

HOUSE OF ASSEMBLY.

Tuesday, October 27, 1959.

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

QUESTIONS.**OLARY AND MANNAHILL WATER CHARGES.**

Mr. O'HALLORAN—Some time ago I asked a question about the increased charges imposed by the Railways Commissioner for supplying water to the Olary and Mannahill areas, where the local reservoir had run dry. From previous information I understand that the matter was discussed by Cabinet and that it was to be the subject of a conference between the Minister of Railways and the Railways Commissioner. Has the Premier any further information?

The **Hon. Sir THOMAS PLAYFORD**—I think I told the Leader in reply to a previous question that Cabinet had considered this matter and had asked the Minister to negotiate with the Railways Commissioner to ascertain what was the lowest price the railways could charge, and that Cabinet would then examine it with the object of seeing whether a subsidy could be given to meet the circumstances of the case. That was the general opinion of Cabinet at that time. The Minister's report has not yet been received by Cabinet but I will see whether I can expedite the matter.

OVERSEAS FRUIT SALES.

Mr. LAUCKE—A report from London indicates that Britain may liberalize its trade with the dollar areas and discussions in this matter are to form part of the Tokio conference called under the General Agreement on Tariffs and Trade. Britain is expected to lift controls on the import of fruit and other products from America. Bearing in mind the serious repercussions this would have on our important canned and dried fruits export trade, can the Premier say whether South Australia has made, or is making, representations to the United Kingdom Government for the maintenance of some protection in favour of Sterling area fruit?

The **Hon. Sir THOMAS PLAYFORD**—The control of overseas trade is not a function of this State, but of the Commonwealth Government. I will refer the question to the Minister for Trade, Mr. McEwen, and ask him whether he will take any steps he considers necessary in this matter. Generally speaking,

I believe that South Australian fruit can compete favourably with fruit from most countries, providing the export of fruit from those countries is not subsidized. What we have to fear is that California, for instance, which has a large local market for its industry, will use the export trade to the United Kingdom as a means of disposing of surpluses and as a result it will be in an extremely favourable position.

DIPHTHERIA IMMUNIZATION.

Mr. HUTCHENS—According to press reports, which were confirmed by the Secretary of the Hindmarsh Board of Health, two cases of diphtheria were reported from Hindmarsh yesterday. Apparently the persons affected recently came to this country. Can the Premier say whether steps will be taken to ensure that people coming to this country receive the necessary injections against diphtheria and will serum be made available to them for the protection of the public generally?

The **Hon. Sir THOMAS PLAYFORD**—I think the usual procedure in these matters is to request compulsory immunization where such immunization is compulsory in the country to which a person is going. For example, before a person can land in India he must have had the necessary cholera immunization injections. While we encourage people in every possible way to have their children immunized against diphtheria, as far as I know it is not compulsory. We cannot apply compulsion to newcomers when we do not apply it to our general public. Under those circumstances I think the most we can ask is that the Commonwealth do its utmost to ensure that immigrants have their children immunized.

JERVOIS ROAD.

Mr. JENKINS—My question relates to the proposed sealing of the road through Jervois. I understand that money has been granted for this work but local residents are anxious to know whether the road to be sealed is the high road or the low road alongside which the dairies are situated. Twelve months ago, in the Address in Reply debate, I referred to the fact that dust percolated into the dairies and caused much nuisance. The sealing of the low road would be a good thing. I think the traffic would probably follow that road in any case, whether it was sealed or not. The district council and all the settlers favour the sealing of the bottom road, as would, I think, the Milk Board. Will the Minister of Works request the Minister of Roads to

consider sealing the low road rather than the high one?

The Hon. G. G. PEARSON—I will refer the matter to my colleague.

WATER SKIING.

Mr. TAPPING—An article in the local Port Adelaide paper, *The Messenger*, under the heading “Water Skiers are a Danger on Port River,” states:—

Water skiers on the Port River are a danger to themselves and to other people, marine authorities at Port Adelaide have decided. There have been several near misses, and one or two fairly serious accidents. The authorities feel it is time legislation was framed to control the activities of the water skiers. Steps are being taken under existing laws to limit their activities.

Is the Minister of Works aware of these circumstances and, if so, will the Government take action to frame reasonable legislation to cope with this matter?

The Hon. G. G. PEARSON—As the report indicated it is proposed under the Local Government Act Amendment Bill now on the Notice Paper to provide material whereby local government bodies may, concerning the areas adjacent to their spheres of jurisdiction, issue regulations for the control of such activities as the honourable member mentioned, namely, water skiing, skin diving, etc. As regards the Port River, I have discussed the matter with the Harbors Board, because it lies within the Board's jurisdiction. The board is now considering the matter, and I hope soon to be able to indicate to the House just what action is proposed.

RIVER MURRAY WATER STORAGE.

Mr. BYWATERS—My question relates to the proposal announced last week to increase the storage of River Murray water by using Lake Bonney. I am associated with a church organization that has a youth camp on the shores of the lake. The National Fitness Council has been anticipating getting land there for a camp for youth work, and I understand that others also are concerned about the future possibilities if the storage is built up: they wonder whether inundation will take place. Will the Premier make a statement regarding the possibilities of the future use of the shores of Lake Bonney and say whether there is any danger of buildings already in existence there being inundated under the scheme?

The Hon. Sir THOMAS PLAYFORD—I made a fairly comprehensive statement on

this matter and pointed out that South Australia is entirely dependent on its allocation of water under the River Murray Waters Agreement. In future we will probably have a very much stricter control over the water than we have at present, because other States are harnessing up all their subsidiary streams. One under particular discussion is the River Darling, where New South Wales has already stored fairly large quantities of water and proposes to install more storages to control that river. If we could possibly devise a feasible scheme that would give us a supplementary quantity of water to hold outside the River Murray Waters Agreement it would be of tremendous value to the State. It would enable us to prevent the river from going saline at certain times and give us a much better insurance than we have today. Unfortunately the area through which the river flows is not good from the point of view of natural basins. There are some very good basins in New South Wales, but as it would cause the inundation of a certain amount of land I doubt very much whether New South Wales would agree to their use. The most practical scheme at present being investigated is connected with Lake Bonney, where, by raising the level of the lake about 10 feet, which could be done by diverting the water above Lock 4, we would have 50,000 acre feet of water held in case of emergency and rationing. The scheme would be relatively costly in relation to the amount of water obtained, but I believe it is essential to do it. It would mean that Lake Bonney would never go below the present level, but there would be a 10 feet limit between the present and the upper levels. As far as I know, nothing but good points arise in connection with the locality. It would mean, firstly, that Lake Bonney would always be fresh. At certain times now it goes saline. Secondly, it would enable valuable land to be opened up adjacent to the lake. This is land that cannot be used at present because of its saline quality. Thirdly, it would enable a handy quantity of water to be held in this State completely outside control of the River Murray Waters Agreement. So far as I know, there is no cause for anxiety amongst people who at present have rights along the shores, and there is no fear of inundation that would cause hardship. However, the scheme has still to be completely explored before it can be even submitted to the Public Works Committee. At this stage it is no farther than being actively investigated by the Engineer-in-Chief and his staff.

Mr. KING—When the Premier refers the question of the water storage at Lake Bonney to the Public Works Committee, will he also submit a similar proposal to divert water from lock 6 in South Australia into a series of lakes which include Lake Merrity, Lake Woolpoolool, and Clover Lake, and also include a reference to the examination of the Murray Valley itself as a storage for water, as I suggested in the House some time ago, by means of constructing a dam at some suitable place and using it for storage purposes?

The Hon. Sir THOMAS PLAYFORD—I will place before the Engineer-in-Chief the matter to which the honourable member has referred, although I fancy he has already examined those matters and discarded them in favour of Lake Bonney.

COMPREHENSIVE MOTOR VEHICLE POLICIES.

Mr. HAMBOUR—There is a clause in comprehensive motor vehicle insurance policies which says that in the event of a dispute it must be settled by an arbitrator or arbitrators, or, in the event of their not agreeing, by a referee. This morning I had a complaint about this matter from one of my constituents. Only after extensive procedure can the matter be taken to the court for settlement. I was informed this morning by a member of the legal profession that Victoria had passed legislation dealing with the clause and making it possible for a claim to be taken straight to the court. Will the Premier take up the matter with the Attorney-General with a view to having the position here made more satisfactory and enable claims to be taken direct to the court?

The Hon. Sir THOMAS PLAYFORD—Yes.

WAR SERVICE LAND SETTLEMENT.

Mr. QUIRKE—Has the Premier a reply to the question I asked last week regarding a press report of a speech by Dr. Forbes in the House of Representatives under the heading "Land Plan was Frustrated"?

The Hon. Sir THOMAS PLAYFORD—I have a reply, but I would prefer the honourable member to ask his question again tomorrow. In its present form the reply is far too long to include in *Hansard* as the reply to a question. By tomorrow it will be edited and a reply will then be available to the honourable member.

CLAPHAM RAILWAY BRIDGE.

Mr. MILLHOUSE—My question concerns the bridge over the main Adelaide to Nairne railway line at Springbank Road in the suburb of Clapham. The Springbank Road has recently been widened to 40ft. under the metropolitan road widening scheme. The Mitcham Council paid 12½ per cent of the cost and the Highways Department the remainder. Although the road is 40ft. wide the bridge over the railway line has a carriageway of only 18ft. and the approaches are very steep, so that it is both inadequate and dangerous in its present condition. I am aware that the Crown Solicitor's opinion on section 88 of the South Australian Railways Commissioner's Act is that the Commissioner is not legally compellable to strengthen the bridge or construct a new bridge capable of bearing heavier traffic. I am also aware that the Highways Commissioner says that it is a matter for the Railways Commissioner and the Mitcham Council. The council, on the other hand, says that the reconstruction of this bridge is financially beyond its resources. Will the Minister of Works take up this matter with his colleague in another place, who is the Minister of both Roads and Railways and is therefore able to co-ordinate their opinions, with a view to the enlargement or reconstruction of this bridge either by the Railways Department or the Highways Department, or both, or, alternatively, in conjunction with the Mitcham Council?

The Hon. G. G. PEARSON—Yes.

PORT PIRIE GAS SERVICE.

Mr. MCKEE—Has the Premier a reply to my question concerning the price of gas at Port Pirie?

The Hon. Sir THOMAS PLAYFORD—The Prices Commissioner reports:—

The current price of gas at Port Pirie was approved by the Prices Department after full investigation. The cost to the average consumer is approximately 48 per cent (Tariff "A") and 45 per cent (Tariff "B") above the cost in the metropolitan area. The higher tariff charges at Port Pirie are attributable to additional freight charges on coal and higher production costs per unit due to the relative small production compared with the metropolitan area. All means for reducing the price of gas at Port Pirie, including direct shipments of coal from New South Wales, have been tried. While there are little prospects of the price of gas being reduced at the present juncture, the present price compares very favourably with prices charged at comparable centres in the eastern States, being

cheaper in all but one or two cases. Examples are:—

Town.	Population.	For first 2,000 c. ft.	
		s.	d.
Townsville, Q. . .	42,900	34	2
Cairns, Q. . . .	22,900	32	6
Mackay, Q. . . .	18,300	33	0
Maitland, N.S.W.	23,000	25	10
Goulburn, N.S.W.	20,900	30	0
Warrnambool, Vic.	13,000	26	0
Port Pirie, S.A.	15,100	25	6

The price of gas at Port Pirie has been determined largely on the need to compete with electricity rather than on a cost of production basis.

BOOKABIE TANK.

Mr. BOCKELBERG—Has the Minister of Works a reply to a question I asked some time ago regarding a tank and mill at Bookabie?

The Hon. G. G. PEARSON—The Engineer-in-Chief has reported that the installation of the windmill, tank and piping has been completed, except for a short length of main, and the work on this is at present in hand. In reply to a previous question I said there was some doubt whether the work could be effected at a time when the people were depending heavily on that source of supply, but that problem has been overcome and the work has been virtually completed.

RAIN-MAKING EXPERIMENTS.

Mr. LAWN—The C.S.I.R.O. has claimed for some time that it has been experimenting in rain-making, and recent press reports have indicated that rain clouds must be present before experiments can be made. As during the last two or three months and at present rain clouds have been about, will the Premier state whether any attempts have been made by the C.S.I.R.O. to experiment with rain-making in South Australia, and, if not, whether the Government contemplates making any such request?

The Hon. Sir THOMAS PLAYFORD—Some time ago the C.S.I.R.O. approached the State Government asking for permission to make tests in the Flinders Range area between Clare and Port Pirie. After some time the Minister representing that organization suggested that we should make £20,000 available for the experiment, but we disagreed. The experiments were continued for a year, I think, but as far as I know there was no appreciable difference in rainfall between that area and the rest of the State. I think it was proposed to continue the experiments for three years, but the C.S.I.R.O. gave it up as a bad job after a year because the type of cloud

encountered over this State was not the type considered suitable for the experiments. The answer to the honourable member's question is that the C.S.I.R.O. has undertaken experiments over at least a year as part of a three-year programme, but I think it has come to the conclusion that it was flying many flying hours without getting much rain.

METROPOLITAN WATER SUPPLIES.

Mr. CUMBE—Can the Minister of Works now state the present position regarding the water supply for the coming summer? I noticed that in the course of his remarks in opening a conference yesterday the Premier implied that the water supply for the coming season would be adequate. Can the Minister confirm this statement?

The Hon. G. G. PEARSON—As has been stated from time to time in the House, the water supply for the metropolitan area has been built up to a point where it will be possible to meet the reasonable requirements of the city areas through the summer period by maintaining pumping on the Mannum-Adelaide pipeline at full pressure and by pumping from bores and every other available source of supply in the metropolitan area. We hope we will be able to meet reasonable requirements during the summer. I have with me the figures of the present reservoir storages which may be of interest to members. The total storage up to yesterday was 6,056,000,000 gallons as against 14,048,000,000 gallons at this time last year. Comparing the consumption for the week ended October 26 in each year I noticed this rather disturbing factor; the consumption for the week ended October 26 this year reached 553,100,000 gallons, whereas for the equivalent week last year it was 273,200,000 gallons, which indicates that consumption last week was double that of the corresponding week last year. However, it is still hoped that we shall have been able to build up reserves sufficient to meet the reasonable requirements of the summer, provided we are able to keep our pumps going full time as they have been for the last four months.

I saw the headlines attributed to the Premier yesterday, and I discussed the matter with him this morning. It was certainly not in his mind to convey any unqualified assurance that, whatever the consumption of water, we would still have enough. Rather it was intended to confirm that if the public would co-operate, and in the absence of any emergency or any prolonged heatwave, we should be

able to maintain essential supplies in reasonable quantities. I think that is the precise position. If the public have in any way interpreted the remarks attributed to the Premier to mean that it was an unqualified assurance I should like to say here and now that this interpretation is not correct, and that it was not the Premier's intention to convey such an unqualified assurance. I emphasize that we have got along reasonably well, although the Engineer-in-Chief is disturbed at the high weekly consumption over the last week or two and points out that if that consumption continues to be very high the prospects of getting through the summer without restrictions will be jeopardized. We do hope, however, to be able to get through without restrictions being imposed.

GRANGE TO HENLEY BEACH RAILWAY LINE.

Mr. FRED WALSH—Has the Minister of Works a reply to the question I asked recently concerning land held in connection with the Grange to Henley Beach railway line?

The Hon. G. G. PEARSON—My colleague, the Minister of Railways, reports:—

It is true that the area referred to is being fenced, but this does not indicate that the line will be laid in the locality within the foreseeable future.

CONTROL OF SMALL BOATS.

Mr. HUGHES—I recently received the following letter from the Town Clerk of the Corporation of Moonta:—

I am directed by my council to ascertain if you would consider using your influence to investigate the possibility of policing the use of bond wood and other small fishing and pleasure crafts. The members of this council, in common with many other seaside councils, are positively alarmed at the tragedies resulting from the use of inefficient small boats by inexperienced persons. My council considers that each boat should at least be fitted with air tanks to ensure buoyancy, and that persons using the boat should wear life belts. Would you kindly bring this difficult but important problem to the notice of your colleagues to see if it is possible for an Act of Parliament to be framed which will give some measure of control over the use of these dangerous boats which are the means of valuable lives being lost each year.

Will the Premier further consider this question and discuss with Cabinet the possibility of bringing down legislation that will make it an offence for owners and occupiers of bond-wood and other small fishing and pleasure craft to use them unless they are fitted with air tanks, and ensure that all persons

using such be compelled to wear lifebelts, not only to protect themselves, but also those who are called upon to go to the rescue of those in distress, such as police officers and airmen who conduct rescue operations, very often at great personal risk to themselves?

The Hon. Sir THOMAS PLAYFORD—I think the member for Murray raised this question some time ago, and that I told him the matter would be investigated to ascertain the best way of handling it. I could not agree with the suggestion that everyone that went into a boat would have to be fitted out with a lifebelt on all occasions. I think that would be extremely costly and unnecessary. I fancy the Local Government Act Amendment Bill being introduced will contain a provision that will enable councils within their areas to proclaim regulations and enforce them.

STEM RUST IN WHEAT.

Mr. HALL—In recent years the wheat industry has been protected from the disease of stem rust by the Gabo variety of wheat and crosses of wheat with that variety. However, in recent years this resistance has broken down, and it was found last year that crops having this strain in them contracted rust very badly. I believe some of them have had it this year also. It may not affect the yield this year because that, unfortunately, is not going to be very great in any event. To overcome this disease is a long-term project for breeding a new type of wheat, and I should like to know whether the Department of Agriculture is doing everything possible to foster new breeds of wheat and to form a new strain to resist the present strain of rust?

The Hon. G. G. PEARSON—The Minister of Agriculture is absent for the moment attending an important conference, but I will bring the honourable member's question to his notice. From my own knowledge it appears that the rust resistance which was developed very successfully has apparently reached the end of its useful life to some extent, as a new strain of rust has appeared. This strain appeared about three years ago, I think in New South Wales, and apparently it has reached this State. I have had reports from Eyre Peninsula that what is known as the 48 varieties of wheat are being affected by rust this year, not particularly the wheat Gabo, but more particularly the softer types like Bencubbin. I know that the department is concerned, as only yesterday I discussed

the matter with a departmental officer I happened to meet. I have no doubt the department is co-operating with the body in New South Wales which over the years has undertaken very active research work into the question of rust varieties in wheat and which, I think, is at the moment actively engaged in endeavouring to breed out this new type. I will ask the Minister of Agriculture to supply fuller information.

MINING OPERATIONS AT OPAL FIELDS.

Mr. LOVEDAY—Has the Premier a reply to my request for a detailed report concerning special mining leases issued to two companies at Andamooka and Coober Pedy which are using bulldozers for securing opals?

The Hon. Sir THOMAS PLAYFORD—Yes. The Director of Mines has reported as follows:—

A Mines Department inspector left Adelaide on Saturday, 10th October, to investigate the accident in which a woman at Andamooka was injured during the week commencing 4th October. A preliminary report indicates that the bulldozer cuts referred to were left by a machine operated by three prospectors who did not hold any mining titles, but full details will not be available until after the inspector returns to Adelaide at the end of this week. Details of special mining leases at Andamooka and Coober Pedy held subject to minimum expenditures on opal production are as under:—

Name: Commonwealth, Overseas Sales & Services Ltd.

Location: Jubilee Hill, Andamooka.

Area: 100 acres.

Period: 2 years.

Commencing date: 1/4/59.

Name: Andamooka Enterprises Ltd.

Location: Horse Paddock, Andamooka.

Area: 10 acres.

Period: 2 years.

Commencing date: 1/5/59.

Name: Carter & Kent.

Location: The Jewellers Shop, Coober Pedy.

Area: 5 acres.

Period: 2 years.

Commencing date: 1/9/59.

BORDERTOWN WATER SUPPLY.

Mr. NANKIVELL—An amount of £11,000 is allocated in the Loan Estimates for the completion of water reticulation at Bordertown, but apparently the commencement of this work is being constantly deferred. People who are to be served by this scheme are anxious to receive a water supply, particularly as summer is approaching when there will be the possible danger of fires. Can the Minister of Works ascertain the cause of the delay in commencing this scheme, and, if possible, give

an assurance that the work will be commenced before the end of this year or as soon as possible?

The Hon. G. G. PEARSON—I saw the docket relating to this matter within the last two or three weeks, and from memory I think the proposal is actively under way, but I will let the honourable member have the necessary information in due course.

RADIOGRAPHERS AND RADIOTHERAPISTS.

Mr. RALSTON—I understand the Premier has a reply to a question I asked recently concerning the salaries of radiographers and radiotherapists employed by the Hospitals Department.

The Hon. Sir THOMAS PLAYFORD—The Chairman of the Public Service Board reports as follows:—

As the Premier is aware, salaries paid for comparable positions in other States have always been regarded as one of the influencing factors in the fixation of South Australian Public Service salaries. Information available to the board indicated that the salaries being paid to radiographers, radiotherapists and technicians in South Australia were substantially higher than those paid in other States for comparable positions. Therefore, when fixing marginal increases for all Public Service staff as from the 1st April, 1959, the board took the opportunity of bringing these positions more in line with the prevailing rates in other parts of Australia.

This had the effect of reducing the salaries paid for most of the positions, but in accordance with its usual practice, the board did not reduce the salary paid to the officers then in the positions. No officer suffered a reduction in salary; but the positions have been brought into what is regarded as their correct relationship and the reduced scales will only apply to future appointees. All of the officers at present occupying the positions affected have appealed against the action of the board and their appeals will be heard shortly.

COMPANY TAKEOVERS.

Mr. SHANNON—My question relates to financial takeovers, which are a current problem in this and other States. According to the press, recently one section of the South Australian press, with due effrontery, wanted to take over another section of our press. We have had ample experience of this newspaper's lack of public responsibility in the field of providing news of the day, but, despite that, it wanted to take over the only paper which can be trusted to give—

The SPEAKER—Order! The honourable member has not sought leave to make an explanation.

Mr. SHANNON—I do not want to make an explanation. Is the Premier prepared to take action, which I am informed other States have already taken, to control takeovers that affect the public interest?

The Hon. Sir THOMAS PLAYFORD—I think the case mentioned has already been settled and that the offer made was declined. On the general question, I have already stated in the House that the Government is most concerned about the number of South Australian companies losing their identity and possibly their South Australian policy by interstate and international takeovers. I think all members will agree, without Party politics coming into it, that that is a matter of some concern: any legislation which interferes with a person's right to sell his shares could have serious repercussions in many ways. I personally do not know of any effective reasonable legislation that could be introduced in this matter. I have discussed it with many leading businessmen of South Australia, but no really good solution has come to light. It will not be the Government's policy—and I hope not Parliament's policy—to encourage or support any of these takeover offers, and if anyone makes a takeover offer affecting the operations of a South Australian company he will do so with the knowledge that he cannot get Government patronage.

BARLEY STOCKS.

Mr. RICHES—Constituents of mine in the northern areas are greatly concerned about the shipment in the last week of barley from Crystal Brook and adjacent areas to Japan. They have been informed that there is almost no barley left in that part of the State. Is the Premier still of opinion that sufficient stocks are being held in South Australia for local requirements, or, if not, has he any statement to add to the one he made earlier on this matter?

The Hon. Sir THOMAS PLAYFORD—I stated previously that the Government would be prepared to take up this matter with the Barley Board if any substantial interest in South Australia desired to hold some barley and was prepared to purchase it in South Australia. As a result, a shipment of barley, about 10,000 tons, was held back and I think it was parcelled out for sale by various agencies in the State. I have heard since that one agency had difficulty in handling the barley because there was no ready sale for it, and that ultimately it was reshipped to Tas-

mania. I do not know whether that information is correct because I have not checked it.

Mr. Shannon—In respect of one company I can say that it is not correct.

The Hon. Sir THOMAS PLAYFORD—I know that the honourable member's company sold its barley readily. On two or three occasions I have had letters from people wanting barley for feeding stock but in each instance when I have asked for the quantity required I have heard no more from them. At present the Government is under no pressure in this matter. In different parts of the State some crops are coming along satisfactorily, but I do not know whether they will be adequate for the State's requirements. At this moment the Minister of Agriculture is discussing the wheat position with the Australian Wheat Board.

TERMINATION OF SETTLER'S LEASE.

Mr. STOTT—My question is related to the reply given on October 7 by the Premier to a question asked by Mr. Quirke regarding a settler named Hicks in the Loxton irrigation area. It contained a very comprehensive report from the Director of Lands, who said that if Mr. Hicks had lodged an appeal at the office direct without going to the Commonwealth it would have been dealt with in the same manner as has now been approved. I understand that Mr. Hicks saw the Minister of Lands twice before going to the Commonwealth. If the Minister knew that Mr. Hicks would be given the right of appeal why did he not tell Mr. Hicks that this appeal would be heard?

The Hon. C. S. HINCKS—Mr. Hicks saw me on several occasions and on the second occasion, and probably the first, he was told that he could appeal and that his case would be heard. Cabinet appointed Mr. Johnston, S.M., to hear the case. His report was submitted to Cabinet yesterday and it approves the departmental decision that the lease should be cancelled.

Mr. QUIRKE—I regretted to hear the Minister say in reply to the member for Ridley that the action of the Department of Lands in terminating the lease of Mr. Hicks at Loxton has been upheld. In this particular case I cannot help feeling that he has been rather ruthlessly made an example for other people who may have had similar deficiencies. I should like to tell the Minister that Mr. Hicks' new address is the Daw Road Hospital, where he was taken this morning to undergo

strong and urgent treatment for a war disability. It seems that the war service that gave him the right to participate in soldier settlement has now been the cause of terminating his lease. As the decision has been made, is there any possibility, in view of the circumstances, of Mr. Hicks' receiving compensation or equity in the property that he occupied for four years even if his efforts were not up to the general standard?

The Hon. C. S. HINCKS—I am sorry to hear of the severe illness mentioned by the honourable member. I knew that Mr. Hicks' health was not 100 per cent, and that was considered in deciding and in reporting on his inactivity on the block. However, I doubt that he has any equity; rather, I feel it would be the other way. I will have the question analysed and a report made and, if there is an equity, Mr. Hicks will receive it.

CONCESSION FARES FOR PENSIONERS.

Mr. CLARK—Has the Premier obtained a reply to the question I asked on October 13 regarding the possibility of pensioners travelling to Adelaide from Gawler under the concession fares system being allowed to leave earlier?

The Hon. Sir THOMAS PLAYFORD—As promised, I took up the matter with the Minister of Railways, and the Railways Commissioner has reported:—

The restrictions on travel at pensioners' concession fare are as under:—

Tickets at concession rates will not be available for travel before 9.30 a.m. or between 4 p.m. and 6 p.m., Mondays to Fridays.

However, as there is no train leaving Gawler at or soon after 9.30 a.m. I have arranged that pensioners will be allowed to travel on the train leaving North Gawler at 9.08 a.m.

MOORAK PRIMARY SCHOOL.

Mr. CORCORAN—Has the Minister of Education obtained a reply to the question I asked last Thursday concerning complaints received from the committee of the Moorak primary school about the inadequacy of the sanitary service?

The Hon. B. PATTINSON—The report is not to hand. If I get it later in the week I will let the honourable member have it.

SPEEDS OF MOTOR VEHICLES.

Mr. HUTCHENS—This morning's *Advertiser* reported that the Royal Automobile Association has written a letter to the Premier

asking that legislation be introduced to vary the speed at which motor vehicles may travel through certain areas. Has the Government considered the matter?

The Hon. Sir THOMAS PLAYFORD—It has been discussed in Cabinet without a formal decision being reached. The association mentioned two roads where it thought the speed limit should be increased, but Cabinet considered that they were good examples of where the limit should be lowered. The association referred to the Greenhill Road and the Mount Barker Road below Eagle-on-the-Hill, where a speed of 35 miles an hour is an adequate limit, and Cabinet considered that if the association did not have a better case to put up Cabinet could not do much about it.

WARREN DISTRICT WATER SUPPLY.

Mr. HAMBOUR—Has the Minister of Works any information regarding water supplies in the Warren district?

The Hon. G. G. PEARSON—Several weeks ago the supply to the Eudunda and Mount Mary districts was transferred from the Morgan-Whyalla pipeline to the Warren trunk main, and this arrangement will continue during the coming summer. These areas are therefore not affected by the restrictions on the use of water now in force in the northern district.

HOUSING TRUST RENT COLLECTIONS.

Mr. TAPPING—Has the Premier a reply to a question I asked last week regarding the method of rent collecting by the Housing Trust?

The Hon. Sir THOMAS PLAYFORD—The chairman of the trust reports:—

The present method of collecting rents by the Housing Trust has been in force for many years and the trust receives few complaints from tenants with respect to this matter. The trust is concerned to keep its rents and, as a necessary consequence, its administration costs as low as possible. If a house to house collection of rents were instituted the costs of collection would increase by about 1s. a week for each house, and the rent would have to be increased accordingly. Rents can be paid at the trust office at Angas Street or at the rent centre at Gilbert Place which is being kept at that place for the convenience of tenants. Many tenants pay rents at one or other of these places. The trust feels that the greater number of its tenants would prefer to leave the existing arrangements unchanged rather than have rents increased as a result of a more costly method of collecting rents.

BLACKWOOD ESTATE BUS SERVICE.

Mr. MILLHOUSE—Has the Minister of Works a reply to my recent question relating to the Blackwood Estate bus service?

The Hon. G. G. PEARSON—The following is the report of the General Manager of the Municipal Tramways Trust:—

An application has recently been received from Henstridge Bus Services Ltd. to operate a new service from Blackwood Estate through Hawthorndene, Blackwood and *via* Shepherd's Hill Road to the South Road, at this point to be integrated with the existing Darlington-City run at present operated by Henstridge Ltd. under licence from the Trust. Preliminary discussions have been held with the manager of the company, whose present wish is to try out a service having an hourly headway between the hours of approximately 6.00 and 7.00 a.m., and approximately 5.00 and 6.00 p.m., Mondays to Fridays. The proposition has been submitted to the Railways Commissioner for his comments and, when these are received, the matter will be further considered by the Trust.

Mr. MILLHOUSE—The Minister said that the proposition had been submitted to the Railways Commissioner for his comments, and that when those were received the matter would be further considered by the Municipal Tramways Trust. In view of the importance and urgency of this matter to residents who would be served by such a bus service, will the Minister request his colleague (the Minister of Railways) to use his good offices with the Commissioner speedily to obtain the comments that the trust is seeking?

The Hon. G. G. PEARSON—Yes.

BUILDING HEIGHT LIMIT.

Mr. COUMBE—I recently asked the Minister of Works a question regarding the building height limit on public buildings, a matter that is being discussed by the Adelaide City Council and leading architects. As a number of multi-storey buildings are being erected at North Adelaide and the Government intends to build a teachers' training college that will exceed the present limit, has the Minister a reply to my question?

The Hon. G. G. PEARSON—My colleague, the Minister of Local Government, had already referred this matter to the Building Act Advisory Committee, whose chairman reports as follows:—

At a meeting of the Building Act Advisory Committee on October 9, 1959, I raised the question of increasing the present maximum building height. The matter was adjourned to enable further inquiries to be made. I propose to call a meeting of the committee within the near future in order to deal with this question and then expect to be able to submit a recommendation relating to the matter.

WAITING TIME FOR TRUST HOMES.

Mr. LAWN—A few moments ago I was called outside the Chamber to interview a lady who, with her three children—a girl aged nine and two younger sons—is sharing a three-roomed house consisting of two bedrooms and a kitchen with her mother and 15 year old brother. This lady was deserted by her husband some 20 months ago. She told me that four years ago her husband applied for a temporary home, and later for a brick home. She was advised in July of this year, after her husband deserted her, that she must apply again and that she would be given credit only for portion of the previous waiting period. Will the Premier say whether it is the Government's policy to make people in these circumstances make fresh applications and be given credit for only part of the waiting time, which policy in the case I have mentioned will penalize this family?

The Hon. Sir THOMAS PLAYFORD—The honourable member knows that the allocation of trust homes is, by Act of Parliament, under the control of the trust and the policy of the Government is not involved. If he desires to assist this lady and feels that the case should be assisted, and if he gives me her name, I will see what I can do to assist. The Government has never set out a policy regarding these matters: it has left it to the good sense and propriety of the trust to treat each case on its merits.

SALE OF FIREWORKS.

Mr. KING—I have received the following letter from a constituent:—

At the present moment I have a little boy who has been in hospital for several days with an eye injury caused by a "jumping jack" in his eye. Earlier in the week while on his way home from school he was watching children have a "cracker fight" and intercepted a cracker meant for someone else. Only the fact that he was drinking from a tap at the time and could stick his arm under the water when his sleeve caught fire restricted the accident to a hole in his shirt.

This shirt was of a material that enables a fire to be put out quickly. The letter continued:—

Another four year old had a patch of hair burnt from the top of her head when a cracker was thrown at her. Needless to say she was badly shocked. A local 16 year old went the length of the lane behind our street throwing crackers into fowl yards and at dogs in their own back yards. These are not isolated cases—just those which have happened around our home in the last few days. There have been reports of fireworks being thrown at cars and the people around the town and in the

main street and also on to the front lawns and verandahs late at night. The police are constantly on the alert—there has been one prosecution already and there are others pending. As fireworks have been on sale here for some weeks already they are becoming heartily sick of Guy Fawkes. One officer to whom I spoke feels that with the wide area over which larrikins operate they are not in the race to police all areas for such a prolonged period. Could the time of sale of fireworks be confined to a short period immediately prior to November 5 (I suggest from November 1)? A special effort could be put into policing dangerous practices for a few days and parents would have some hope of supervising their children's activities in regard to fireworks. One local shopkeeper has admitted that children spend their lunch money daily on crackers. Many of the accidents are occurring when parents are unaware that their children have any fireworks. As this is not a local matter and there must be thousands of mothers throughout South Australia who feel as uneasy and inadequate to cope with the situation as my neighbours and I do, I am writing in the hope that something may be done which will reduce the fireworks menace, thus protecting some child from future injury.

In view of the danger to children, the risk of starting fires, and the wider use today of inflammable dress materials, will the Premier say whether the Government will consider restricting the sale of fireworks to prescribed periods or allowing their use only under licence, or will it enable councils to make by-laws concerning the above suggestions?

The Hon. Sir THOMAS PLAYFORD—I will have these matters examined. This is not an easy matter: I think every member has a certain sympathy with the children in wanting to have a Guy Fawkes day, and I do not think it would be the will of this Parliament to deny children this pleasure. I will examine the suggestions made by the honourable member because of several reasons—one is that it is great cruelty to animals for fireworks to be let off. The matter will receive attention, but I do not think any legislation will be introduced this year before November 5.

SEWERAGE REGULATIONS.

Mr. LOVEDAY—Since April, 1957, I have been endeavouring to obtain a copy of the sewerage regulations, and I have asked a number of questions about the matter. In answer to a question on September 24, 1958, I was told that they would be ready in eight to 10 weeks. On July 22, 1959, I was told that the committee would complete its draft in two months. Can the Minister of Works now say whether the regulations are ready

and, if not, can he state definitely when they will be ready?

The Hon. G. G. PEARSON—These regulations are complete. The Master Plumbers Association was given an undertaking in response to a request that when the regulations were finally implemented the association would be given an opportunity to peruse them. Speaking from memory, I think they are now being looked at by the association. However, if that is not correct, I will inform the honourable member.

THEBARTON BOYS TECHNICAL HIGH SCHOOL.

Mr. FRED WALSH—The Thebarton boys technical high school council is concerned at the damage done to students' bicycles which have to be placed on racks where they are easily accessible to anybody outside the school. A number of parts of bicycles have been stolen. The school council, at the request of the Parents and Friends Association, decided to fence the area where the bicycle racks are situated, and applied to the Education Department for a subsidy towards the cost. The refusal of that subsidy was conveyed in a letter from Mr. Rooney which was received last night, the reason for the refusal being that more important matters had higher priority than this one. Is this the result of a change in the policy of the department on granting subsidies to high school councils and primary school committees? It is most discouraging to them to be refused an application for this purpose. Can the Minister of Education say whether the department has directed departmental officers to reduce subsidies on such matters as the one to which I have referred?

The Hon. B. PATTINSON—I am not familiar with the subject matter mentioned by the honourable member, but I assure him that there has been no change in Ministerial policy on subsidies. It may well be that there has been some departmental intimation to the various officers to sort out the relative merits of many applications for subsidies in the cases where there is not sufficient money to go round on that particular line. However, that is as far as it could be taken, because there has been no direction from me, and nobody else would have authority to give a policy direction on subsidies. I very strongly favour the subsidy system, and I have encouraged and developed it over the years that I have been Minister of Education. If there is any substantial cut

in subsidy I would much prefer cuts to be made on lines other than this. I will investigate the application and see what departmental direction, if any, has been given.

INSURANCE OF WORKMEN.

Mr. RALSTON—Has the Premier a reply to my recent question regarding the administration of the Workmen's Compensation Act?

The Hon. Sir THOMAS PLAYFORD—The administration of the Workmen's Compensation Act is committed to the Treasurer. Regulations to the Act provide that, upon inquiry, an employer must advise an employee whether he has arranged cover for his employees for workmen's compensation, and the name and address of the insurance company which has issued the policy of insurance. A police sergeant may require any employer to produce a policy of workmen's compensation insurance and to furnish such particulars in relation to the policy as the police sergeant may deem necessary.

PRE-SCHOOL EDUCATION.

Mr. STOTT—A letter I received from the Loxton Pre-School Centre, Incorporated, dated October 21, states:—

Recently a special general meeting of this centre was called to discuss the grant from the Kindergarten Union of South Australia for the year 1960. The meeting felt strongly about the amount available for distribution from the State Government through the medium of the Kindergarten Union, and has empowered me to write to you in protest on its behalf. I wish to bring the following points before your notice:—

1. The reduction of the grant for 1960 by £349 has forced us to raise the charges for children by 2s. 6d. to 7s. 6d. per week immediately, and this still leaves £180 short for salaries.
2. Foundations for the new kindergarten in the civic centre have been laid and arrangements for a loan of £750 have been finalized to enable us to complete this project.
3. It will be only with sound financial management that this building will be completed.
4. The reduction of the grant has placed us in a serious financial position.

We are at a loss to understand why the Government policy of assisting in the growth of kindergartens changed so suddenly and without notice. This action has no doubt seriously affected all other kindergartens throughout the State. As the Government member for our district we ask you to pursue this matter to the very best of your ability and will await anxiously the news of any steps you may be able to take to rectify this position.

A circular letter from the centre states:—

Although Government assistance to the Kindergarten Union was increased, it is obvious that the increase was not sufficient for the needs of the union's ever-increasing number of pre-school centres. The effect of this lack of appreciation of the situation is widespread, and in some instances may mean the closing down of those kindergartens who are not able to make up the deficit. This, as well as depriving children of the initial introduction to learning, will mean unemployment for many capable kindergarten teachers. We believe that the only solution to the problem is a consolidated approach, by all pre-school centres, to their respective members of the House of Assembly, requesting their support in any move for an increase in the State Government's grant to the Kindergarten Union.

Will the Minister of Education go into this matter to see what steps can be taken to overcome these difficulties in pre-school education, which has now become an accepted thing?

The Hon. B. PATTINSON—Regarding the letter the honourable member has received from his constituents at Loxton, I should like to correct a popular misconception that there has been some sudden change in Government policy regarding pre-school education: no change has taken place other than for the better. Each year we have been progressively increasing the Government grants to the Kindergarten Union for the very desirable purpose of providing the union with funds for greater expansion of pre-school education. Over the years the grants have been remarkable in the amount of increase. In 1945-46 the Government granted £3,000 to the Kindergarten Union for pre-school education; last year the grant had reached the staggering total of £135,000; and in this year's Estimates the amount has been increased to £145,000.

Mr. Stott—Apparently, increased costs have forced these people to suffer a deficit.

The Hon. B. PATTINSON—I appreciate that, but I want to correct the impression that there has been some change in Government policy or that there has been any reduction by the Government in the grant for pre-school education. On the contrary, there has been this increasing grant from year to year, even though the Parliament of South Australia has never accepted the responsibility for pre-school education. It started with merely a token grant for 1945-46, and it has increased with the years, and it may well be that the union in all good faith anticipated a larger increase each year without satisfying itself that the necessary funds would be forthcoming. I think the Kindergarten Union is doing its

best now to put the whole system of pre-school education on a proper basis, and is calling upon each of the hundred-odd centres to make a greater contribution both to the capital cost of the kindergartens and to the annual maintenance. No doubt the present position is something of a shock to some kindergartens, but I am confident that they will soon be able to adjust themselves to the altered circumstances.

OSBORNE-TAPEROO AREA FIRE PROTECTION.

Mr. TAPPING—I understand the Premier has a reply to my question of last week regarding extra fire protection for the Osborne-Taperoo area.

The Hon. Sir THOMAS PLAYFORD—The chairman of the Fire Brigades Board reports:—

In the board's opinion no factors additional to those already considered by it have arisen which would warrant a departure from its policy regarding street fire alarms, as outlined in previous correspondence. If, however, Mr. Tapping has any further facts bearing on the question that he would like considered, the board will examine them.

CHECKING OF PETROL BOWSERS.

Mr. LAWN—Many motorists are perturbed to learn—and I am reliably informed that this is the position—that petrol bowsers at the various petrol stations have not been checked for over 12 months. Can the Minister of Lands, as the Minister responsible for the department administering weights and measures, say whether it is a fact that his department has not checked the petrol bowsers for over 12 months; if so, what is the reason for it, does the department intend to alter the position, and what is the normal period between checking?

The Hon. C. S. HINCKS—I think that the department endeavours to inspect petrol pumps annually, but occasionally some are missed. If the honourable member has any particular area in mind—

Mr. Lawn—The metropolitan area.

The Hon. C. S. HINCKS—I will get a report for the honourable member.

FERRY CHARGES FOR AMBULANCES.

Mr. HAMBOUR—I have received a letter from the Waikerie-Morgan Ambulance Service suggesting that ambulances receive free ferry services. Will the Minister of Works ascertain from the Minister of Roads whether such a service could be provided and whether ambu-

lance drivers could sign a register or book, as do primary producers?

The Hon. G. G. PEARSON—I will make inquiries into the matter.

TRANSPORT OF MAIL BY AIR.

Mr. RALSTON—Has the Premier a reply to the question I asked about the effect on railway revenue of the Commonwealth Government's decision to carry all first class mail matter by air where air services are available, instead of by rail?

The Hon. Sir THOMAS PLAYFORD—The estimated loss to the railways is £4,000 per annum.

PRINTING OF TABLED REPORTS.

Mr. TAPPING—Last week the annual report of the Children's Welfare Department was tabled in this House. As this and other reports are of considerable interest to members will the Premier consider, when tabling them, moving that they be printed to avoid the delay in the printing of such reports?

The Hon. Sir THOMAS PLAYFORD—Many papers are tabled in Parliament and the normal procedure is that, except for certain official documents that are to be used immediately, the Printing Committee orders their printing. Unless there is some urgency about any report I think it would be unwise to depart from that procedure. There is no urgency about the Children's Welfare Department report and no doubt it will be dealt with by the Printing Committee in the near future. Possibly in view of the request the chairman of that committee will expedite the matter.

PRIMARY SCHOOL BOOK COSTS.

Mr. LAWN (on notice)—What is the approximate cost of books for a scholar during progress through a primary school?

The Hon. B. PATTINSON—The cost of books for a scholar during progress through a primary school varies slightly from school to school. Inquiries made from a representative cross section of headmasters show that the average cost for text books and for consumable items such as exercise books, pencils, paints, handwork materials, etc., for each year is:—

		£	s.	d.
Grade I	0	18	0
Grade II	1	2	0
Grade III	1	16	0
Grade IV	1	18	0
Grade V	1	19	0
Grade VI	2	7	0
Grade VII	2	10	0

MOUNT GAMBIER HOSPITAL.

Mr. RALSTON (on notice)—What was the total number of patients admitted to the Mount Gambier Public Hospital for each of the years from 1948-49 to 1958-59 inclusive?

The Hon. Sir THOMAS PLAYFORD—The reply is:—

Mount Gambier Hospital—Patients Admitted.

Year.	No. of patients.
1948-49	2,514
1949-50	2,264
1950-51	2,787
1951-52	3,020
1952-53	3,135
1953-54	3,107
1954-55	3,146
1955-56	3,407

Year.	No. of patients.
1956-57	3,423
1957-58	3,659
1958-59	4,111

SOUTH-EAST WATER DISTRICTS.

Mr. RALSTON (on notice)—

1. What were the revenue and expenditure (debt charges to be shown separately) for the year 1958-59 for each of the Mount Gambier and the Blue Lake country water districts?

2. What amount was invested in each of these water districts as at June 30, 1959?

The Hon. G. G. PEARSON—The replies are:—

1. Revenue—

	Mt. Gambier water district.	Blue Lake water district.	Yahl water district.	Total—Mount Gambier water district.
	£	£	£	£
Rates	52,179	6,611	87	58,877
Miscellaneous receipts	297	—	—	297
Total earnings	52,476	6,611	87	£59,174
Expenditure (no separate information available)—				
Total working expenses				33,911
Debt charges (interest)				12,743
				£46,654
Surplus, 1958-1959				£12,520
Accumulated deficit to 30th June, 1959				£53,269
2. (No separate information available)—				£
Capital expenditure to 30th June, 1959				395,557
Less depreciation				51,284
Capital invested as at 30th June, 1959				£344,273

ADELAIDE JUVENILE COURT.

Mr. COUMBE (on notice)—What improved facilities is the Government planning to provide for the Adelaide Juvenile Court?

The Hon. B. PATTINSON.—The Architect-in-Chief reports that future development of the juvenile court is dependent on the scheme for the erection of two new criminal courts for which sketch plans have been prepared and are being considered. Sketch plans have recently been prepared for a detention room for the juvenile court, and are being forwarded to the Commissioner of Police for consideration. Cooling facilities have recently been installed in the court room, magistrate's office and public waiting room.

BERYLLIUM ORE.

Mr. O'HALLORAN (on notice)—

1. Is the Government interested in the purchase of beryllium ore?

2. Can any information be furnished which would be useful to prospectors in marketing such ore?

The Hon. Sir THOMAS PLAYFORD—The replies are:—

1. The Department of Mines acts as purchasing agent for beryl ores in South Australia on behalf of the Australian Atomic Energy Commission.

2. Full particulars of the conditions of purchase are available from the department and vendors should obtain a copy of these conditions before forwarding parcels of ore for sale.

Briefly, the department will purchase parcels of clean beryllium ore assaying at least 10 per cent BeO consigned in parcels each containing a minimum weight of two tons. Payment is at the rate of £15 9s. per unit of

BeO delivered at Osman Place, Thebarton, and a deduction of £4 per ton is made to cover handling and other charges.

ORE ASSAYS.

Mr. O'HALLORAN (on notice)—

1. Are parcels of ore from prospectors in country areas assayed free on submission to the Mines Department, to assist prospectors in assessing the value of their claims for developmental purposes?

2. If so, are any types of ore subject to a charge for assay and particularly is a charge made for assaying beryllium oxide ore?

3. If so, what is the charge per sample?

The Hon. Sir THOMAS PLAYFORD—The Director of Mines reports:—

1. A free assay service is available at the Department of Mines to assist prospectors in assessing the value of their claims. Location details must be supplied with all samples submitted for free analysis.

2. A charge is made if saleable ore is being produced from the claim but every endeavour is made to provide technical advice to prospectors to assist them in developing their holdings. The minimum requirement for purchase of beryllium ore is a grade of 10 per cent beryllium oxide and as any clean hand-picked ore would usually exceed this grade, assay of prospectors' samples is normally considered unnecessary. However, if there is any doubt in the appearance of the beryl due to impurities, an assay is undertaken without charge for the guidance of the prospector.

3. Assay charges are made in accordance with the Royal Australian Chemical Institute scale of fees. The charge for a beryllium oxide assay is £8 8s. per sample.

MONARTO SOUTH TO SEDAN RAILWAY.

The SPEAKER laid on the table the final report of the Parliamentary Standing Committee on Public Works on the Monarto South to Sedan Railway Line, together with minutes of evidence.

Ordered that report be printed.

WANDILO AND GLENCOE RAILWAY (DISCONTINUANCE) BILL.

Received from the Legislative Council and read a first time.

THE ESTIMATES.

In Committee of Supply.

(Continued from October 22. Page 1201.)

Libraries Department, £168,000; Museum Department, £46,003; Art Gallery Department, £22,380—passed.

Miscellaneous, £2,084,905.

Mr. KING—An amount of £295,000 is provided for the payment of salaries and the expenses of management of the School of Mines. I refer particularly to the Adelaide Technical High School, which is conducted by the Council of the School of Mines. I have heard it suggested that there is some danger that not only will that school have to be transferred to another location but that it may be disbanded and the children transferred to high schools functioning under the Education Department and the staff absorbed by the department.

This is a unique institution that commenced in 1908 as an adjunct of the School of Mines. It was then known as the Junior Technical School. In 1919 it became the Adelaide Technical High School and has continued as such ever since. This school provides free education and students do not have to pay fees. It has almost the same curriculum as the schools conducted by the Education Department, but its curriculum is decided by the School of Mines Council. The teachers are engaged by the council and the students are admitted by competitive examination. The school has a technical course as well as a commercial course. The students are not obliged to attend a high school nearer their homes as they would be if controlled by the Education Department. Students are drawn from all districts and are attracted by the splendid scholastic achievements attained over the years by that branch of the School of Mines. The children who want to attend the school have to pass an examination set by the council.

The teachers are engaged by the council and work under the control of the council. Many have continued in that employment for many years and they are not subjected to the changes which are forced upon teachers in the secondary education section of the Education Department, simply because they are a compact unit. The number of students is about 520 and some of the teachers have been there for a long time. One who is to leave this year has spent 40 years in the institution, which is a record to be proud of.

The examination results achieved by the school are outstanding. I cannot offer any satisfactory explanation of that, because the children are no better or brighter than other children.

There must be some other reason, and perhaps it is the teaching, the standard, or the isolation in which the work is done. Some of the students who have gone through the school have achieved high positions. I could mention the names of a number of people who have played and are playing an important part in the development of the State, and who have received their secondary education at the technical high school. I should be sorry to see this school swallowed up in any way.

It provides two courses—the technical course and the commercial course. It has had the use of laboratories and facilities at the School of Mines. They were made freely available and actually were the basis for the start of the school. To have a good technical background is something of advantage for any student, and it must benefit himself and his country. The background of our progress in these days is related to science, and the students at the school are obtaining a good background to meet present-day problems. The staff has been recruited over many years and its members have stayed there a long time. They could not have done that if they had been unable to do their jobs and live up to the high standards set by the school. There is no room at the school for anyone who cannot do his job. Students apply to go to the school and they must submit to an examination set by the School of Mines Council. There is room for an intake annually of 140 but usually 240 apply.

Mr. Chairman, I ask leave to have a statement giving further information included in *Hansard* without its being read.

Leave granted.

The statement was as follows:—

Number of students, 520.

Number of full time staff, 25.

Hundreds of past students have been graduates, and have included men engaged in engineering, metallurgy, mining, architecture, dentistry, medical men, teaching, law, members of Parliament, ministers of religion and so on.

Classes from first year to Leaving Honours—27 in the Leaving Honours this year.

In the last public examinations, 32 students gained bursaries or scholarships, including 18 Commonwealth scholarships or Leaving bursaries, 14 continuation exhibitions or Intermediate exhibitions.

The results listed below are those of the last two years. In most subjects 90 per cent

or more of those who entered were successful. I have not included all of them, but results in other subjects are almost as spectacular.

In the last two years in the Intermediate, 221 students gained the certificate of the 241 who entered, 92 per cent, whereas the percentage passing for the whole State is in the mid-fifties. In the Leaving over the corresponding period, 138 were successful of the 155 who entered, which is also almost 90 per cent.

Intermediate—number of credits.—Outstanding results were the number of credits in short-hand, 46 of the 95 who entered; 32 of the 93 in arithmetic; 28 out of 125 in drawing; and 20 out of 122 in chemistry.

Detailed results:—

Subject.	No. entered.	No. passed.
Mathematics	138	134
French	50	47
Chemistry	122	115
Arithmetic	93	93
Bookkeeping	118	117
Shorthand	98	95

Leaving results in the last two years:—

Subject.	No. entered.	No. passed.
Mathematics I	119	114
Mathematics II	118	111
Geography	36	35
Bookkeeping	37	36
Shorthand	33	31
Arithmetic	34	31

Mr. KING—This is an astonishing record for the school, teachers and students. The students will have to be accommodated somewhere and they must be spread over the whole of the education system or the school closed down one class at a time, which would have an unsettling effect. We now have a well established teaching unit and it remains a measuring stick against which the work of other educational institutions can be measured. We would be foolish to allow this unique institution to be dissolved overnight and to become a rather tragic memory. This institution remains outside the department, which has had tremendous trouble in dealing with increased numbers of students and the finding of staff. We have had a lot of rapid changes amongst head teachers, senior masters, etc., and in some instances courses have had to stop, but this has not happened at the Adelaide Technical High School where there has been a continuity of staff and pupils.

When the Education Department gets too large and the law of diminishing returns applies we cannot look for the same rate of

progress as we have now with a small compact institution that secures outstanding results. We cannot afford to lose this school because it has established its right to survive, not only because of its scholastic achievements but because of its value to the progress of the State. Will the Minister of Education consider this matter and when the question of re-siting schools is considered inquire whether a site cannot be found for the re-establishment of this high school? I know there are difficulties in the matter but where there is a will there is a way.

Mr. COUMBE—My question relates to the line "University of Adelaide, residential colleges, building subsidy." I know that the State makes grants towards the expansion of college properties, that the Commonwealth makes grants and that the colleges themselves raise money. An amount of £20,000 is set aside, but is that the total amount to be spent or is more money to come from the Commonwealth and the State?

The Hon. B. PATTINSON—The £20,000 is the amount approved for residential colleges after a discussion by the University Council and Cabinet.

Mr. Coumbe—Will there be a Commonwealth grant next year?

The Hon. B. PATTINSON—I think so and I hope there will be a further grant from the State, but I cannot say anything definite. To the matter of the retention of the Adelaide technical high school as a separate entity I will give my most sympathetic consideration. That was one item in a series of subjects that were dealt with at a conference between the Treasurer, myself, and representatives of the University Council, the School of Mines, the Education Department and the Treasury. The subjects dealt with the future of higher education. It was desired that some of the functions of the University should be transferred to the School of Mines, and the status of that institution elevated to that of an institute of technology. Some of the functions would be transferred to the Education Department. One was the transfer of the Adelaide technical high school and the women's craft section at the school.

Probably it would be a more simple process if the school could be gradually disbanded: that is, if it ceased taking in new enrolments as from the beginning of the 1960 year; because we have built and are continuing to build large, modern and well equipped technical high schools in the metropolitan area.

In many respects it would be better for us if we could absorb intending students into these new technical high schools. On the other hand, this school has a long and proud record and we do not want to disband it unnecessarily, so if it is possible to secure an adequate site in the city we shall be prepared to continue its existence. Several sites have been investigated already, but either the owners have been unwilling to sell or the sites have been proved unsuitable, and they certainly have been highly expensive. In the last couple of weeks the principal of the School of Mines referred to me a couple of suggested sites which I am having investigated. I assure the Committee and the institution concerned that I am giving this matter urgent and anxious consideration and that no decision will be made without further consultation with the council of the School of Mines.

Mr. BYWATERS—This year £8,000 is provided for the National Fitness Council. When the first line was being debated I spoke about this body at some length, and thanked the Minister for his consideration. He has been sympathetic in the past, and the council, of which I am a member, is grateful for the grant, which has been increased each year. Unfortunately, however, we must still plead poverty because so much work has to be done. This afternoon I mentioned the proposal to establish a camp on the shore of Lake Bonney. The council would like to establish other camps throughout the State, but will have to curtail its efforts because of shortage of finance. Although the Commonwealth Government introduced this matter to improve the health of the people having regard to defence, it has not increased its grant since the scheme commenced. I have asked the Minister if it would be possible to approach the Prime Minister or Commonwealth Treasurer on a Ministerial level, asking for added assistance. Members on both sides of the Federal House have made approaches, and the Government promised that something would be done in the future. Has the Minister considered this matter and can he state whether action will be taken?

The Hon. B. PATTINSON—I am sympathetic towards the National Fitness Council, on which I had the honour once to be a Parliamentary representative. The Government has assisted the council in both general and special grants in recent years. A few months ago, when the council realized that it was in serious difficulties, it wrote to me, and subsequently the chairman and director had a long discussion with me. I eventually arranged for

them to have an interview with the Treasurer to see if the council could be put on a sound financial basis for some years. That was done and, instead of existing on an annual grant, it was given a budget for another five years, which was a step in the right direction. I agree with much that the honourable member said about the Commonwealth Government. This matter was started as a Commonwealth function, but the State has had to take over the financial responsibility for much of the work. I am prepared to take up this matter on a Ministerial level, but I am not hopeful of obtaining an increase. In fact, from something I heard indirectly, I think the tendency will be for the Commonwealth Government to shed itself of some of its commitments in this matter and to ask the State Government to take over further financial commitments. This matter is important to many people; I think about 30,000 people aged from 15 to 25 receive training in physical education, recreation and citizenship through the council. This plays an important part in education, and I want it to continue, because I believe there is a great wastage in education if children leave school at 14 feeling that their education is finished. I shall be only too pleased to do anything I can to further the interests of the National Fitness Council.

Mr. DUNSTAN—An amount of £16,000 is provided for the Townsend House School for Deaf and Blind Children. I am particularly concerned about boys turning 16 who are not in a position to earn a living of any kind but who, because of the present position there, are not able to continue. I have a constituent who has at the school two boys who are deaf and who have benefited by the training there. One boy will turn 16 shortly and will be forced to leave the school. The institution is unable to provide a proper training scheme for a vocation and it is inevitable that children of this kind need a much higher school-leaving age than the average child because they are slower to learn. Even if they are quick in intelligence, if they are profoundly deaf they naturally cannot learn as quickly as a normal child. I know that the school authorities have been concerned about the situation, and three suggestions have been made: firstly, that the Government assume responsibility for the school rather than that it should continue as a subsidized enterprise; secondly, that the Government give special assistance to a proper training scheme to provide trained officers for vocational training, as at the moment the school has not sufficient staff, and is unable

to provide sufficient staff, for work of this kind; and thirdly, that the leaving age of students attending this school be increased because of the naturally slow assimilation on the part of pupils. I am sure the Minister and all members will applaud the magnificent work done at the school, but it seems that those who have benefited so far will be condemned to a life of inactivity because they are forced to leave before they have reached the stage when they can be gainfully employed. It seems that we owe greater assistance to handicapped children of this kind, and I ask the Minister whether some further help can be given or whether the three proposals I have mentioned will be considered.

The Hon. B. PATTINSON—I certainly applaud the magnificent work being carried out by this school, and I think I have shown my appreciation in a tangible manner by recommending to the Government that £16,000 be paid this year as a grant for the payment of the whole of its salaries. I think this grant came as a splendid surprise to the institution, because no application had been made to the Government. The grant was first made when the salaries amounted to about £10,000 a year, and the Government has continued to increase it. I have not heard from the special subcommittee of the Education Department that investigated the matter that it was not sufficient. The whole future of Townsend House has been the subject of an investigation by the advisory committee on the deaf and hard-of-hearing, and one of the several suggestions made was that the school be taken over by the Education Department. In my opinion that was the best recommendation made. I think it could be taken over without much disruption. Once the children reach 16 they are no longer the responsibility of the Minister of Education, but of the Chief Secretary, who has had the same problem in other institutions. In those cases the Chief Secretary has asked whether the Education Department could assist him, and it has done so through the guidance of the Chief Psychologist, so that it has kept some children in the schools beyond the ordinary leaving age. I shall be pleased to investigate the aspects raised by the honourable member.

Mr. RALSTON—For the Royal Lifesaving Society, £500 is provided. Lifesaving has caused some people around Mount Gambier some concern, especially regarding people who have fallen over the banks of the lakes and those who have been rescued on the coastline. I understand that in Adelaide there has been

formed a cliff rescue squad based on the same principles that have been evolved in Sydney, where it has often been successful. In recent years members of the Emergency Fire Service at Mount Gambier have formed a cliff rescue squad which has often more than proved its worth.

The squad has designed its own equipment, and the members man it on a voluntary basis. It is on call to the police, the St. John Ambulance or others who assist in the rescue of people who have gone over the banks of the lakes. I feel that those people should receive recognition. Will the Minister indicate whether it would be appropriate to approach him or the Royal Life Saving Society for financial assistance? Who could provide these people with insurance protection against injury sustained in the course of their voluntary work?

The Hon. B. PATTINSON—It is the practice of the Government to deal with the parent body in most instances, and I think it would be better for the honourable member to direct his inquiries to the Royal Life Saving Society. On the other hand, if he likes to discuss the matter with me or write to me I shall be pleased to take up the matter on his behalf.

Mr. MILLHOUSE—I was hoping to see on the Estimates an amount set aside for a second university in this State, and I ask the Minister of Education if he could give any information on that matter. The Government is contributing an increased amount every year to the Kindergarten Union, and this year the grant is £145,000. Whether by accident or design, the Government is now contributing big money every year to the Kindergarten Union. Although the Government does not take responsibility for pre-school education, the Kindergarten Union at one end of the educational scale is in the same position as the University at the other end. When much money is being contributed by the Government towards any organization, either the Government, or, as in the case of the University, Parliament might have some representative on the council of the organization. There may be a lack of liaison between the Kindergarten Union and the Government, for it appears that the union expected a greater grant from the Government than in fact it will receive this year. Could the Government suggest to the union that either a representative of the Government or of Parliament be a member of the body governing the Kindergarten Union?

The Hon. B. PATTINSON—The Government has made this record grant of £1,500,000 for the general purposes of the University, after full investigation of the needs of the University and the submission of its budget, and finally in agreement with the University Council. The question of a second university was discussed at the recent conference between the University Council, the School of Mines and Industries, the Education Department, Treasury officials, the Treasurer and myself, and a strong plea was made on behalf of the University for at least early consideration of a second university. That has often been discussed by the Treasurer and myself, but no final decision has been made. In a broadcast the Treasurer made some weeks ago, when he enunciated the Government's policy regarding the increase of the status of the School of Mines to that of an institute of technology, he said he considered the time was not yet ripe for a second university. One decision made following that conference was that the University should build a new multi-storied building on the site of the old Exhibition Building to take over, I think, the faculties of law, arts and economics. I have no doubt that some planning will continue in the coming years with the ultimate objective of a second university.

Regarding the Kindergarten Union, I do not know that I can add any more useful information than that contained in my reply to the member for Ridley, other than that I consider the suggestion of the member for Mitcham an excellent one. I remember now, with pleasure, reference being made to that very subject when a deputation comprising the president (Sir Herbert Mayo), the chairman of the Finance Committee (Mr. Denton) and the secretary (Miss Hughes) waited upon me, and then later, with me, waited on the Treasurer regarding the grant. Sir Herbert Mayo then made the offer that the union would be only too pleased, if it was thought to be of any assistance, for the Government to be represented on its council. It was only put forward as a friendly suggestion and has not been taken up by either side, but I am sure it would benefit both parties.

I have much sympathy with the Kindergarten Union in the predicament in which it now finds itself. As the Minister of Education, a member of Parliament and a citizen, I strongly favour the kindergarten movement, and was partly instrumental in having two kindergartens established at Glenelg. Many people

of the previous generation seem to imagine that kindergartens are in the nature of glorified child-minding centres, but I do not subscribe to that view. I meet many middle-aged men and women who look back at the past with regret, at the present with some misgivings, and at the future with dismay. They look back on what they call the good old days which they enjoyed, whereas, of course, they are not really the good old days but the bad old days, and we are living in the good days today. I think it is quite wrong for men and women, because they could not enjoy the benefits of kindergartens or pre-school education, to say that those organizations are no use in this present day and age. I believe they are of immense value in bringing little children into an early sense of community life, and I am equally certain that they give the children a flying start when they begin their schooling proper in either the State or private schools.

I should like to do even more than has been done in the past and more than is being done at present for the kindergarten movement. The reason more is not being done is due to lack of funds because of the wide ramifications of education generally. The Government has been obliged to curtail its supply of funds to many worthy organizations because of the prevailing disastrous drought conditions, and our reduced revenues and increased expenditure as a result. I have much sympathy for the council of the Kindergarten Union, which has committed itself to an expansionist policy. More than 100 pre-school centres have been established. The council is committed to the establishment and maintenance of these schools in the expectation that it needs only to supply the Government with a balance sheet and a statement of expenditure and the amount it asks for will be granted.

It is beyond the capacity of the Government, even with the greatest goodwill in the world, to supply the funds required, and I think it would be far better if we had these consultations in ample time to see that the Kindergarten Union knew in advance the likely grant. I am sure the council of the Kindergarten Union would be only too pleased to act on the suggestion of the member for Mitcham and see if it could have some representative of the Government or Parliament in a position of liaison, and I shall be only too pleased to take that matter up with the council.

Line passed.

MINISTER OF INDUSTRY AND EMPLOYMENT.

Department of Labour and Industry, £96,637; Miscellaneous, £1,460—passed.

MINISTER OF AGRICULTURE AND MINISTER OF FORESTS.

Minister of Agriculture Department, £6,787—passed.

Agriculture Department, £793,470.

Mr. O'HALLORAN—An amount of £167 is provided as this State's contribution towards grasshopper control trials that are conducted in an attempt to combat this voracious pest. Can the Minister of Agriculture report on the success or otherwise of the trials? An amount of £373 is provided as a contribution towards tractor testing. As I have not heard of this item before will the Minister explain it?

The Hon. D. N. BROOKMAN (Minister of Agriculture)—Grasshopper control trials are being conducted by New South Wales on behalf of those States interested in controlling this pest. I cannot give a progress report. Our contribution is the standard charge we have agreed to pay and, even if no worthwhile results are produced, it can be considered a sound investment because it may well produce results. I will try to get a progress report.

A number of tests, which have been standardized, are made on tractors in comparing various makes. The main test is known as the Nebraska test and includes testing the horsepower of engines, their pulling performances—which include such factors as the grip a tractor has on the ground and the way the weight is distributed—speeds in various gears, and the quantity of fuel used over a stated period at a stated percentage of its load. The equipment is not cheap and the testing is a skilled job. Many tractors that are produced overseas are marketed in every State and as it would be unnecessary for each State to provide for individual testing, Victoria undertakes the tests and we contribute toward the cost.

Mr. MILLHOUSE—The Blackwood Orchard is in an area that is now being subdivided and which will, in a few years, be entirely built up. The orchard will then be agricultural land in a suburban area. Can the Minister say what plans he has for this orchard? Will he leave it in its present position despite the urban development taking place, or does he propose to close it and obtain a site elsewhere?

The Hon. D. N. BROOKMAN—This old orchard has been useful to our horticultural

industries over the years. Although in many ways it is being conducted as a normal orchard it is undertaking some experiments in sheds and under frames that could be conducted elsewhere. Whilst there is no immediate prospect of the orchard being closed, within the next few years the matter will have to be reviewed. If we vacated Blackwood we should either require some other planted orchard or have to purchase land, plant a young orchard and conduct new experiments with new layouts. The future of Blackwood is under scrutiny, but no immediate decision will be made.

Mr. SHANNON—The Public Works Committee is investigating a project dealing with the Magill Boys Reformatory, and during the taking of evidence reference has been made to Struan farm. Can the Minister indicate why provision is made for rent in connection with that institution? Is land being rented and, if so, how much and for what purpose is it required, particularly as only about 20 boys are there at present, although Struan can accommodate many more. Can he say whether the provision for the purchase of livestock is an annual item, particularly as I understood the farm bred its own livestock?

The Hon. D. N. BROOKMAN—I cannot tell the honourable member the amount of rent being paid and for what, but I will get the information for him. It can only be a small amount because seeds, manures, implements, fencing and water supply must take up much of the £4,250. The land is adjacent to the Struan reform farm and possibly there is a connection, but I will get the information. The line dealing with purchase of livestock relates to the buying of cattle from the north. The major experiment at Struan is to determine the conditions under which northern cattle can be fattened in the South-East. Some years ago it was decided to test the speed at which this cattle could be fattened in inside country and to test the economics of the matter. Struan is being used for this purpose. In the last few years it has been shown to be feasible to bring northern cattle down during June and July and turn them off in December after they have made a spectacular weight gain. Obviously the position has altered in the last few months. There are two other factors. One is that the price of store cattle has increased enormously in the last 12 months and the other is that the season in the South-East is a bad one. This all shows the importance of not undertaking an experiment for only 12 months. Sheep are not bought and sold at Struan every year, but cattle are.

Mr. LOVEDAY—When the Estimates were considered last year I suggested giving more publicity to the need for fruit fly control generally. I suggested the preparation of a documentary film and more startling advertisements drawing attention to the danger of carrying infected fruit into the State. Has the suggestion been considered? Is the Ceduna road block effective for 24 hours a day, and what has been the general experience with road blocks? I have heard that there have been deliberate attempts to get infected fruit through on trailers by putting the fruit in the middle of other goods and so make its detection by inspectors difficult. Does the Minister know of this, and what penalties are imposed on people who try to get fruit through without inspection?

The Hon. D. N. BROOKMAN—These are live and important subjects. Reference was made to the matter in this House last year and Mr. Bockelberg suggested having an exhibit at the Royal Adelaide Show. This year we did have a special exhibit at the Show and it is the type of publicity to which we are paying much attention. Other methods have been adopted over the years. Our publicity is improving, but possibly we could improve it still more, and wherever possible we will do that. Much is being done about fruit fly because of a move made firstly by South Australia to get all States and the Commonwealth interested in the matter of fruit fly control. South Australia has had 12 years of fruit fly outbreaks. In each instance people in the areas concerned have had to put up with irksome conditions in order to get rid of the fly. So far as we can ascertain, the fly has been eliminated in most areas, but it is impossible to say that for all areas. In the suburban areas we have got rid of it and we have not had it in any commercial horticultural area. So far the cost of dealing with the trouble has been about £2,000,000. Because we can say that we can eradicate the fruit fly in the affected areas we can say that the measures adopted are effective.

Some entomologists are gloomy about South Australia's prospects of maintaining its present freedom from fruit fly. Because of our efforts we have been able to retain the New Zealand citrus market. South Australia is the only State exporting citrus fruit to that country. Never has fruit fly control been made a political issue and Parliament has joined with the rest of the community in seeing that the position is properly controlled. We have had to establish road blocks at some places and

inspection points at aerodromes and rail and shipping terminals. Some people try to evade the inspections and some are no doubt successful. The matters of departmental powers and penalties are being reviewed. Generally speaking, the inspections have been successful. Most people submit to them willingly because nowadays they understand the position more clearly.

Mr. Quirke—Has much infected fruit been detected at the road blocks?

The Hon. D. N. BROOKMAN—Yes, at Ceduna and Yamba near Renmark. One man had 29 infected apples and the report was that people could hear the maggots eating the inside of the fruit. In cases like that careful inquiries are made to ascertain where the fruit came from. Reports go back to those localities in case there should be a loose link in the inspection methods. Road blocks operated at Mount Gambier and Bordertown for a short time. In Victoria they have less extensive measures than we do, but the rigid control there provides a filtering action that we do not get with New South Wales. When a fruit fly epidemic occurs in New South Wales the Government there has a problem that it can scarcely imagine overcoming. It is working on a biological control by the use of several different types of parasites in an attempt to eliminate the pest, but it is difficult to eradicate it completely. New South Wales is carrying out experiments of that nature.

Mr. O'Halloran—Do we make any contribution towards the cost of those experiments?

The Hon. D. N. BROOKMAN—No. Those experiments are somewhat encouraging, but that is about all one can say. At this stage we cannot place much reliance on them. I do not know anything about Queensland's efforts but we appreciate that New South Wales is showing more interest in the problem than formerly. Its Murray irrigation areas are relatively free of fruit fly. Indeed, it claims that they are free of it, but it has the problem of its coastal district. One can realize that, with that problem, New South Wales is somewhat less concerned about the pest than we are.

Victoria has had fruit fly from time to time. It is second only to us in the sum it spends on fruit fly work. I do not know what its expenditure is but it would not approach ours, which is almost £2,000,000. Because we have pin-pointed the danger as arising mostly from importation and because New South Wales is divided into some areas in which it is endemic and others that are free from fruit

fly, we have been keen to attract greater interest from the Commonwealth, which may well be able to help a State like New South Wales with its enormous problems, and indirectly assist us. The Commonwealth has done some experimental work in the research field and can show that it has helped considerably, but up to the present it has not taken any eradication measures as we have, or used road blocks and other inspection points.

Recently a conference between some States and the Commonwealth was convened at the request of the Agricultural Council by the Minister for Primary Industry. In the first place it was a conference of the heads of departments and their horticultural experts. Mr. Strickland and Mr. Miller from South Australia attended the conference in Canberra about three weeks ago and came back with the outline of a plan for further dealing with fruit fly blocks. The next questions will be discussed by the various Ministers of Agriculture concerned at a conference to be held in Canberra in mid-November. Mr. Strickland and I will attend it. We will try to arrive at some overall system whereby the Commonwealth Quarantine Act will be used in certain instances, and at a fair share of the financial cost involved in fruit fly control.

While I could not give, in detail, the plan envisaged, broadly it seeks to provide a line of road blocks from the east coast between Sydney and Melbourne south of the New South Wales coastal area, which is normally infested, across the Commonwealth to Ceduna in the west. It will, therefore, be a line of protection for the south-east corner of the continent and Tasmania, where fruit fly is not normally occurring. We hope we shall be able to institute this string of road blocks and come to some working agreement with the other States, with Commonwealth assistance, to relieve South Australia of the strain of working alone. It should greatly increase our chances of remaining free indefinitely of the pest.

Mr. HALL—I note that under "Soil conservation expenses, loans to settlers, reserves, research, etc.," last year actual payments were £1,884 and this year the proposed sum is £1,800. I do not suppose that when this account was drawn up it was known that it would be a drought year. I take it that more money would be available if necessary?

The Hon. D. N. BROOKMAN—This season constitutes a serious soil erosion danger for South Australia. Any very heavy rains or strong winds from now onwards will

undoubtedly cause severe erosion. All I can say is that we shall suffer much less than we might have, as a result of the public attention that has been paid to soil conservation in the last two or three decades. The farming communities are much better able to withstand soil erosion conditions than formerly. Even though this will be a bad year, it will certainly not be as bad as it would have been had it occurred in the early 1930's. Should it be necessary to spend more money over and above the £1,800, either it would have to be submitted to Parliament through an extra appropriation or, if it was not too large an amount, it could be paid for by the other machinery of the Treasury appropriation funds and normal excess warrants.

Mr. BYWATERS—Under "Horticulture" I note the item "Reimbursement of cost of spray materials and payment of compensation for loss of trees infected with San Jose scale." This affects Mypolonga. Last year the inability of orchardists to sell their fruit to the Adelaide market caused consternation. It created much loss. Orchardists had to rely more on canning and drying. They are fortunately placed close to the Adelaide market and had a big connection there in years gone by. This year they are wondering just how far the remedy has been applied. Much experimenting has taken place there and during the winter a heavy strain of dormant oil was used. One man named Rowley was a big loser and suffered a severe loss by his peach trees dying off through this heavy strain of dormant oil. Advisers have been perplexed about this. Some compensation has been paid to him for pulling out his trees, in which he has co-operated with the department. Inspectors thought the loss was due to the heavy spraying with dormant oil. They have been perplexed about this matter, and Mr. Rowley has had losses in more ways than one. He has paid compensation for trees that were pulled up, but he is likely to lose a good deal more because others have died. He has been co-operative in this matter. Can the Minister state whether these restrictions will be introduced again in the coming season for fruit growers in Mypolonga, and whether further compensation will be paid to Mr. Rowley for the loss of his trees, which he believes was caused by spraying with dormant oil?

The Hon. D. N. BROOKMAN—I am aware of the facts mentioned by the member for Murray. This man has had a bad time

because of this outbreak. I could not say whether or not the restrictions will be lifted but, as I have not heard of their being completely lifted, I assume they will be applied for some time. San Jose scale is one of the worst pests in deciduous trees. This was the first occurrence in South Australia to our knowledge, so it was worth tackling. When the outbreak occurred Mr. Strickland, who is now Director of Agriculture, attended a meeting of fruitgrowers at Mypolonga. I think about 90 fruitgrowers attended, and they were very co-operative. As a result of their co-operation, the eradication programme has proceeded satisfactorily and a good deal of fruit was placed without too much difficulty. An unfortunate aspect of this disease is that it is difficult to eradicate. Some trees that were sprayed heavily and considered to be free of the disease were removed so as to ascertain whether the measures had been successful but, when they were broken up and examined, they were found to contain a considerable amount of scale. Without making any promises, I would say that there must be further supervision for some time. However, I will obtain a report for the honourable member.

Mr. RALSTON—For fruit fly control, including road blocks, £31,000 is provided. Can the Minister state whether any cases of fruit fly infestation were detected at the Mount Gambier road block? Last year £2,700 was voted and £3,013 was spent on artificial insemination services. This year it is proposed to spend £7,000 on these services, and I take it that the big increase is an indication that it has been an extremely successful venture. People in parts of my district are anxious to know the principles used, the need for the service, what time it is likely to be applied and any other relevant matters that would affect dairymen in the lower South-East.

The Hon. D. N. BROOKMAN—No fruit fly was detected at road blocks either at Mount Gambier or at Bordertown. The artificial insemination service was rapidly expanded last year. This year there are four centres at which artificial insemination is taking place—three in the Adelaide Hills and one in the South-East. The aim of the department is to extend the service fairly rapidly. I have had reports that the conception rates are relatively high. The scheme in this State is based to a large extent on the lessons learned in other countries. For instance, well over 50 per cent of the national herd in the United Kingdom is artificially inseminated. South Australia will

expand this service considerably. The £7,000 provided will not be a load on the taxpayer; this scheme is self-supporting from the fees received from dairy farmers.

Mr. NANKIVELL—Actual payments last year to the Advisory Board of Agriculture were much less than the amount voted, therefore I commend the Minister for increasing the grant for the current year. The Advisory Board of Agriculture consists of 12 farmers and two *ex-officio* members—the Director of Agriculture and the Director of the Waite Institute; it is the executive body of the Agricultural Bureau movement of South Australia. These expenses work out at about £8 or £8 10s. a month for each travelling member and, although I was happy to accept £6 a month to travel 200 miles to a meeting, it should not be thought that these figures cover expenses. When I first became a member of the board we were allowed travelling time on a mileage basis, but we were later told that the rates were too expensive, and we were put on Public Service rates of so much a day. These do not cover expenses and the service is rendered at the cost of those who accept appointments. Will the Minister consider introducing a reasonable mileage rate for those attending these meetings, or consider a sitting fee for those who give their time so willingly?

The Hon. D. N. BROOKMAN—This matter is being considered. Members of the Advisory Board interviewed me some time ago about it. I appreciate the amount of work done by its members, who come to Adelaide for meetings largely at their own expense. They control the agricultural bureau system, which is a good one and a useful means of extending agricultural information throughout the State. At the meeting at which this question was discussed we worked out where each member lived and what it would cost if a mileage rate at the ordinary rate was allowed. If all members attended it would cost £180 a meeting. As the board meets 10 times a year this expense alone would amount to £1,800. In addition, members of the board attend field days and other meetings, sometimes within their own area, but at others they travel widely in the State; so the travelling expense to the Government would be greatly increased if we allowed the usual mileage rate. Every department has had difficulty this year in making out its budget in accordance with the revenue received and its operating plans. The season has progressively worsened, and as a result State finances must suffer. I cannot

give an answer to the question today, but I can say that it would not be possible for the Government to allow total compensation for all travelling costs.

Mr. QUIRKE—Insect pests are causing horticulturists considerable misery. It appears that, notwithstanding the vast array of chemical formulas now available, these pests are getting more difficult to kill. The only way to control these pests is for one type to attack another type. I am inclined to believe that we are upsetting that balance by extensive spraying operations. The particular thing that concerns me is aphids. In the winter we treat them with an ovicide spray to kill the eggs of the previous generation. Notwithstanding these precautions, there are more aphids this year than I have seen for many years, particularly on deciduous peach trees. The greatest enemy of the aphids is the ladybird. However, the sprays being used are also killing the ladybirds, I am afraid. I have read that in some places in America they do not spray peach trees at all, but buy a bushel of ladybirds, which are distributed through the orchards and they attack the aphids. Can the Minister say whether anything has been done along these lines to control these pests, or are we to rely entirely on sprays, which we now know are becoming not so effective, some of the insects becoming resistant to them, with the result that stronger sprays are required to eliminate them?

The Hon. D. N. BROOKMAN—There are a number of wellknown biological controls. The one I have had most experience with relates to the control of woolly aphids in apples. We had a tree surrounded by muslin and introduced the *Afelinus Mali* wasp, which effected a fairly complete control. In other fields there are similar cases and the ladybird is one but I do not know of all the cases the honourable member mentioned. I did not know ladybirds were purchased by the bag and released, but I do know that some new sprays have a bad effect on the pest predators. Too much D.D.T. on apples will give an effective kill against the codling moth whilst allowing red spider to build up in the apple orchard. As a result the old lead arsenate spray is still largely used on apples.

The horticultural experts know all this and in many cases have allowed for the fact that predators may be killed, and their advice is not to overdo the most powerful insecticides for that reason. On the other hand, if powerful insecticides are not used, a worse position would develop than

exists today. By using these powerful sprays we are doing ourselves some harm but, overall, it seems to be indisputable that in such cases as red scale in citrus it may be well to use than to leave it in abeyance and allow it to spread whilst hoping that the predators will control it. On balance, if these new and powerful sprays are used prudently and on the advice of the fruit experts they will prove beneficial rather than a handicap.

Mr. HUGHES—Regarding the £762 for an overseas visit of the chief of the Division of Animal Husbandry and £2,500 for overseas visits of officers, I have always strongly advocated a policy of sending officers overseas to gain firsthand knowledge of existing conditions in other parts of the world. I ask the Minister what was the purpose of this overseas visit of the chief of the Division of Animal Husbandry?

The Hon. D. N. BROOKMAN—I gladly take full responsibility for these lines. The overseas visit of the chief of the Division of Animal Husbandry refers to a visit made by Mr. Marshall Irving to attend the sixteenth international veterinary conference in Madrid. He attended this conference at Commonwealth expense and returned with State assistance, via the United States of America, United Kingdom and New Zealand. As in so many other cases this officer was given an opportunity of travelling to this conference at Commonwealth expense and the question we had to face was whether we wanted to send him to Madrid at Commonwealth expense and then have him return straight to his job, or did we want to make greater use of his visit and put in more money towards it, giving him an opportunity to gather information more widely from the world, so we subsidized him to give him a longer trip. Mr. Irving travelled to a tremendously tight programme in order to get in as many places as possible, and, as a result of the trip, he is much more widely informed on a great many fields than he was before he left.

The line "Overseas Visits of Officers" is to supplement the sort of trip that Mr. Irving made this year. It was decided that rather than wait until an officer got a scholarship or an offer from the Commonwealth to subsidize a trip for him we should raise a special line for travel for these men on our own initiative because—and I think honourable members will agree—there is a tremendous amount of cheap information available to a trained observer looking for it and this State cannot have a better observer than a man

trained under South Australian conditions. As a result of this there will be a certain amount of travelling overseas by officers, probably in the middle age group, who will be reaching the height of their powers in knowledge and experience and who will be able to make the most use of such trips. I am hoping that in the new year we will be able to send somebody overseas as a result of this.

Mr. LAUCKE—The amount provided under Advisory Services for animal husbandry shows an increase of £1,112 over the amount provided in the previous year. I stress the vital importance of these services. They are a boon to farmers generally. They have a terrific impact on technique through use of the knowledge disseminated through the advisory services. I am, however, concerned to know that the amounts voted for advisory services in animal health, horticulture, soil conservation, agriculture and poultry all show reductions, and, although I appreciate the financial stringency this year, I hope these valuable services will not be curtailed because they are so vitally necessary to make full and complete use of our natural resources on the land. What is the policy generally on advisory services in the department?

The Hon. D. N. BROOKMAN—Most of these reductions are small. In order to fit our expanding programme into the Budget we have had to be very careful in drawing up our expenses but the result is not so much a curtailment as a careful adjustment of the trips made and an even more careful use of the time of the advisory officers. The poultry advisory services show a decrease of £1,246 and there is no proposed expansion at all for the poultry services. Actually, this service has been included in the line above under "Advisory Services," which accounts for the increase of £1,112.

Mr. BOCKELBERG—The line "Purchase of lighting plant" appears under "Minnipa research centre." Is it the department's intention to link up with that lighting, or to continue with its own lighting at the Government research centre at Minnipa where I understand a plant has been put in?

The Hon. D. N. BROOKMAN—I have no information on this matter except that lighting has been installed. I take it that the LeHunte district council provides power in that area. This lighting plant has only recently been put in and I presume that the farm will depend on the lighting plant rather than the council's supply of power.

Mr. NANKIVELL—Regarding the line “Wanbi research centre—Purchase of irrigation equipment,” can the Minister say whether £700 is the full outlay or merely money that is being made available for experimental purposes?

The Hon. D. N. BROOKMAN—It is not the full outlay. The sum of £2,000 will be provided from the Marginal Lands Fund for the development of irrigation from an existing bore at Wanbi. There has been a considerable demand for information about irrigation in this area. Large supplies of underground water exist there, and the purpose of the expenditure is to develop an irrigation project that will show what can be done in that district.

Mr. JENKINS—I can see no line regarding an experimental plot at Milang for the irrigation of pastures. Can the Minister say whether that project is being carried on?

The Hon. D. N. BROOKMAN—An irrigation project is certainly being carried on at Milang. I think that if the honourable member looks he will find the appropriate line covering this project.

Line passed.

Agricultural College Department, £118,135;
Produce Department, £275,430—passed.

Fisheries and Game Department, £22,086.

Mr. RALSTON—I draw attention to the line “Grant to South Australian Fly Fishers’ Association, £250.” Can the Minister tell me the purpose of this grant? Nothing was spent on this line last year, although £500 was voted, and the sum provided this year is only half the amount allotted last year. People at Mount Gambier are fertilizing the eggs obtained from trout grown in the Valley and Brown Lakes and developing their own hatcheries. Will the Minister consider applications for funds from such an area?

The Hon. D. N. BROOKMAN—This grant for the Fly Fishers’ Association is a subsidy to a fairly small group of people who do much work in putting trout and other fish, I think mostly brown and rainbow trout, through certain streams in South Australia. I do not know what connection these people have with those working on the lakes at Mount Gambier, but this association has a trout hatchery at Ovingham and stocks certain streams in South Australia, including the River Torrens, for sporting purposes. South Australia has very poor fresh water streams for sporting purposes, unlike Victoria which makes a very big thing of inland fishing. The association has

impressed me with the amount of work it does and with the enthusiasm that goes into this project. It has suffered some serious setbacks in the last few months, losing many young trout because of various factors, of which I believe the water temperature was one, but it produced a budget with a balance-sheet and showed me where the expenditure was required, and that is the justification for its getting this grant.

Mr. Ralston—Would you receive representations on behalf of another association?

The Hon. D. N. BROOKMAN—Yes.

Line passed.

Chemistry Department, £50,389.

Mr. HALL—Will the Minister of Agriculture inform me what use the magazine at Dry Creek is put to?

The Hon. D. N. BROOKMAN—The storage of explosives is a question involving public safety and, therefore, stringent regulations have to be observed. The Chemistry Department is entrusted with the task of storing explosives in large quantities in South Australia. I understand those explosives are stored on behalf of firms and many clients.

Line passed.

Miscellaneous, £428,130.

Mr. RALSTON—An amount of £26,400 is provided for the Bushfire Research Committee. After the disastrous fire in January I understood the Treasurer to say that £50,000 would be provided annually for the ensuing three years. If that were so, why has the amount been substantially reduced? The committee instigated and organized the recent clean-up campaign, but can the Minister indicate for what other purposes it requires the proposed grant?

The Hon. D. N. BROOKMAN—The Treasurer did mention a figure of £50,000, but indicated that he wanted a new approach to the question of bush fires: not merely an investigation of fire-fighting methods, but of methods whereby people could economically protect themselves and minimize the dangers from bushfires; consequently the Bushfire Research Committee of six members was established, with Dr. Melville of the Waite Institute as chairman and other members representing scientific officers and graziers with a knowledge of bush fire fighting. The committee was instructed that it was not to investigate fire-fighting methods, but to ascertain means of minimizing damage. The committee can undertake research and demonstration work. It made inquiries and sought

permission to undertake some publicity work. This was granted and as a result we had the clean-up week which was held at the appropriate time to clean up inflammable material about the country.

Later this year the committee proposes to announce other measures for the consideration of landholders. Had the committee desired, it could have had £50,000, but as it was only formed in May it has had little time to spend much. However, in future years, it may well need that greater amount. The present grant is to meet the salary of a senior officer who will organize publicity and demonstrations, and to cover the cost of employing three carefully selected officers to work under his direction. Expenditure will be involved in certain demonstration work. A big project is planned for the Wandilo area where some fire breaks are being made. The committee is also investigating the bush fire problem at Marble Hill, where because of the high rainfall there is a tremendous growth of inflammable material, and it will undertake experimental work there.

Mr. STOTT—Can the Minister say whether it is intended to rebuild Marble Hill?

The CHAIRMAN—Order! I think the honourable member is out of order. Is there anything in this line dealing with rebuilding?

Mr. STOTT—The Minister said that the committee intended to do some work at Marble Hill.

The CHAIRMAN—He was only explaining the position. There is no line dealing with rebuilding and the honourable member is out of order.

Mr. STOTT—Then I will put myself in order. Last year £50,000 was voted for the Lord Mayor's Bush Fire Relief Fund and £36,000 is proposed for this year. A bush fire occurred at Marble Hill. Is it intended to rebuild Marble Hill to prevent a bushfire occurring there again? Can the Minister explain why £36,000 is proposed for the Lord Mayor's Bush Fire Relief Fund this year? Was insufficient money provided last year?

The Hon. D. N. BROOKMAN—The Bush Fire Relief Committee has no instructions to rebuild Marble Hill.

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

Mr. MILLHOUSE—I notice that for fruit fly compensation £70,000 was voted last year but none was spent. What is the reason?

The Hon. D. N. BROOKMAN—I cannot answer that question specifically. Every year

following an outbreak of fruit fly a separate Bill has been passed providing compensation for people who lost fruit and vegetables as a result of the campaign. Payments were made for fruit fly compensation during 1958-59 and the £50,000 provides for that expenditure. The £70,000 is for the previous year. Probably the money was provided anticipating an outbreak that did not eventuate.

Mr. RALSTON—For the Lord Mayor's Bush Fire Relief Fund £50,000 was voted last year. As far as I know, the fund has been closed and after the payments were made the remainder of the money was left in the hands of the trustees. I presume that the £36,000 to be paid in this year is to form the nucleus of a fund to meet the position should there be an outbreak of fire this year.

The Hon. D. N. BROOKMAN—After the serious bush fires in January the State Government said that it would provide £50,000 towards relief, and that is the £50,000 shown. At the same time the Commonwealth Government said it would make available £50,000, but unfortunately it had a few strings attached to it, one of which was that the money would be for the relief of personal hardship only and that the money was not to be used for the replacement of capital assets. Consequently, only £36,000 was spent. The amount had to be included in our Estimates, but it is a Commonwealth contribution towards the fund.

Mr. LAUCKE—Can the Minister tell me why we are paying £120 for the rent of land for an egg-drying plant?

The Hon. D. N. BROOKMAN—It is railway land, for which rent has to be paid. Although the amount appears in our Estimates, it is paid by the Egg Board.

Mr. O'HALLORAN—Last year £15,000 was provided for the Metropolitan and Export Abattoirs towards the cost of erecting cattle isolation yards, but there is no provision this year. I understand the yards were constructed to enable store cattle from the pleuro areas in the Northern Territory to be brought to Adelaide and sold for other than slaughter. Under an arrangement two years ago the Commonwealth agreed to provide isolation yards at Marree and the State agreed to provide such yards at Gepps Cross, so that the cattle could be sold without coming in contact with pleuro free cattle. Have the yards at Gepps Cross been completed? It would appear that that is so, and in consequence the cattle will be dealt with as was previously arranged.

The Hon. D. N. BROOKMAN—The work has been completed and the yards will be opened shortly for use. Until now store cattle coming from the north were taken through the ordinary sale yards and could be bought only by graziers and fattened under permit, so that there was no risk of contamination with other cattle. In order to free the normal cattle yards and to make use of the new yards, large areas in the north to the east and north of Port Augusta, and in an adjacent area in central South Australia, have been declared free and cattle from those places may be sold in the normal cattle sale yards. Cattle from all other areas, such as south-west Queensland and outside the clean area, will be sold through these new yards at Gepps Cross and will only under permit be released for fattening purposes.

Mr. HARDING—I notice an increase of £4,000 in the amount voted for the Waite Agricultural Research Institute. Is that for the improvement of the administration offices or is it for other purposes?

The Hon. D. N. BROOKMAN—The £284,000 represents part of the total grant of the Treasurer towards the university. This item is specifically for the Waite Institute. I do not know the reason for the extra £4,000.

Mr. TAPPING—Under "Fruit Fly Compensation" I notice that last year £70,000 was voted and none of it was spent. Does that mean that the disease is abating or that the compensation has been deferred?

The Hon. D. N. BROOKMAN—A Fruit Fly Compensation Bill is brought down each year to compensate owners of fruit for what has been stripped during the previous season. It means not that the disease is abating or increasing but that when there is an outbreak the people concerned are given receipts for the fruit stripped and are invited to submit those receipts later with a claim when Parliament has passed the relevant Fruit Fly Compensation Bill. The £70,000 would refer to compensation. In the line above, the £700 refers to expenses incurred by the committee itself. Possibly the increase on what was voted last year was due to the committee's visit to Port Augusta.

Mr. HALL—Under the line "Wheat crop competitions," £100 was voted last year and none spent. This year it is proposed to restore the £100. Is there any alteration in policy?

The Hon. D. N. BROOKMAN—The amount is paid as a subsidy towards wheat crop

competitions. Why it was not paid last year I cannot explain, but will get the information for the honourable member.

Mr. NANKIVELL—Recently, in the House, considerable concern has been expressed about the fact that we are inadequately staffed in South Australia with veterinary officers. Under the line "Veterinary scholarships" I notice that £1,050 less is provided for 1959-60 than was voted for 1958-59. Does that mean that the Government does not consider that it needs to secure the full complement of veterinary officers or does it mean that it is having difficulty in getting people to accept these scholarships?

The Hon. D. N. BROOKMAN—The amount voted this year is a decrease of £402 on what was spent last year. There is undoubtedly a shortage of veterinary officers in South Australia and we are keen to get more. The difficulty is to get people to take the course. The decrease is probably because there is less interest in doing the course than we hoped there would be.

Line passed.

MINISTER OF IRRIGATION.

Department of Lands (Irrigation and Drainage), £477,113—passed.

MINISTER OF MINES.

Mines Department, £685,499.

Mr. McKEE—Referring to the Port Pirie uranium treatment plant I notice that last year £407,883 was spent. This year there is a decrease of £10,059 for salaries and wages. Can the Treasurer tell me how this decrease will operate, and how it will affect the employees or any part of the plant?

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer)—As far as I know there has been some adjustment in the programmes from time to time. I do not think there has been any reduction on the dismissal of any employees, but it has been possible to economize in certain labour employed. That is the chief reason. It is a question not of dismissal but merely of economizing and, where possible, not employing further labour when somebody goes out.

Mr. SHANNON—With reference to the boring for water undertaken for people in country areas, it has come to my knowledge that the Department of Mines does a very good service both in inspecting sites and in providing the equipment for putting down the bores on the basis of the hourly cost for doing the work. Not all the landowners are lucky, because sometimes the Mines Department undertakes

this work but is not successful and does not secure the water that the geological department suggested might be there. Of course, the question of the quality of the water if any is found is always a gamble. In some instances, a failure occurs that seriously embarrasses the settler. Some bores cost between £700 and £1,000, but are unsuccessful. I agree that landowners need technical advice and that the geologists are always near the mark, but when a bore is sunk and no water obtained, at least some portion of the cost should be remitted. The principle of permitting the department to construct bores to increase production is wise as it results in increased production, and very few failures have resulted in my electorate, but some failures have involved settlers in financial commitments beyond their capacity. By and large, the State is the winner, because production is increased and indirectly the State collects a handsome dividend over the years, so we should help landowners when boring operations are unsuccessful.

I know of two small landowners who wanted to augment their supply of greenfeed for small dairy herds but who were not successful, and they are faced with an almost impossible task of meeting their commitments. It would assist these people if the department charged only half or portion of the cost if water were not found. Although good water can be obtained easily in some parts of my district, it is not easily procurable at the southern end. One settler who lives near me spent £1,500 but did not obtain water and ultimately had to construct two dams, which were very costly, but he made good. However, there are too few of this type of man. Will the Treasurer consider a remission to settlers for whom the department sinks bores but does not obtain water?

The Hon. Sir THOMAS PLAYFORD—The member for Port Pirie was referring to the total line for the whole State, not specifically for Port Pirie. There was no reduction in the line relating to Port Pirie; the vote is slightly larger than last year's. The reduction is in some other lines and is caused mainly by an arrangement made with the Commonwealth regarding certain laboratories which, by arrangement with the Commonwealth Scientific Industrial Research Organization and mining companies, have been placed under another vote. The State sets out to provide boring plants for primary production, and the costs are based on the actual costs of providing the service. The charge is fixed on

an hourly rate, and it does not provide any surplus. It is a provision of plant at the cost of the taxpayer. A tremendous number of bores are put down by private contractors, who not only charge a rate for constructing the bore but must have a margin of profit, so the person who has the advantage of having a bore put down by the Government is in a favourable position.

Mr. O'Halloran—In fact, private contractors complain about State competition.

The Hon. Sir THOMAS PLAYFORD—Yes. If we decided to make the settlers pay only portion of the cost if the operation were unsuccessful, we would have the whole of the business overnight. There would be no private contractors. If boring by a private contractor is a failure the settler pays, but if boring by the Government is a failure the honourable member suggests that the settler should pay only portion of the cost. There is no equity in that. On occasions the Minister brings a case to Cabinet where there has been either alleged negligence on the part of the department or where unexpected difficulties were met, and having received a report from the Auditor-General, the Government deals with such cases sympathetically. In the Adelaide Hills no geologist would suggest with certainty that a site would be successful. There is such a rapid change in conditions that one site may be successful and yet a few yards away another would be unsuccessful. In 50 per cent of the cases bores in the hills are not successful. Therefore, I do not think we can accept the general proposition that the Government should be responsible for portion of the payment for unsuccessful bores. If the Government were collecting income tax, there might be some more attraction in it, but the Commonwealth Government collects it.

Mr. Stott—The producer can get the advantage of a 20 per cent rebate on taxation for putting down bores.

The Hon. Sir THOMAS PLAYFORD—There is a 100 per cent allowable deduction for expenditure in putting down a bore. At one time the Commonwealth Government did not provide this where a bore was unsuccessful, but I believe that more recently that decision has been reversed, and as far as I know there is now 100 per cent allowable deduction when a person makes a dam or puts down a bore. There is also a large deduction for water piping, boring plant and all the ancillaries associated with a water supply. The Commonwealth Government has been extremely

generous in this regard. My Government will examine a case of hardship, as it has done previously, but would not be prepared to accept a general application of the principle.

Mr. HEASLIP—Departmental boring plants have done a wonderful job. Primary producers have two alternatives. They can go either to a private contractor, whose price is the same whether it is hard or soft sinking. He charges £2 or £2 10s. a foot. Departmental plants charge according to costs on an hourly basis. At a very low rate, the geologists give an opinion whether one is likely to get water or not. They will never guarantee it. Mr. Shannon suggests that, where a Government bore is unsuccessful, the Government should subsidize the person putting it down.

Mr. Shannon—I have no sympathy for the man who goes against the department's advice.

Mr. HEASLIP—When a person buys a property he knows whether it is a good water-bearing property or is an unlikely proposition, and pays accordingly. The value of the property is in the water. The person who buys a property where there is little likelihood of his getting water gets it much more cheaply than one where water is readily obtainable. One has to gamble on the chances of getting water. It is like putting in a crop; you may get something or nothing. I do not think it would be wise or proper for the Government to subsidize a man who bought a cheap property on the gamble of getting water on it.

Mr. HAMBOUR—I believe the Mines Department will survey a property for about two guineas. I am quite happy with the service the department provides for primary producers. Where the Mines Department carries out a survey for the Engineering and Water Supply Department with a view to putting in reticulation services, is the cost of the survey borne by the Mines Department or debited to the Engineering and Water Supply Department, and, in the latter event, is it included in the capital cost of any subsequent water scheme?

The Hon. Sir THOMAS PLAYFORD—The normal procedure when one Government department performs work for another Government department is that it raises a debit against that department for the services rendered, otherwise we would never obtain the true cost of any undertaking.

Mr. HARDING—I notice a considerable increase in the sum provided for boring. The Mines Department has estimated that in the South-East there is a tremendous underground basin of water running into 3,500,000 to

4,000,000 acre feet, far more than all the water stored in the metropolitan and country reservoirs. The Mines Department renders valuable service to primary producers. I am perturbed about the possibility of private boring contractors carrying out indiscriminate boring, as a result of which water could be lost. One settler in the Padthaway soldier settlers' area is pumping up to 750,000 gallons a day. I should like some assurance that indiscriminate boring will be prevented.

The Hon. Sir THOMAS PLAYFORD—Legislation now before another place deals with this matter, and I presume it will be before this House soon. It gives the Mines Department the power to declare certain areas where it may be necessary to take steps to protect the water supply, and also to protect the water from contamination.

Mr. LAUCKE—Items under "Research and Development Branch" show an overall decrease of £24,949. Can the Treasurer say whether those decreases result from the new set-up provided in the Australian Mineral Development Laboratories Bill which is now before the House?

The Hon. Sir THOMAS PLAYFORD—Yes. Line passed.

MINISTER OF MARINE.

Harbors Board, £1,380,765.

Mr. TAPPING—I refer the Minister of Marine to the item "expenses of overseas visit of general manager." I do not disagree with the overseas visit, as I believe heads of departments over the years have returned from overseas with most valuable information. What is the purpose of Mr. Meyer's overseas visit?

The Hon. G. G. PEARSON (Minister of Marine)—The primary purpose was to attend an important international conference of harbour authorities in Mexico. In the course of his tour Mr. Meyer has visited port authorities in the United States of America, Canada, and the United Kingdom, and also some places on the Continent, in order to bring himself up-to-date with port practice and procedure, and port construction and control methods as they have been developed overseas. The department is involved in wharf construction projects at Port Pirie and Port Adelaide, and Mr. Meyer is making these investigations because the costs of present construction methods have reached such high proportions.

Line passed.

Miscellaneous, £6,246—passed.

MINISTER OF RAILWAYS.

Railways Department, £14,365,000.

Mr. O'HALLORAN—I understand that a number of married couples are employed in railway refreshment services—the husband as manager and the wife as his assistant—but there is some doubt whether, in such circumstances, the wife is covered by workmen's compensation. Will the Government examine this matter and inform me as soon as possible because, if my information is correct, an injustice is likely to be done.

The Hon. Sir Thomas Playford—Does the Leader know of any accident?

Mr. O'HALLORAN—No, but the matter has been taken up by the Railways Union which has received a legal opinion that there is a doubt whether the wife is covered because she is more or less working jointly with her husband in the management of a refreshment room. If it is a dual job both husband and wife should be covered by workmen's compensation.

Mrs. STEELE—According to the Auditor-General's report, last year a loss of £27,000 resulted from the operations of the Adelaide Railway Station cafeteria and £7,000 from country refreshment rooms. If satisfactory arrangements can be made for the leasing of railway refreshment rooms it is a pity that these recurring losses cannot be turned into an asset. Has the Minister anything to report about negotiations for the leasing of railway refreshment rooms?

The Hon. G. G. PEARSON (Minister of Works)—My colleague, the Minister of Railways, informs me that the railway refreshment rooms generally are maintained to cater for the travelling public and only a very small proportion of them handle sufficient business at convenient hours to enable them to show a profit. In some respects a refreshment room lessee can operate these catering services more economically than the department. However, it is not easy to obtain satisfactory lessees at the less remunerative stations—stations with a fairly large turnover are generally sought.

When refreshment rooms are leased no effort is spared to ensure that the lessee will carry on the services in a satisfactory manner, and the conditions of the agreements permit the railways to terminate the lease if the service provided is not in accordance with requirements. The railways operate the following refreshment rooms departmentally:—Adelaide, Naracoorte, Wolseley, Karoonda, Alawoona, Murray Bridge, Port Pirie Junction, Mount

Barker, Gawler, Terowie, Peterborough, Balaclava and Gladstone. The following refreshment rooms are operated under lease to outside caterers:—Bowmans, Riverton, Port Lincoln, Morgan, Kapunda.

In regard to the Adelaide Station refreshment rooms, Mr. D. N. Wallis has had discussions with the railways on the question of leasing these rooms. Mr. Wallis has been given every opportunity to inspect the establishment and make himself familiar with the somewhat extensive services provided, and it is understood that if he decides the proposition is attractive from his point of view, he will make a definite proposal in regard to taking over some or all of the Adelaide Station refreshment room services.

Mr. HAMBOUR—It appears to me that the least attractive refreshment rooms are leased to private contractors and the worthwhile ones are operated by the department. Has any great effort been made to have all refreshment rooms leased by private enterprise? If they were privately operated it would be the owner's responsibility to provide workmen's compensation for his employees. That would answer the Leader's question. Why are only the least attractive refreshment rooms leased to private enterprise? In my district the contractor provides the service laid down by the Commissioner and at prices fixed by the Commissioner and I have not heard a complaint, which is more than can be said about other refreshment rooms. I hope the negotiations will proceed with satisfactory arrangements resulting, not only at the Adelaide station, but at country stations.

Mr. O'HALLORAN—I recall the time when all railway refreshment rooms were conducted by private enterprise. It was Mr. William Webb who took over the control of the rooms for the Railways Department. He did it in order to keep passengers on the trains. He felt that it was necessary to give them a better refreshment service. Today many railway refreshment rooms are run by families where award rates, standard hours and award working conditions do not apply. Under Railways Department control they do apply. I pay a tribute to the railways for the meal service it renders. It compares favourably with any other similar service in South Australia at the same price. Is it not worth something to keep passengers on our trains instead of driving them away from them, which was the position when Mr. Webb departmentalized our railway refreshment rooms?

Mr. LOVEDAY—I frequently travel on trains and I agree entirely with Mr. O'Halloran about driving passengers away from the railway service. In fact, there has been a campaign against the railways by road transport organizations, and the good service provided by the refreshment rooms does not appear to be generally realized. If we were to make the rooms more attractive and publicize them more we would be rendering the railways a good service. Our diesel rail cars compare more than favourably with other forms of transport. If we provided better refreshment rooms we would get back much of the patronage now going to road transport. I do not think there has been sufficient publicizing of the restaurant car on the line from Port Pirie to Adelaide, mainly because of the criticism of refreshment rooms.

Mr. Hambour—Rubbish!

Mr. LOVEDAY—The car is not being publicized as it should be. Rail car passengers from Alice Springs to Port Pirie are not advised that there will be a restaurant car on the train from Port Pirie to Adelaide and consequently they get their meals in Port Pirie whilst waiting for the Adelaide train. They get a surprise when they find there is a restaurant car on that train. I have it on good authority that the car is not publicised because the railways want the travelling public to patronize railway refreshment rooms. If the restaurant car were patronized more it would not be necessary to reduce the staff, and it has been reduced, and travellers would be able to get a very good meal. Instead of trying to give away these rooms for private enterprise to control we should do all we can to retain them under departmental control.

Mr. HAMBOUR—Members opposite accuse members on this side of criticizing the railways and, by so doing, forcing the Railways Department to publicize a service. If we are to restrain our criticism in order to sell a few more meals on the restaurant car we should close up altogether. Mr. Loveday said that there was a high state of efficiency in the country refreshment rooms run by the railways, but I cannot agree with that. I deplore the fact that the Opposition does not support family enterprise. This nation was built on family effort. All people who have reached great heights have worked hard over long hours. They have not kept to a 35 or 40-hour week. I do not object to men working those hours but this is a young country and if families do not emulate the efforts of their forebears we will

not get very far. If the unions feel that the welfare of the country is better served by their methods well and good, but I still have my opinion. I do not complain about the service given at the refreshment rooms. It is so good that the rooms have become eating houses for people at residential where only beds are provided. Mr. O'Halloran wants subsidized meals in order to get people to travel on the trains.

Mr. O'Halloran—Every railway system in the world does it.

Mr. HAMBOUR—Yes, but it is first necessary to get people on to the trains. We would not find that people leave the Grosvenor Hotel and go on a rail trip to Whyalla in order to get a cheap meal; but, where it is laid on for all and sundry, it is not helping the railways; it is only helping someone to save a few shillings on a cheap meal on the railways.

Mr. FRED WALSH—The honourable member does not know what he is talking about. I support the member for Whyalla (Mr. Loveday) about the lack of publicity for the dining-car on the Port Pirie line. I have travelled on that train and, because I did not know that a dining-car was going to be attached, I had my meal at Port Pirie, not in a railway refreshment room but in a restaurant. When I got on the train I found a dining-car attached. It is logical to expect that one would not have had a meal in Port Pirie but would have waited until boarding the train where a good meal would be supplied at a reasonable cost. I appreciate it is perhaps uneconomic to keep the Bowmans refreshment rooms open because of the few trains running on that line and the few passengers using it; but, somehow, we have to popularize our train services to get more people to patronize the railways. That is a job for the Railways Department. If private enterprise cannot make the refreshment rooms pay when it has all the advantages in running those rooms, it is reasonable to assume that the department itself cannot make them pay. The people with contracts to run them do not have to observe the conditions of any awards, and that is a considerable factor so far as the profits are concerned.

Adelaide Railway Station is committed to an award and bound by its conditions, but that is not so in the country areas. If private enterprise cannot show a profit, how can those bound by an award make a profit? All sorts of people are employed in railway liquor bars, but they are not covered by any award

conditions. They are not covered by the Licensing Act, and the Government itself is exempt from its provisions, but, as every other purveyor of liquor is bound by it, the Government, too, should be bound. If the arrangements are proceeded with at the Adelaide Railway Station for the leasing of the refreshment rooms to Mr. D. T. Wallis, one of the State's principal caterers, I can speak only well of him as an employer and say that he would not attempt to evade the conditions of any award. The member for Light (Mr. Hambour) should study the facts before he expresses such views.

Mr. MILLHOUSE—I live on the main Adelaide to Bridgewater railway line and travel on it frequently. Up till now I have had the pleasure of being drawn to Adelaide by such steam locomotives as *Duchess of Gloucester*, *Thomas Playford*, and *Malcolm McIntosh*, but the service is now being changed to "red hens." When is that conversion likely to take place? Rumours have it that it will be next week. If that is so, will the revised time tables be available? If the Minister cannot give me an answer now, may I have that information in the very near future?

The Hon. G. G. PEARSON—I will seek the necessary information for the honourable member.

Line passed.

Transport Control Board, £19,573.

Mr. TAPPING—I believe that this board is inconsistent in its granting of permits to sporting bodies. A recent example is that a month before Labor Day I had a letter from Philips Industries who had a girls' basketball team wanting to visit Victor Harbour and surrounding places. A fortnight before Labor Day the board informed Philips that it would not grant the permit, so the trip was cancelled. The following week, seven days before Labor Day, I had a letter from the secretary of the board saying that the board had reversed its decision and the permit would be granted. As it was too late to reorganize the trip these people went by train, but could not visit the places they desired. Applications are often rejected on the first occasion but, after subsequent overtures, the requests are granted. I ask that the board does not discriminate against sporting bodies, as these trips usually take place only once or twice during the year, usually on Labor Day.

Mr. HAMBOUR—I agree with the member for Semaphore. I think the Transport Control Board is probably one of the most unpopular

authorities in this State. No doubt it has an unpopular but necessary duty, but I think it is petty in dealing with sporting bodies. The Endunda and Angaston football clubs recently arranged for buses to take them on trips, but the board rejected their applications, saying that they could travel by train. That is correct, but these men wanted to be together and to be able to make their own arrangements regarding times, and I think it is wrong that these three men who constitute the board can dictate the pleasures of the people as they do. I rang the Secretary, who was most sympathetic. He said that, as the board had already met, the members would have to be brought back to reconsider the decision, which I was loth to seek. The railways did not get this business as sixteen of the team had motor cars, but they did not wish to drive because they were going on a "binge" and did not want the responsibility. They were willing to pay a bus driver to take them so that they would get home safely. Surely these men should appreciate that. I ask the Treasurer to pass on my sentiments to the board, and I hope that in the future it will show a little more humanity towards these sporting bodies.

Mr. LAWN—I have had 100 per cent satisfactory results in any matter I have taken up with the board. Various bodies get in touch with the board and say they want to use a bus to go somewhere, stating in the application just where they want to go, but the application is rejected because the trip could be taken by rail. Some of these people eventually come to me and I find that they intend to make a tour instead of going to one town only. I think their omission to state the nature of their trips is the reason for being rejected. Possibly that was the position in the case quoted by the member for Semaphore.

Mr. Tapping—It was stated in the application that these people wanted to go to Victor Harbour and other places.

Mr. LAWN—I do not know of any instance where the board has rejected an application under those circumstances. If these organizations stated what they wanted and they could not do the trip by train, they would have no difficulty with the board. I know of an application made by the committee of an A grade football club without consulting the players but, when the position was put to the players after the board rejected the application, they said they wanted to leave, not on the Friday as set out in the application, but on the Saturday, so that they would not lose a day's pay or

some of their annual leave. A fresh application was made out entirely different from the original application rejected by the board.

Mr. HALL—This board meets once a week, on Mondays, which is inconvenient to people who contemplate buying stock in poor condition and who want to be able to make a decision quickly, but must wait until the following Monday for a decision to be made. This applies to perishable goods and pasture seeds. I think a weekly meeting is insufficient to cater for the interests of many country people.

Mr. QUIRKE—I will not give any eulogies to the board. I think its members are barnacles on the ship of progress and it is time the board was abolished. There are hundreds of vehicles on the roads which would not be there but for the board's activities. The railways can give nothing like the efficient transport provided by road vehicles for certain types of goods. A certain machine was required for the Clare Show and it was taken to the railway station on Thursday week last, but it had not arrived by Saturday. This machine could have been placed on a road transport on the Friday and been at the show on the Saturday. Whereas one vehicle could pick up urgent parcels in Adelaide for two or three different people at places like Clare, it is not permitted to do it, and the result is that a number of vehicles are running to town not because they can do the work more cheaply, but because they can give an immediate service. The position needs correcting. One is prohibited from carrying goods on behalf of another person under dire penalty, and this should be stopped. It is not stopped by the board's trying to force goods on the railways; its operations have the effect of forcing more vehicles on the roads.

There are possibly hundreds of utility-type vehicles on the roads which would not be there but for the endeavour of the Transport Control Board to force goods on to the railways. Actually it is forcing traffic away from the railways. The attitude of the board toward the transport of stock is in some cases ridiculous. An application was made to the board for permission to transport young lambs from Hallett to the bottom end of the Peninsula and the trip could have been done comfortably in five hours. Each farmer concerned had to take his stock to the Hallett railway yards and load on to the railways. Then they were hauled to Dry Creek and then taken all the way to Melton, where they were loaded into road transports and taken to their destination. There is no sense in that.

I took the matter up, but could get nowhere. There must be some supervision of the board's activities. Instead of its protecting the railways, it is doing immeasurable damage to them.

Mr. HUTCHENS—My views of the board are precisely the same as those of Mr. Lawn. I wonder what would happen if we were to be denied our railway services and road transport had the right to carry goods wherever it desired. The development of the country is the result of the provision of Government transport. If we take control away from the Transport Control Board our railway debt must increase. We should do nothing to jeopardize the board, which has done a good job for the economy of the State. If we are to study the State's welfare, we must consider the railways. I urge honourable members to look at this matter sanely and appreciate that the board is necessary. If a member goes to the board and explains fully the requests of applicants who want to go on a country tour, he will get a permit.

Mr. MILLHOUSE—When I listened to the contributions of certain honourable members on this line I was reminded of the phantasy in Quintin Hogg's *The Case for Conservatism*. He pondered on the position that would have arisen in England in the nineteenth century if, at the time of the invention of the railway engine and the introduction of railways, the whole of England had been covered by a socialistic network of very efficient stage coaches. Would the Government have allowed the railways to develop in competition with its own business undertaking? The question is whether there would have been a type of Transport Control Board to rationalize the transport system of the country. I am not having a shot at the railways. I realize that we have a railway system, and that we have to do the best we can with it, but I often wonder whether the Transport Control Board is the best means of rationalizing our transport system.

I did not rise simply to make that comment, although I think it illustrates the point that is so painfully obvious that it is often overlooked by members. I have, since February 17, been treasuring a few remarks on this matter. On that day there appeared in the *Advertiser* an article headed "Carriers Who Cart Own Goods," the first few paragraphs of which are as follows:—

Control over those who transport their own goods with their own vehicle is being sought by

the Transport Control Board. No control at present exists over "ancillary vehicles," as this kind of transport is described. The board's annual report, released yesterday . . .

Although the article stated that the report was released only the day before, I notice that the 27th annual report of the Transport Control Board was printed in accordance with a resolution of the Legislative Council on November 19, 1958. It was ironical that that article should appear in the *Advertiser* on February 17, the day after the Treasurer in his policy speech had made a spiel for private enterprise, but I suppose that is one of the ironies of our present political system. However, when we look at the report of the Transport Control Board we find that that is just what the board is asking, for this is what the report says under the heading "Ancillary Vehicles":—

The growth of motor transport has seen an enormous increase in the number of vehicles on the roads and ancillary carriers are now operating units capable of handling loads of 10 tons and over. This development has radically affected the scope of road transport control. Large units may be seen daily transporting cement, hotel supplies, timber and wool and other goods for hundreds of miles to and from areas adequately served by either railway, licensed road carrier, or steamer.

When we read that we can see that the Transport Control Board is just itching to get its hands on that type of transport. The report continues:—

The board is firmly of the opinion that to give adequate protection to licensed road carriers, the steamship companies and the Railways Department, some measure of control should apply to ancillary vehicles so that reasonable co-ordination of traffic may be achieved.

That is what the board says, and that rouses my ire. I respectfully but entirely disagree with the sentiments expressed regarding that matter in the report, and I ask whether the Government will give an assurance that it does not intend to give the Transport Control Board that power. If I cannot obtain that assurance, I respectfully ask the Government to note the views that I have expressed.

Line passed.

MINISTER OF ROADS AND LOCAL GOVERNMENT.

Office of Minister, £5,843.

Mr. STOTT—This is the only line on which I can raise the question of river crossings by ambulances. Ambulance services have been established in the Upper Murray districts and are doing a remarkably good job. Such an ambulance service has been established at

Waikerie, and if that ambulance has to go to Overland Corner it must cross the river by ferry at Waikerie and pay a fee for crossing. Those ambulances are often called out in an emergency during the day or the night, often to attend urgent maternity cases, and I do not think it is right that they should be called upon to pay a fee for crossing the river. I ask the Minister to look into this question to see if the ambulance services can be provided with free river crossings.

The Hon. G. G. PEARSON—That matter is already the subject of an inquiry.

Line passed.

Highways and Local Government Department, £413,220; Miscellaneous, £27,858—passed.

APPROPRIATION BILL (No. 2).

The Estimates were adopted by the House and an Appropriation Bill for £59,265,000 was founded in Committee of Ways and Means, introduced by the Hon. Sir Thomas Playford and read a first time.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer) I move—

That this Bill be now read a second time.

This Bill is for the appropriation of £59,265,000, details of which are set out in the Estimates which have just been dealt with by the House. Clause 2 provides for the further issue of £37,265,000, being the difference between the total of the three Supply Bills passed—£22,000,000—and the total of the appropriation required in this Bill. Clause 3 sets out the amount to be appropriated and the details of the appropriations to the various departments and functions. This clause also provides that increases of salaries or wages which become payable pursuant to any return made by a properly constituted authority may be paid, and that the amount available in the Governor's Appropriation Fund shall be increased by the amount necessary to pay the increases.

Clause 4 authorizes the Treasurer to pay moneys from time to time authorized by warrants issued by the Governor and provides that the receipts obtained from the payees shall be the discharge to the Treasurer for the moneys paid. Clause 5 authorizes the use of Loan funds or other public funds if the moneys received from the Commonwealth

and the general revenue of the State are insufficient to make the payments authorized by this Bill. Clause 6 gives authority to make payments in respect of a period prior to July 1, 1959, or at a rate in excess of the rate in force under any return made by the Public Service Board or any regulation of the South Australian Railways Commissioner. Clause 7

provides that amounts appropriated by this Bill are in addition to other amounts properly appropriated.

Bill read a second time and taken through its remaining stages.

ADJOURNMENT.

At 9.28 p.m. the House adjourned until Wednesday, October 28, at 2 p.m.