weeks ago, and they may be slightly different now.

Mr. Hambour—You have to travel 25 miles to work.

Mr. CLARK—Yes, and I wish I remembered all the things mentioned by Mr. Lawn yesterday about pleading and cajoling, which I have been doing ever since I first represented the district. I believe the time will come when most of the promises made regarding Elizabeth will be fulfilled, but I am concerned about the present position in industry, which looks like continuing for a much longer period than Elizabeth residents expected. I hope the Government will do something to get the wheels turning a little faster.

The Hon. Sir Thomas Playford—I think you are doing your district a great disservice.

Mr. CLARK—I think the Premier's statement is completely wrong. If he waits until I have finished my remarks he will see that I am appealing to industry, something he has often done himself. At any rate, he tells us that is what he is doing. I am trying to encourage industry to go to Elizabeth, and I object to the Premier's attempt to put wrong words into my mouth. If Standing Orders permitted I should be happy to say what I really think of the Premier's remarks. They were typical of the propaganda that he has been able to thrust down the throats of the people. I will not talk about a gerrymander, but he who uses a position he has unlawfully won to express opinions that are obviously absurd is not worth worrying about, yet I let his remarks get under my skin. I should not

do it. If I have any more interruptions I will perhaps do something I do not want to do. I know the Premier is anxious to get the Address in Reply debate finished as quickly as possible and I would be the last to do anything contrary to the Premier's wishes.

We were told in the Housing Trust's letter that two of the prospective industries at Elizabeth would employ about 40 people, unless the Premier makes some astronomical forecast about the number of people to be employed. Industrial land is still available at Elizabeth. It is my desire and the Premier's as soon as possible to get somebody to take up these industrial sites and use them. I was pleased to see the announcement about the chance of getting a road from Port Adelaide to Elizabeth. Mr. Ryan has a doubting look on his face, but I may be a little more optimistic than he is. The road we hope to have constructed between Port Adelaide and Elizabeth will be a great boon to people carting raw and finished goods to the city. The sooner the industrial development can be carried out the better for it is urgently needed, but that applies to almost all country towns that are in the doldrums.

[*Sitting suspended from 6 to 7.30 p.m.*]

Mr. CLARK—We all realize that the city of Elizabeth is the Government's and particularly the Premier's brain child, and no doubt but for their desires it would never have been established on its present site. I am speaking in an earnest desire to influence everybody possible, including the Government and industry in general, and particularly those who already have industrial sites at Elizabeth, to get into production as soon as possible. The labour is readily available there. I am particularly concerned because thousands of young people will be coming on to the labour market in the next few years; I believe there will be some difficulty in their being absorbed into industry, and I should be very happy indeed if more possibilities existed for them to be employed fairly close to where they live.

I am particularly concerned at the moment with the question of female labour, of which there is a very large amount in the area. At the moment only a very few industries are suitable for them. I realize that South Australia is short of the type of industry suitable for female labour, but I think, and have always thought, that it is better if those people can be employed as near as possible to the place where they live. For these

reasons I appeal to the leaders of industry to consider setting up industries in the Elizabeth area. Water, sewerage, the labour market, and the industrial sites are available.

I have been told that some members of the Salisbury District Council (which at the moment includes Elizabeth) are keenly planning an Industrial Development Committee. That is a local committee, yet I understand that it is intended that its members will comprise local people, possibly some from the Government, industrial and other representatives. This is an excellent idea, and I applaud it and wish it well. In fact, I should be very happy indeed if such an industrial development committee existed on a State-wide basis in South Australia, for I feel that it would be a big help to whoever happened to be Premier at the time and a help to industry itself.

Lest it be suggested—and by the remarks of the Premier before the adjournment he was shaping along those lines—that I am a prophet of doom and decay, I deny that I am forecasting the failure of the Elizabeth scheme. No-one wants to see it prosper more than I do. I have known the people of the district right from the start; I have got to know them very well indeed, and I have every sympathy for them and appreciate their problems. I have been amazed at the growth of the community spirit in this new town, but I most sincerely believe that we already have far too many country towns that are in the doldrums because of lack of industry and possibly because industry has not been encouraged to go to them, and I do not want to see it happen in this area. I humbly appeal to everyone concerned to get on with the job. We must not allow this area to become simply an annexe of city industry, because we cannot afford to allow that to happen.

I had intended to speak on other items, but I have found that the two most important matters have taken longer than I had expected. I was hoping to speak at some length about the Salisbury High School, which I believe will be one of the best schools in South Australia—possibly in Australia—when it is finished. I want to see it completed, and I want to see heating in it as soon as possible. I am not very happy about a situation that has, I believe, been forced upon us, and which is becoming more and more common in the Education Department. I refer to schools being opened before they are complete, and I feel that it is not a terribly happy situation

for the children or the teachers. I hope the time will come when we can avoid that state of affairs.

Many schools are planned for the Elizabeth area, but, like other things that I have mentioned, the commencement of these schemes seems to have been delayed for a long time. It seems remarkable that this should be so, because the likely numbers of children—at least a reasonably accurate forecast—must have been known for a long time. I also deplore the latest idea that has been put into effect in relation to two schools in my area, where the headmaster of one school with over 600 pupils finds himself also entrusted with the responsibility of being headmaster of an auxiliary school some distance away with more than 150 pupils. The only concession that headmaster seems to receive is that he is generously allowed by the Department the cost of his petrol for one daily visit to the other school. That headmaster has not complained to me, but I have heard much talk about it and have seen the effect of it. I am not very happy about the situation in which a headmaster finds himself trying to run two schools at once with his chief assistant often being at a different school from that in which the headmaster himself is situated.

Mr. Ryan—How far apart?

Mr. CLARK—I should say nearly two miles. I have heard a rumour that a school which is to be opened shortly in the member for Enfield's district is not only going to be attached to one other school, but to two, with both headmasters being responsible for the new school. I cannot say for certain that that is so, but I believe it to be part of the programme. I do not think any people interested in education would be very happy about such a scheme.

I know the Minister is anxious for work to proceed on the buildings for the Gawler adult education centre. A considerable sum was placed on the Estimates last year, and it was hoped that the school would be started, but unfortunately one thing and another has delayed the project. I believe the delay has resulted through unforeseen circumstances regarding the disposal of effluent, but I point out that would not have happened if Gawler had had its rightful opportunity to have sewerage. I am afraid that the buck has been passed backwards and forwards from one department to another in this matter, but I still hope that this job can be proceeded with very shortly. The Gawler adult education

centre is one of the best in South Australia, and we want to see the job started so that the centre has its own home.

The member for Wallaroo referred last night to the proposed centenary of the *Song of Australia*. I feel that the subject is so closely connected with Gawler and has caused such an enormous amount of interest in that town that I must say something about it. Wallaroo and Gawler are both naturally proud of this song, and I should think justly proud, because the song has become almost a State Anthem in South Australia. I am not advocating that it should be, but it has become dear to the hearts of most South Australians, and indeed in the past moves have been made to make it a State Anthem. I am reminded that back in 1929 Dr. Basedow, who, I think, was one of the members for the district of Barossa, moved a motion in the House as follows:—

That in the opinion of this House, the song known as the *Song of Australia* should be officially proclaimed as the National song of South Australia.

The motion was seconded by the late Mr. Crosby and strongly supported by the Hon. F. W. Coneybeer, the Hon. W. J. Denny and others. Of course, what happened to it was what we could expect, and later it was not proceeded with. Dr. Basedow made it plain that he did not wish the National Anthem to be replaced by the *Song of Australia*. Neither do I, and neither does the committee that is working in Gawler in connection with the centenary of the song. That committee is a representative and fine one, and I am privileged to be a member of it. I know the Minister of Education will be interested to hear that Mr. John Chambers, the Principal of the Gawler Adult Education Centre, is the secretary of the committee, and a number of other teachers and prominent townsmen are also interested. His Worship the Mayor is Chairman of this committee.

It is not the desire of those people that the *Song of Australia* be the State Anthem, but they are working to celebrate the centenary and hope that by so doing a wider recognition will be awarded the song. In fact, for a long time Australia has been ambitious to have a national song—that is, a song recognized as its own—as distinct from a National Anthem. Way back in 1848 the Town Clerk of Sydney attempted to write such a poem. If members will bear with me, I will read one verse of that poem to show its quality, and when I have done so members will probably

realize why the particular poem did not win popular recognition. The first verse is as follows:—

Hail to thee, Happy Queen, sweetest that
earth has seen,
Dear to thy country as chief to her clan;
Australia speaks loud of thee, Britain is
proud of thee,
Wise as Elizabeth, gentle as Anne.

That particular song did not take on.

Mr. Shannon—How did the chorus go?

Mr. CLARK—There wasn't a chorus, thank goodness. It is obvious that a national anthem or national song needs more than was contained in that poem.

The Hon. Sir Thomas Playford—Have you thought of singing it to us?

Mr. CLARK—If it were in conformity with Standing Orders I would be pleased to reveal the qualities of my voice. In fact, I would be quite happy to ask the Premier to join me in a duet which would be worth hearing.

Mr. Ryan—You wouldn't get an encore.

Mr. CLARK—In 1859 the Gawler Institute Committee held a competition and offered a 10-guinea prize for a national song. Over 90 entries were received, which illustrates the interest in the contest, and the prize was won by a person who used the pseudonym *Nil Desperandum*. It was, of course, Mrs. Caroline Carleton. She was born in England, came to Australia with her doctor husband, after his death established a school in North Adelaide, won the competition for her song, and ultimately died in 1874 in Wallaroo. The prize for the musical setting for the winning verses was won by Carl Linger, a German migrant, who used the pseudonym *One of the Quantity*. He came to Australia in 1849 and attempted to do some farming, but as he was not successful in that sphere he opened a music school in North Adelaide and did much to advance the knowledge of music of the young colony. He was leader of the Adelaide Choral Society and one of the founders of the Adelaide Liedertafel. He died in 1862.

The original score of the *Song of Australia* was written in B flat in solo for voice, but later a quartette and other harmonized versions were written or edited by Professors Ives and Davies of the Adelaide University. This happened 100 years ago and it is fitting that the Gawler Institute Committee should sponsor the forthcoming celebrations to be held in Gawler on October 28.

Mr. Hambour—This isn't a bad plug, is it?

Mr. CLARK—I am surprised that some members should find this subject amusing.

Mr. Hambour—I assure you I do not find it amusing.

Mr. CLARK—Nor do I find the honourable member's inane interruptions amusing. The arrangements for the celebrations are not finalized, but we hope to have massed singing by all the school children from the area. We also hope that the Minister of Education will grace the occasion with his presence and speak to the children about the *Song of Australia*. He has had ample opportunity in the last two days to gather material for his subject. If the Minister can attend I shall be pleased to provide him with a pair in this House. In the evening His Excellency the Governor and Lady George will attend a concert at which items will be presented by local artists, the Gawler Choral Society, and the Tanunda Liedertafel. Linger was one of the founders of the Adelaide Liedertafel and it is fitting that items should be rendered by the Tanunda Liedertafel in which, incidentally, I believe you, Mr. Speaker, have been interested for some years. The *Song of Australia* is not, of course, South Australia's national song, but it has general appeal and all members have sung it at school—unless they are over 100 years old. I have heard it thousands of times at schools, and although children will persist in singing "Blending in witching in harmonies," I still think it a lovely song. It has virtually become the song of South Australia. I support the adoption of the Address in Reply.

Mr. HARDING (Victoria)—I endorse the complimentary remarks of other members regarding His Excellency and Lady George; you, Mr. Speaker; the Chairman of Committees; and all new members. It is obvious that the new members will add to the quality of our debates. I admire the bravery of the member for Burnside (Mrs. Steele) for her outspoken remarks about conditions at the Magill Boys Reformatory. Members are probably aware that selected boys are taken from Magill to Struan Farm for training. All members should visit Struan, which has an historical background and is ideally situated about nine miles from Naracoorte. It has a plentiful water supply, several types of soil, plenty of accommodation and is an excellent site for a training school for boys. Unfortunately there is an average of only 18 boys at the school, which could accommodate 50. I admit that they would have to be in large rooms and not in single or double rooms, and this would be a drawback.

Mr. Heaslip—Why aren't there more there?

Mr. HARDING—I understand there are about 88 boys at Magill, but only the better types are sent to Struan, where they are virtually free because of staff shortages. The staff comprises the Superintendent, Assistant Superintendent and four workmen, the latter being responsible in the main for training the boys. However, of the workmen, one is virtually employed to keep his eye on the lads.

Mr. Hambour—What is Struan's acreage?

Mr. HARDING—About 1,159 acres. Struan was offered to and purchased by the Government in 1947. Much of the outback country was used for soldier settlement and a portion was reserved for the Department of Agriculture outstation for experimental purposes.

Mr. Heaslip—Is the number of Struan limited because there are not sufficient suitable boys to send there?

Mr. HARDING—At least 50 boys should be taken to Struan. They need not be kept there for long terms. According to certain figures, which I admit are not the latest, it costs £419 a year to keep a boy at Magill and £1,435 to keep one at Struan. Struan should be modernized and I suggest that the Public Works Committee examine Struan in conjunction with its investigation of Magill. If electricity were supplied to Struan from Naracoorte it would enable not only the provision of modern workshops there, but would serve four Government departments—the Tourist Bureau, the Department of Agriculture, the Woods and Forests Department, and the Children's Welfare Department. The Naracoorte district supply will have to be stepped up to keep pace with the development of secondary industries, particularly as a large industry is proposed for Naracoorte. Many of the boys who leave Magill to go to the country are not country minded, nor are they particularly interested in farming pursuits, and more advantage could be taken of the training offering at Struan.

Struan should be self-supporting. Water is available on the surface, and irrigation could be used. Fruit and vegetables could be grown and surpluses sold to the Mount Gambier hospital, Naracoorte hospital, and other institutions. I am sure that the boys would prefer that the vegetables not required for the institution were not given to pigs. They do not like to see their efforts wasted. The current value of this property would be between £80,000 and £100,000. If the value of the primary produce which should be produced under modern methods is taken into

account, it is costing about £1,435 to successfully train each boy. I have heard it said that stockowners and others interested would like to see the farm used for an agricultural training college. I am not suggesting that the Children's Welfare Department relinquish Struan. The Public Works Standing Committee should investigate whether this institution could be worked more economically in the interests of the welfare of the boys.

There is great scope for softwood forests in South Australia. According to the figures I have forestry reserves amount to 267,800 acres. Plantings of softwood total 125,805 acres and hardwood plantings 3,920 acres. The unplanted area is 138,175 acres. Much of this latter area is unsuitable for planting, and it appears that if the department continues to plant at the present rate of 3,000 to 4,000 acres a year there is only enough land available for a planting programme for 10 years. In 1958 the State mills produced about 71,000,000 super feet, an increase of 33½ per cent on the previous season. The output of private sawmills, using timber from State forests, was 46,000,000 super feet compared with 50,000,000 super feet during the previous year, a substantial decrease. The year's total production dropped from 200,000,000 to 170,000,000 super feet. State mills increased their production from 104,000,000 super feet to 117,000,000. It is confidently expected that greater production will be achieved next financial year. Dwellings for married employees number 698. The department has 152 motor vehicles, 48 tractors and eight other vehicles, such as mobile cranes. It has distributed 1,524 lb. of *pinus radiata* seed to Nairobi, Tanganyika and other countries. There is a great danger in the South-East of fires occurring adjacent to forest areas. People there are relieved to know that the Woods and Forests Department has gone to considerable expense to equip its motor vehicles for fire fighting and has introduced radio communication. There has been an extensive installation of the most modern coverage. Frequency bands have been allotted by the Postmaster-General's Department.

Firebreaks now maintained amount to 2,106 miles, 37 miles having been added last year. Wombats at the Penola forest reserve damaged the wire netting fence and allowed rabbits to invade the pine plantings and considerable damage was done. Expenditure on vermin destruction for the year was £10,782, compared with £8,421 in the previous year. The extension of electric power to Nangwarry

from the Mount Gambier power station will ensure a continuity of mill working should the present boilers break down before the completion of the new Nangwarry power station. Before decisions are reached in planning the establishment of a new sawmill I suggest that serious consideration be given to the numerous advantages of building a mill adjacent to an existing township with the provision of better schooling facilities, more congenial community life, and opportunities for the assimilation of new Australians. In towns in the South-East associated with the milling industry great difficulty is experienced in the assimilation of many people who go to these towns. School teachers are faced with great difficulty in teaching the children of new Australians, because they are unable to pick up the English language, so essential for people living in group settlements. The Education Department is doing wonderful work in the South-East. Its officers had the vision to purchase large areas of land for future use. Some wonderful schools have been erected and the people are very pleased with the educational facilities now available to their children. I congratulate the Tourist Bureau on the great improvement in services provided for tourists. Mr. Pollnitz, the Director, is doing a wonderful job. Modern hotels should be provided in Adelaide. Not one hotel in this fair city is up to world standard. So much depends on hotel accommodation whether tourists come here or not. They bring in additional money to the State and also advertise the State.

I claim that I have probably had greater experience in the development of land than any other honourable member. I was not repatriated on the land after World War I, but was allotted a block under closer settlement. The land was riddled with rabbit warrens; there were thousands of tons of dead timber, and also live timber, which had to be cleared. From there I went to my home town of Mount Pleasant and bought 1,400 acres 11 miles from the town and erected 14 miles of wire netting fence. Later I went to the South-East. At that time the honey-producing industry was in a deplorable state and some producers, because of the extremely low prices offering, poured their honey into rabbit warrens. The honey was not worth tinning. I know of one producer who brought his honey to Adelaide and hawked it around in 60 lb. tins for which he was offered 1s. It can therefore be understood why the producers were pouring their honey down rabbit warrens. I used hundreds of pounds of honey as sup-

plementary feed for dairy cattle. The writing was on the wall for producers in the Adelaide Hills, the Barossa Ranges and those further north to Clare. The industry was in a sorry plight, because of closer settlement in those areas.

I then shifted to Reedy Creek and became acquainted with land development problems in the South-East. Many areas in the South-East were later used for soldier settlement, including Padthaway, Glen Roy, Maaoupe, Comaum and Konetta. I also went to western Victoria where the water from 800 square miles seeped into South Australia. I shall not talk on drainage in the South-East because it has been reported upon by the Land Settlement Committee, and the work has actually commenced. On one occasion the Premier and the Minister of Lands visited our district and I happened to be chairman of the combined Returned Soldiers' Sub-Branches Association, with members from Tantanolula through to Port MacDonnell, Robe, Kingston and so on. In those days, when everyone was fearful of an invasion of this country, the Government of the day, which is still in office, was full of optimism and bought hundreds of thousands of acres for war service land settlement. It had enough faith in the country to prepare for the rehabilitation of our men when they returned from war service. On one occasion we had a combined meeting of ex-servicemen and were discussing these problems with the Minister of Lands and asked for an early allocation of land to settlers. I remember that the Minister of Lands was hesitant to give that right. The Premier walked in and the meeting asked him to consider giving an early allocation of land, because land was then to be allotted under a zoned settlement system. It was realized that men who would work in groups in zones would work much better if they knew they would get a block in a zoned area. After two months' consideration the Premier promised the men they would be given the right to an early allocation of those blocks.

Since then we have learned a great deal and if we now started the scheme over again many mistakes would be avoided. Many blocks on which two men could have been placed would be smaller and many blocks would be enlarged. I believe five per cent of the men owning later allotments are now in a serious financial position because prices have fallen and costs have risen. The time has come for us to consider assisting these men who have come into the

scheme in the later stages with greatly reduced prices for primary products. The same applies to many people who have gone on the land in the latter part of the 1950's. Many people from the city have gone on to the land after selling their suburban homes and taking with them perhaps £5,000 or £6,000 expecting to be on top of the world, but they are now insolvent.

The member for Burra suggested a State land settlement scheme. I support this very strongly, but the time has gone for a large land settlement scheme in this State. About six weeks ago the Premier made a statement to delegates of the Commonwealth Parliamentary Association in the dining room of this building. He said:—

I cannot imagine that we can ever increase our production of primary industries economically more than by 30 or 40 per cent.

That shook me tremendously because if there is any place that could be developed it is the South-East.

Mr. Quirke—Do you still think it is correct?

Mr. HARDING—No. The Premier gave as his reasons that only about four per cent of this State has a rainfall of 20 inches or more. In other words, 96 per cent of this State is arid. However, half of the four per cent is in the lower South-East. There is much merit in what the member for Burra said. There is no need for the Government to get in touch with district councils seeking advice and asking them to obtain information on available land because in this State we have, not 500,000 acres of unoccupied Crown lease land, but 1,000,000 acres. Do not run away with the idea that I am suggesting that, because we have this unoccupied land, it would be economical to settle men on it: I doubt whether it would be. In fact, I intend to ask the Minister of Lands in this Chamber soon whether the men who have been allotted land in the hundred of Jeffries in the last 18 months are making sufficient progress to warrant the allotment of more land even in that area from now on. I am expecting that the men who have been allotted this land, some of which was partly developed, will find it hard to live on the blocks, let alone make a living.

Any land settlement scheme that the Government envisages in the near future will have to be treated with a great deal of caution. If we start a fairly large scheme, whom will we rob—Education, Engineering and Water Supply or Hospitals? I do not think we have sufficient money to launch a land settlement

scheme. I am perturbed that an inventory has been taken and an auction will shortly be held of a great deal of machinery, equipment and buildings belonging to or partly owned by the Federal Government. Some of it has been transhipped to Kangaroo Island, but I regret that the machinery is to be sold and that the State Government may not be interested enough to attend the auction to buy some of this equipment for the lower South-East.

The Australian Mutual Provident Society has developed much land in the South-East and I have been told that it has been costly. The society has settled over 100 people, 13 of whom were returned men classified and eligible for War Service Land Settlement. These returned men's blocks have been taken over under the War Service Land Settlement Scheme and they are pleased to come under it because the terms are evidently much more favourable. The A.M.P. Society has completed its scheme in the South-East and is now disposing of large tracts of country which, I assume, it expected to develop had costs not overtaken it. The society has now embarked on a scheme in Victoria that it expects to be even larger than that in the South-East.

I believe this Government has a big problem not only in settling men on the land but in keeping on the land men who, through no fault of their own, are in desperate financial straits. I hope that a generous sum will be set aside in the Estimates on the line for assistance to settlers because it will be important to keep on the land men who have tried but who have failed through no fault of their own.

My electors know how I feel about drainage in the district. I do not know whether compulsory acquisition will come about; I do not suggest that, but I hope that a Bill will be introduced extending the period and that the time will come when the Government has more money to develop land in the South-East that has benefited from drainage. I have pleasure in supporting the motion.

Mr. BYWATERS (Murray)—I add my congratulations to those already expressed by other members to those new members who have made their debut in this House by making their maiden speeches. I recall that just three years ago I had a similar opportunity and it was with some fear and trembling that I took my place. As this is the first opportunity I have had to speak since the election I should like to say that I deeply appreciate that the constituents of Murray saw fit to return me

to represent them again in this House. When I was first elected there were nine new members in this Chamber and we all received much publicity because we were new. I think all new members really appreciate being given an opportunity to come before the public. This gives them a glow of pride, because it is a big occasion for any member when he first enters this august House.

This year it was somewhat different because history was made when our first lady or woman member—whichever you like—had the opportunity to move the adoption of the Address in Reply, which she did very ably. However, it appeared that the others who followed were overshadowed by this fact. I do not blame the press for it was an unusual occasion, but it seemed to me to be a pity that, because of this, other new members missed the publicity and sense of pride they should have had. Both the mover and seconder made speeches with the merit of steel, but whereas the mover got all the gloss of shining gold the seconder got only the lustre of iron ore. I feel that is perhaps a distinct analogy. I felt sorry for the member for Gouger who did a good job in presenting his case for his district.

The member for Albert, whose district adjoins mine, has come into politics with great enthusiasm and I believe he will do his best for his district. Previously a Minister of the Crown represented this district. I refer to Sir Malcolm McIntosh, who was a worthy member and Minister. However, because of his Ministerial duties, he did not have the same opportunity to get around his district as the new member will have. I daresay we will have a great deal in common. He referred to a water scheme that will serve the district as far as the South-East, and he and I will work together in this matter. We both represent people who will use the Lower Murray districts hospital. A big task lies ahead of us and I look forward to his assistance in this matter.

Appreciable contributions to the debate were made by two members on this side of the House. The honourable member for Port Adelaide, who has had a good deal of experience in public speaking, acquitted himself particularly well. He put forward irrefutable facts and figures, and he will be a great asset to this House. My colleague who sits next to me, the honourable member for Port Pirie (Mr. McKee), is an admirable type of gentleman to represent his district in this House. I am confident that he, too, will contribute his share to the debating quality of this House.

I should like, briefly, to refer to the man whose place he took, the late Charlie Davis. When the motion of condolence was moved and seconded here, I did not speak because I felt I would only repeat what others said, but I sympathize deeply with those he left behind and say to them, if it is any comfort to them, that he was a great friend to every one of us in this House. He had sterling qualities and, if one did not always agree with him, at least one respected his point of view. He was a man of cheerful countenance. One could not help but like him—Charlie Davis, a man of whom I had much experience because we shared a room in this House and got on very well together. I miss him very much and am sorry he did not live to enjoy his retirement.

Today, we were treated to a speech which I think will stand out as one of great merit, the speech of the member who has just resumed his seat, the honourable member for Gawler (Mr. John Clark), who put forward facts and figures that astounded me. I was surprised at what he said, but he had proof because he had it in writing from a gentleman who has all the qualifications necessary to make such statements. We in the country areas who have consistently advocated decentralization thought that the position at Elizabeth was excellent, one with which no-one could quarrel. I was surprised, therefore, to learn that Elizabeth is still seeking industries. I thought, from press statements, that Elizabeth had more than it required and was in a sound position, but that apparently is not so.

I want to refer at some length this evening to the railways. I make it perfectly clear from the outset that, if my remarks are critical, they are meant to be so. I hope that some of them will at least be constructive and that some of my suggestions will be considered by the Government, the Minister, and the Commissioner of Railways. I have had much to do with railwaymen because Tailm Bend is in my district. I have come in contact with many of them during the last three years. Railwaymen generally take a distinct pride in their work. After all, that is how it should be, because it is an industry that belongs to them, to you, to me and to all the people in the State: it is a State-owned enterprise. Unfortunately, at times the men are frustrated by some things that take place in the department itself; they voice their opposition and make suggestions from time to time, some of which I feel should be noted.

I start by saying that the railways are endeavouring today to compete actively with

road transport and are doing a very good job in that regard. Today, over the Adelaide hills to Victoria, big loads are being transported by our railways. In fact, after leaving Taillem Bend very often 2,000 tons of freight are carted on each train-load. Of course, this competition with road transport is right and legitimate. Unfortunately, however, the railways are fighting a battle against unfair competition. With the indulgence of the House, I should like to read a part of the South Australian Railways Commissioner's report of last year. He says at page 6:—

For a number of years the railways have been facing an increasingly serious problem of loss of traffic to road transport. The detrimental effect of this loss on railway finances and ton-mile costs is of such importance that it is necessary again to draw attention to its significance.

The railways are required to provide a public service at published rates which do not reflect costs but provide a large element of cross-subsidization of unremunerative by remunerative services. As common carriers, the railways may not discriminate in their charges, must carry any goods offered which they are capable of carrying, and may not select traffic but must be equipped to handle peak loading such as occurs in the movement of grain, manures, and livestock. Therefore, they must haul many empty vehicles.

Then he goes on to point out that, as it is a properly run organization, the Railways Department abides by award conditions, and rightly so. But that does not always apply to road transport, which is able to run more cheaply because it does not always pay award rates. Interstate transport hauliers take on a contract and the driver of the transport is of course of one mind only—to make as much money as he can out of the trip. Therefore, the drivers travel long hours over long distances to the detriment of their health, but it does not seem to worry them as long as they get there and transport the goods; but it is unfair competition for the railways.

The Railways Commissioner goes on to say on page 7:—

The effect of competition, therefore, is two-fold—first, railway revenue is reduced either by loss of traffic or by the need to reduce the higher railway rates in order to retain traffic; and secondly, railway unit costs are increased because of lost traffic.

Where it is necessary to meet competition, there can be no question as to the soundness of a policy of reducing rates to a point where all costs of the service, both fixed and variable, are covered. But a reduction only to this extent may not be sufficient. To retain traffic it may be necessary to offer rates sufficient to meet the variable costs and only part of the fixed costs. Such rates certainly could recover

lost business, and the resulting increased volume of traffic would reduce railway unit costs.

That is fair comment. It is no use going out with empty trucks. The railways might just as well reduce their costs. Even if they do not get quite so much per ton mile, at least they are using the rolling stock under their control.

Mr. Hambour—The interstate hauliers charge the same as the railways, but they deliver from door to door.

Mr. BYWATERS—Yes, they have an advantage because they can do that, but the fact remains that they do select their particular type of cargo, whereas the railways are obliged to maintain the track, the rails on which they run, and employ a large working staff. On the other hand, the roads are put down for the benefit of road hauliers who do not pay much towards the cost of maintenance or the cost of putting the roads there. Therefore, it is, in effect, unfair competition. Today, the railways in the face of this competition are providing a service at very cheap freight rates, and they have specialized rates for the various classes of freight they carry. They do this because of the competition. That is fair comment because they are getting business one way even if they are losing on actual ton-miles.

But, despite this, some factors are working against the interests of the men who are working for the railways. The present maximum size of a train is 140 4-wheeled trucks, but with bogies the number is halved because one of these is equivalent to two of the other trucks. They cart 2,000 tons at a time. Because of this, the trains are of terrific length, a great distance separating the driver from the guard in the brake-van, sometimes half a mile. I do not think it is fair that the guard of such a train and the man in charge of the engine should be so far separated because, if anything goes wrong, it creates a problem. We know that some provision is made whereby by means of the air system the guard can give a warning to the engine-driver, but this is not always possible.

I suggest to the Railways Commissioner, if he has not already made some move in this direction, that some form of inter-communication should be available between the crew on the engine and the guard in the brake-van. It is only fair so as to ensure that nothing goes wrong. Supposing a guard should suddenly fall ill when on a train travelling between stations some distance apart: in that case, he could be on his own for some time

without the train crew knowing anything about it. That should not be. If he were able to use the air system he could do something about it but he might not have that opportunity. If, however, he had some means of communication, he could at least contact the engine crew. I appeal to those concerned to see that some means of inter-communication are made available similar to those on the Transcontinental, which runs between Port Pirie and Western Australia.

I have a complaint, which is often aired to me, about some of the brake-vans on which the guards work, and about the conditions under which they work. There is a type of brake-van referred to as the "long Tom." It is known for its length and is frequently called a "refrigerator car" because of its lack of warmth in winter, when the guard has a hard job trying to keep warm. Heating arrangements, such as a wood-stoked fire are not allowed, because of the danger to inflammable materials, so the guards just have to suffer the inconvenience of out-of-date and outmoded types of brake-van. The men who work these trains have a great responsibility. I bring that to the notice of the Railways Commissioner in the hope that something will be done to modernize the type of brake-vans still in use. I know they use these "Long Toms" on the long hauls from Adelaide to the South-East and in those vans on cold wintry nights (for freight trains run mostly at night) the guards frequently suffer from colds or even catch pneumonia. Perhaps when they stop at intermediate stations they warm up slightly, but they do feel the cold and cannot do much about it.

With the advent of automation there will be the problem of reduced staff and, to some extent, unemployment. The Railways Department has not retrenched its employees to any degree, but in many instances men who have retired have not been replaced. The last report by the Railways Commissioner, covering a period of nine months, showed that 296 men retired and 206 were engaged. This position is beginning to spiral and it will gather momentum as time goes on. I think the Railways Commissioner should employ more men and use them in ways I will mention later. Tailem Bend is losing men through retirement and no replacements being made. As things are going there will soon be a number of empty railway houses in the town. Facilities could be made available at Tailem Bend to ensure that the work force is not reduced to

any extent. Because of the extra carrying capacity of trains and the additional shunting required the railway yards at that town are becoming too small. I have previously suggested enlarged running yards and I hope the Government will soon do something about it.

Some time ago a move was made to close the railway line between Monarto and Sedan, and the proposal is causing concern to railway employees. Along the line are fettlers living in railway houses, and if the men are moved there will be more empty houses. If the line is closed another form of transport service will have to be provided, and it will be a road service. The roads in the area are not much better than dirt roads, although there are some marl roads, and they will not stand up to heavy traffic. There will be a demand for all-weather roads and the Government will have to deal with that matter. It is said that the line is run at a loss, but it is not the only line that makes a loss. It has a number of stations along its route. According to the last report of the Railways Commissioner, Pallamanna had inward earnings of £149 and outward of £338; Tepko inward £751 and outward £1,346; Apamurra inward £1,201 and outward £2,138; Millendilla inward £4 and outward nil, but this station has since been closed; Sanderston inward £460 and outward £2,505; Kanappa inward £1 and outward £49; Cambrai inward £975 and outward £2,840; and Sedan inward £1,028 and outward £868. The total for inward earnings was £4,569 and outward £10,084. I should mention that the line is used only once a week. During the year 4,510 tons of wheat were carried on it, 1,225 tons of barley and 206 tons of wool, making a total of 9,114 tons. In addition there were sundry items. Those tonnages will still be available if the line is closed and they will be handled by road transport. It will be costly to repair the Sedan to Adelaide road and make it suitable for heavy transport. If the line is closed the expenditure will go to the Highways Department instead of to the railways, and there will be the cost of road maintenance.

I now want to deal with the rail passenger service between Murray Bridge and Adelaide. Each Tuesday morning I leave Murray Bridge at 6.55 a.m. by train for Adelaide. Usually there are about four to six passengers on the train when it arrives at Murray Bridge from Tailem Bend. At Murray Bridge another four or six might join it and the number of passengers does not increase greatly until

Bridgewater is reached. At 8 a.m. a bus service leaves Murray Bridge and usually the bus is full of passengers. In addition, many private motor cars travel from Murray Bridge to Adelaide each day. There must be reasons why the people do not use the railways. I think one reason is the fare. By rail the return fare is 19s., by road transport it is 18s. The time of departure may be another factor. The train leaves at 6.55 a.m. whereas the bus leaves at 8 a.m.

Mr. O'Halloran—What are the journey times of the two services?

Mr. BYWATERS—The bus takes two hours whereas the train takes slightly more than 2½ hours. All this provides an incentive for people to travel by road. As the railways are trying to compete with the road services by reducing freight charges on certain goods I think they could try to compete by reducing fares on the trains.

Mr. Millhouse—By how much would you reduce the rail fare?

Mr. BYWATERS—I would make it compare with the road transport fare.

Mr. Millhouse—Of course, the time of departure is a big factor.

Mr. BYWATERS—Yes. The train stops at every station on its way to Mitcham and then there is another stop at Goodwood before it reaches Adelaide. Following this train is another that leaves 10 minutes later. As a rule it is fairly full when it reaches Belair, after which passengers have to stand. I think it could be easily arranged for the 6.55 train to leave half an hour later and even if it did not reach Adelaide until 10 o'clock a better service would be provided. Some people live 10 to 15 miles from Murray Bridge and in order to catch the 6.55 a.m. train they have to leave home fairly early, and rather than do that they come to Adelaide in their motor cars. Inconvenience is another factor. Frequently there is a modern Bluebird diesel rail car on the Murray Bridge to Adelaide run, but on other occasions there is an outdated train, which is certainly air conditioned because when the windows are left open plenty of fresh air comes in. There are no footwarmers in the train and after passing through a tunnel when a window is left open the carriages are full of soot, which causes much inconvenience to passengers, particularly those wearing good clothes. I realize it is not always possible to have Bluebirds on the run, but the railways should endeavour to have air conditioned carriages that could be hauled by steam loco-

motives, as this would overcome much of the soot and dust nuisance.

Added services could be provided to encourage passengers to travel by train. The member for Mount Gambier asked the Minister of Works today whether he would take up with the Minister of Railways the question of the train service between Adelaide and Mount Gambier. He complained that second class carriages were being converted into first class carriages simply by placing a sticker on them. I have actually seen that happen and I know the statement to be true. It means that a person pays for a first class ticket, yet travels in a second class carriage. Perhaps that is necessary for some reason, but it does not give a very good impression to the travelling public, which feels that it is being cheated. That attitude could result in a loss of patronage because people do not like being taken down.

Mr. O'Halloran—It may be better to cut out a class.

Mr. BYWATERS—It may be that the Railways Department has insufficient first class carriages, but at least it could convert a carriage into a first class compartment. I understand that most people who travel such a long distance prefer to travel first class, and they feel cheated when they realize they are being put in a second class carriage. I use this train frequently, leaving Adelaide at 11.20 a.m. Passengers can be seen struggling down to the train with great heavy suitcases; they struggle in and put the cases up on the rack. They are certainly not getting a very good service for the money they pay. I feel the Railways Department could co-operate to provide a better service in this regard. People who travel by road transport have their cases taken from them when they board the bus; the cases are placed in the bus, and when the passengers leave the bus at the other end the cases are handed to them.

That is not so with the railways. People have to struggle in and put their cases up on the rack unless they are prepared to pay extra for this service. I feel that if these services were granted to passengers an incentive would be provided for people to use the railways more often. When I travelled home on this train recently a lady and gentleman entered the train with some cases. The man had one case half-way up to the rack when it fell on to the seat. I rushed up and grabbed the case, and noticed that the man was in distress. He had to leave the carriage because he felt ill, and I learned afterwards that he was suffering

from a heart complaint, although he appeared to be healthy enough when he entered the train. That could have been a very unfortunate circumstance indeed.

We frequently see porters on the railway stations on occasions such as this who do not appear to be doing anything in particular. I feel that a closer relationship should exist between employer and employee in this department in the method of training. An employee adopts the attitude that is taught him as he grows up in the job; I feel that in this instance the employee has never been trained to provide this extra service, and that it is time the Railways Department encouraged the employees to do so. I do not criticize the employees in this instance for I feel that the attitude results from the lack of an example from the higher-ups who do not ensure that such a service is put into operation.

I was rather interested to read of some items I thought would be appropriate to a discussion on public relations, because what I have been saying relates, in effect, to public relations between the Railways Department and the travelling public. In the *Insurance News and Views* the following article, headed "The Craftsman," appears:—

The word "craftsman" does not apply to any particular occupation, but to the way a man carries out his job, whatever it may be. The good craftsman builds his product with enthusiasm and skill. Work well done is our contribution to our country and to the world as well as the means of earning our daily bread. It gives dignity to life, leads to personal satisfaction and a sense of achievement, and enables us to enjoy leisure with a clear conscience. The craftsman must not be thought of as one who works only with his hands. The author of a good book is a craftsman in the use of words. When a businessman launches successfully a product the world needs, when he manages efficiently, he, too, contributes to the well being of society. He is a craftsman. The man who works with his hands, who does his work to the best of his ability and with a sense of responsibility is a craftsman whether or not he is the possessor of a special trade skill. The craftsman needs determination, persistence, loyalty and the courage to be himself. He is conscientious in all that he does. The prayer of the craftsman might be like that of the scientist in Sinclair Lewis' *Arrow-smith*:—

Give me a quiet and relentless anger against all pretence and all pretentious work and all work left slack and unfinished.

I think that sums up what can happen with any man who is interested in the work he is carrying out. I feel that most of the employees want to achieve just that; they are anxious

and earnest in their endeavours to promote goodwill in every regard, but they have not been encouraged to do this in the past.

Another article appeared recently in the *Good Morning* column of the *Advertiser*, and reads as follows:—

Is this the dawn of better public relations? Conductor entered carriage of a Brighton train with a bright "Good morning, ladies and gentlemen," followed by "May I see your tickets, please?" and, as he returned each ticket, "Thank you, Sir (or Madam)." Made the travellers feel a lot better.

I agree that a little common courtesy is something that is appreciated by all travellers, and I feel that that applies equally in business. We feel all the better if we receive this little courtesy which is so essential. It is something that could well be emulated, especially by the management of the South Australian Railways Department in an effort to promote this essence of goodwill which is so necessary to encourage the travelling public to use our railways more. After all, the railways belong to you and me, and I feel that the facilities, conveniences, time tables, and fares, and all those things I have mentioned could be improved with just a little co-operation here and there.

I was also interested to read another article in the *Sunday Mail* of last Sunday week concerning a station master in the member for Mitcham's district. The article which is accompanied by a photograph, is as follows:—

Station Master Robert Ellis is working on a five-year improvement plan which should make Mitcham the show railway station of the State.

Mr. Millhouse—As the whole district is.

Mr. BYWATERS—That may be so, but I will not argue about that. I think the honourable member is proud of his district, and I hope he represents it in the same excellent manner. The article continues:—

He hopes to spend the rest of his railway service there. He has already begun his self-imposed one-man task of reclaiming the barren acre of station yard, and has planted 100 shrubs and trees.

Let us hope that this station will be something of which Mr. Ellis and the travelling public will be proud. About two years ago, when I was in Queensland with several of my colleagues, we visited a station called Kuranda, which is recognized as possibly the prettiest station in the world. It is a show place, a great attraction for tourists, and one of which anyone is proud to realize he is some part. The people of Queensland are justly proud

of that station. The superintendent at Cairns and his secretary were most emphatic that we travel up there to see it. They are proud of this work and encourage it. Many station masters beautified their stations during the depression years. Quite a few hills stations had beautiful gardens and some stations in the member for Barossa's district were most attractive. However, some officious officer in the department said, "If you have enough time to garden, you do not need as much help" and men were retrenched. That is not the way to encourage men to beautify their stations and I hope it will not happen again.

It is time the Railways Commissioner appointed a full-time public relations officer. Such an officer has been appointed in Victoria and, as a result of advertising, its railways are picking up. We could emulate the Victorian example. The officer would handle relationships not only between railway personnel and the travelling public, but between the high salaried officers and employees generally. Last night the Railways Union announced that lightning stoppages would take place soon. I am convinced that men do not want stoppages or strikes, but unfortunately that is the only way they can bring their grievances to a proper conclusion. With proper public relations these things could be averted and a better service provided for the public.

Yesterday I asked whether since July, 1958 any high-salaried officer had retired from the Railways Department and received payment in lieu of annual leave exceeding 48 days. I was told that the General Traffic Manager had retired and taken a cash payment in lieu of annual leave. He had been permitted to accumulate annual leave to the value of £2,407 13s. 1d. which, based on his annual salary of £3,630, represented 34 weeks' accumulated annual leave.

Mr. Frank Walsh—Did he accumulate it all while he was General Traffic Manager?

Mr. BYWATERS—I am not sure, but it is against all the principles on which annual leave is granted.

Mr. O'Halloran—It was intended as recreation leave.

Mr. BYWATERS—Yes, and as a means of recuperation after a year's toil. Employers will agree that it is advisable for employees to take annual leave because they return to work refreshed. Because this officer has been permitted to accumulate leave, others may want

to do the same. The Railways Commissioner's reply to my question stated:—

The accumulation of leave started during the war, when the railways were working at very high pressure and manpower instructions placed a limit on leave, and continued subsequently thereto, when there was a serious shortage of officers qualified in train operations. With the idea of minimizing the accumulation of leave, cash payment in lieu thereof was introduced in 1942, and continued until June 30, 1957, since when it has been stopped. Present cash payments are restricted to leave which had been accumulated prior to July, 1957.

This does not apply to the ordinary workers who are told when to take their leave. They expect that although sometimes they may feel that the notice is a little short. If it is good enough for them it is good enough for the high-salaried officers. I asked a similar question on July 29, 1958, yet this officer was permitted to retain his accumulated leave until he retired in April this year. He could have taken most of his accumulated leave last year. I cannot believe that this man was indispensable for his services have been dispensed with and, in my opinion, the man who took his place is doing a better job.

Mr. Quirke—What is your real objection?

Mr. BYWATERS—I object to the accumulation of annual leave: it should be taken out.

Mr. Hambour—What if a man didn't want to take his annual leave?

Mr. BYWATERS—I would make him.

Mr. Hambour—You would run his life for him?

Mr. BYWATERS—That is not the question: it is simply a question of taking leave that was provided specifically for recreation and as a means of recuperation.

Mr. Hambour—A man might want to accumulate two or three years' leave to enable him to go somewhere.

Mr. Loveday—In other awards leave conditions are compulsory.

Mr. BYWATERS—That is true. If I were an employer I would demand that my employees took their leave within a reasonable time. If they wanted to take a trip they might be allowed to accumulate leave for two years, but the amount of leave the previous General Traffic Manager accumulated was out of all proportion.

Mr. Jennings—Especially in his job.

Mr. BYWATERS—Yes. If others are enabled to do the same it could prevent other men from securing the promotions to which they are entitled. Just this side of Murray Bridge is a rail siding known as Mannum Road. The

train from Adelaide crosses the road and pulls into a siding to discharge passengers, but the train from Murray Bridge to Adelaide stops before the road crossing and frequently the warning device operates for a long time and delays traffic. Similar situations apply at some metropolitan stations. I believe that if a siding were erected on the other side of the road as well there would be no delay to traffic.

Prior to the election the Leader of the Opposition promised free books for school children and the Premier immediately promised progress and travelling allowances to secondary students up to the fifth year. Everyone accepted that promise, but, unfortunately, after the school year commenced and payments were made, several children missed out. It was stated that as these children had failed to gain their Intermediate certificates they did not qualify for payment. Some students at Murray Bridge are studying for their Leaving examinations: they are in their fourth year and, although they failed in one subject and did not gain Intermediate certificates, the Department has permitted them to study for the Leaving whilst at the same time studying to gain the Intermediate certificate with the subject they failed. They could pass on to Leaving Honours, but are deprived of the book allowance. One boy I am thinking of lived at Lyrup during the flood and was deprived of much of his education during that period. He went to stay with his grandparents, but did not study as much as he should have because of the lack of parental oversight, and failed at the end of the year. Since then he has taken his Leaving, but was deprived of his book allowance. I wrote to the Minister of Education regarding one of these boys and received the following reply:—

I refer to your letter of July 9 in which you ask whether it is possible for —, who attends the Murray Bridge High School in the Leaving class, to receive the book allowance provided under the Education regulations. From the information contained in your letter, it appears that — passed in only four subjects at the last Intermediate examination.

Progress allowances, which include book allowances, have always been paid to students who have reached a specified educational standard which was accepted as evidence of

their ability to cope with secondary school work. The standard required was the Progress Certificate, and the allowances were paid for three years only. It is important to note that, if a student had to repeat his Intermediate year, he was not eligible to receive any progress allowances in that repeated year.

In extending these allowances to students in their Leaving and Leaving Honours years, the same policy of qualification was applied, and students were expected to have reached a minimum standard of educational attainment to justify their promotion to Leaving and Leaving Honours classes, and thereby qualify for payment of allowances at these levels. The standard of attainment has now been made five subjects at one of the examinations—the Public Examinations Board, the technical high or the area school Intermediate examinations. This standard (a pass in five subjects) for promotion to a Leaving class has the support of the secondary superintendents, the secondary inspectors and the President of the Head Masters' Association.

As — has not passed in the five subjects required, it is regretted that he does not qualify for the book allowance requested.

This is a pretty poor show and should be looked into. These students were not duds, but have proved that they are well educated because they have been allowed to take the Leaving Certificate.

During the debate Mr. Hambour made certain statements about the Milk Equalization Committee. This affects my district, because dairying plays a very important part. The equalization scheme is a very sound one. The honourable member admitted that, but made an accusation against the committee and named its members, in effect saying that they were using money that rightly belonged to producers. That is a serious charge and one that I shall look into. If producers in my district are being robbed even to the extent of one-eighth of a penny a gallon I shall want to know why. I am sure that Mr. Hambour was sure of his facts, and I think his statements should be examined. I support the motion.

Mr. JENNINGS secured the adjournment of the debate.

ADJOURNMENT.

At 9.35 p.m. the House adjourned until Thursday, August 6, at 2 p.m.