

HOUSE OF ASSEMBLY.

Wednesday, April 6, 1960.

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

QUESTIONS.

UNITED KINGDOM DUTY ON WINES.

Mr. KING—It was announced in the press recently that the duty on imported wines in the United Kingdom had been reduced by an amount which, according to the report, represented 2s. a bottle. As this reduction is something that we have been awaiting for some time, and in view of the importance of the wine industry to South Australia, will the Premier call for a report from the Agent-General in London on the likely effect of the reduction on the wine industry in South Australia?

The Hon. Sir THOMAS PLAYFORD—Various reports have already come from London as to the effect of this concession, and as to its effect on the industry here. One authority said that it would probably be advantageous to the industry here, but another pointed out that it was a general concession that would apply not only to Australia and might benefit Portugal more than Australia. However, I shall be pleased to obtain a report as requested by the honourable member. If there is any further opportunity of expanding our export trade, I know that the interests here will be most anxious to avail themselves of it.

HOSPITAL CHARGES.

Mr. FRANK WALSH—Yesterday, in reply to a question I asked relating to hospital charges at the Royal Adelaide Hospital, the Premier said:—

The charge made to those persons who are not covered by hospital benefits is the same as for (a)—viz., 60s., per day. If these persons are able to prove that they are not in a position to pay the full hospital charge they have their account reduced according to their financial circumstances and in accordance with the new remission scale approved by Cabinet. I consider that that information could have been given to the House yesterday unless it was on the secret list, and I now ask the Premier if he will explain what he meant by "the new remission scale approved by Cabinet"?

The Hon. Sir THOMAS PLAYFORD—I was nearly apologizing to the House yesterday for the length of my reply to the honourable member, but the Commonwealth regulations are so complicated that it was necessary, in order to have something like a clear picture, for the

reply to be lengthy to cover all of the various types of cases that exist under the new Commonwealth regulations. The information the honourable member seeks today was certainly not asked for yesterday, when I gave a comprehensive reply to the points he raised. As this matter is now to be debated tomorrow, I am not sure whether we should anticipate the debate by dealing with it now. I have not the information with me, but I will have the schedule available tomorrow and will make it available to the House at a suitable opportunity.

Mr. JENNINGS—Yesterday, in reply to questions on notice, and also today in reply to a question, the Premier talked about what he calls the Cabinet scale of remissions on hospital charges. Could that scale be made available to members? This has nothing to do with the vote that may be taken tomorrow.

The Hon. Sir THOMAS PLAYFORD—I have already answered a question on this matter and said that the scale would be available tomorrow in time for the debate that I understand is to take place soon. The scale, of course, is an integral part of the system of charging fees, because without the scale there would be a totally different result in the administration of the regulations.

RHINITIS IN PIGS.

Mr. HEASLIP—During the last 12 months a new disease in pigs, known as rhinitis, has become prevalent in this State. The disease has a serious effect on the economic raising of pigs. I understand that the veterinary section of the Department of Agriculture has investigated the matter and conducted research into the subject. Is the Minister of Agriculture able to say what the department has been able to discover, whether it has been able to trace the source of the infection, and whether there is any possibility of cleaning it up?

The Hon. D. N. BROOKMAN—This infectious rhinitis has been detected in South Australia for several months. It is a new disease and the diagnosis was confirmed by samples sent to the United Kingdom. It is a serious disease that kills pigs, but its effect is not so much on the mortality rate in the direct sense as on the economic loss by adversely affecting the health and slowing the maturity rate of pigs, as young pigs that are affected take longer to reach a given weight. The disease has been located in a number of properties in South Australia, and legislation will be introduced later when I will give a full statement on what we know about it. The source of infection cannot be ascertained definitely.

Certain importations have taken place in the last few years, but the source is not known at present and may never be known. In any case, the disease affects all breeds of pigs, and is one of the most serious diseases that this animal can suffer.

RAILWAY CAR PARKS.

Mr. HUTCHENS—With a view to increasing railway revenue for the South Australian Railways Department and relieving traffic congestion in the City of Adelaide, will the Minister of Works take up with his colleague the feasibility and desirability of establishing and constructing car parks in what are known overseas as fringe parking areas adjacent to metropolitan railway stations so that people could park their cars, join the train and come into the metropolitan area to do their business?

The Hon. G. G. PEARSON—Yes.

NANGWARRY AMENITIES.

Mr. HARDING—I have before me a letter from the secretary of the local board of health to the mill manager at the Nangwarry sawmill. Will the Minister of Forests have a study made of this report and then later report the findings to this House? Will he also report on the improved water supply to the township of Nangwarry?

The Hon. D. N. BROOKMAN—I think the honourable member's question refers to deep drainage at Nangwarry. I will obtain a report for him on that matter and also one regarding the water supply.

BRADFIELD SCHEME FOR QUEENSLAND RIVERS.

Mr. RICHES—I have read with interest a move by the Graziers' Association of the Northern Territory, supported by landowners in the Far North of South Australia, asking for fresh investigations into the possibility of implementing Mr. Bradfield's scheme of diverting the Queensland rivers into the Northern Territory and the Far North of South Australia. The construction of the Snowy scheme and other similar undertakings in Australia since the Bradfield scheme was first propounded would indicate that many of the practical difficulties could be overcome. Can the Premier say whether the South Australian Government has recently considered the Bradfield scheme, and if so, whether it can support the representations made by the graziers to the Federal Government?

The Hon. Sir THOMAS PLAYFORD—The only reports I have ever had upon the Bradfield scheme, as it is called, have been from engineer-

ing experts who have stated that the advantages of the scheme would be negligible and the cost extremely high. Those reports were made many years ago, and I have heard nothing of the scheme again until recently when it has been revived as something that could be considered. The areas concerned are mainly outside South Australia, and experience of the flooding of Cooper's Creek and similar streams by natural rains has not led us to believe that any material national benefit would arise from it. Some local benefit in flooded areas may accrue to individual pastoralists, but even that benefit would be short-lived. I doubt whether the large cost of this scheme would be justified, and it is certainly not nearly as urgent as many other projects which are either contemplated or will be necessary soon if this country is to develop and progress. I cannot say that we would enter into this scheme with any great enthusiasm at this stage. Later, it may be possible to consider it, but many other major projects would confer much more benefit on the community than this one, even if it is ultimately found to be a scheme that could be undertaken as an engineering practicability.

Mr. KING—My question relates to the matter raised by Mr. Riches in connection with the proposed conference of united graziers to be held shortly and to be attended, I understand, by a number of organizations including the West Darling Association. As the Darling River will be supplying much of the water in connection with the dam proposal, and as the nine rivers originate in Queensland, the length in that State being about 2,000 miles, does the Premier think it advisable that someone from South Australia should attend the conference at Bourke to ascertain where we are going in the matter?

The Hon. Sir THOMAS PLAYFORD—I come back to the answer I gave previously. At present Australia is engaged in one or two major projects, including the Snowy Mountains project, and I am certain that no Commonwealth money will be available for a project of this description. I am equally confident that neither Queensland nor New South Wales has any money to put into it. Under the circumstances I do not think there is any possibility of the inclusion of the project in priorities at this time. Because of New South Wales Government action we will not get a good flow of water from the Darling River.

Mr. King—I speak of water that comes from Queensland.

The Hon. Sir THOMAS PLAYFORD—I understand that, but I cannot see it coming from Queensland for many years to come.

EYRE HIGHWAY.

Mr. BOCKELBERG—Could the Minister of Works, representing the Minister of Roads, inform me what progress has been made in the search for water and for material suitable for forming Eyre Highway?

The Hon. G. G. PEARSON—I know that the two matters mentioned by the honourable member have been considered for some time, but I am not able to say offhand just what results have been achieved. I will refer the question to my colleague and bring down a reply.

Mr. BOCKELBERG—I understand that recently the Premier discussed with the Premier of Western Australia the sealing of the Eyre Highway and the possibility of approaching the Federal Government for financial assistance. Has the Premier anything to report about his discussions?

The Hon. Sir THOMAS PLAYFORD—The Premier of Western Australia visited this State for a conference recently and purposely travelled overland to examine the state of the road. He discussed the position with me and we agreed that South Australia should take out estimates of the cost of sealing the road as far as the Western Australian border and Western Australia should prepare similar estimates for the work on its side of the border and that we should make a joint approach to the Commonwealth. Obviously, it is an undertaking beyond the resources of either State, because our Highways Fund would be absorbed entirely for some time and all other road projects would have to be discontinued.

OPENING OF BIRKENHEAD BRIDGE.

Mr. TAPPING—Has the Minister of Works a reply to the question I asked last week regarding the opening of the Birkenhead Bridge?

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

The making of regulations to limit openings of Birkenhead Bridge is at present under consideration and when the extent of my powers under the Highways Act has been ascertained, I will submit a recommendation.

MANNUM-ADELAIDE PIPELINE.

Mr. LAUCKE—As a major water reticulation service to the areas of Modbury, Tea Tree Gully, Highbury and Golden Grove depends upon the completion of the Mannum-Adelaide

pipeline, can the Minister of Works say when the pipeline might be completed?

The Hon. G. G. PEARSON—The Engineer-in-Chief reports as follows:—

The Mannum-Adelaide pipeline still has a high priority. Completion of the project is dependent upon the installation of the automatic valve control system. The contract time for this work, costing over £120,000, does not expire till August, 1961. Every endeavour is being made to partially complete the work to permit of manual operation of the system next summer.

Mr. LAUCKE—Will the “partial completion” and “manual operation” enable a start to be made on the proposed reticulation scheme?

The Hon. G. G. PEARSON—As I understand the position the answer from the physical viewpoint is that when the storage tanks are able to be used, whether manually or automatically, water should be available for reticulating adjacent areas that depend upon the completion of that scheme. However, other considerations necessarily apply. Unfortunately, these matters do not entirely depend upon physical considerations. When water is available the reticulation of these areas can be considered, but I cannot go beyond that because I am unable to forecast precisely what Loan works we will be able to undertake next year. Until that position is clarified I would hesitate (indeed, I would be unwise) to give a categorical assurance about the proposal. It is the department’s intention to reticulate as soon as possible at least the most developed parts of the country to which he has referred.

PILDAPPA WATER SUPPLY.

Mr. LOVEDAY—Settlers in the Pildappa area north-east of Minnipa requested last year, and also previously, that their water supply come from the Tod River scheme or, alternatively, from another underground storage tank. These requests were refused, and the settlers since then have placed another suggestion before the Engineering and Water Supply Department which would be much cheaper. Has the Minister of Works any further information regarding that request?

The Hon. G. G. PEARSON—I am aware of the request. Residents from that area were in Adelaide recently and I happened to meet them in this building, when the matter was further discussed. I undertook then to pursue their suggestion. I have not the answer from the department yet as to the feasibility or otherwise of the suggestion, but as soon as I am able I will obtain information for the honourable member.

OIL EXPLORATION.

Mr. CUMBE—It has been reported in the press that another American expert is now in South Australia engaging in exploration for oil. In view of the great importance of this to South Australia can the Premier say whether the Mines Department is actively assisting this gentleman in the work and can he indicate the assistance?

The Hon. Sir THOMAS PLAYFORD—So far as I know, the Mines Department is not assisting this individual or syndicate in field work. I believe that Geosurveys of Australia Ltd., of which Mr. Sprigg is the principal executive, may be doing some of the work. Certain laboratories were handed over to a committee of management and they give to all companies much assistance and classify strata of the rock that may be penetrated during boring operations. It gives this information and such other technical information as may be necessary. As far as I know, the Mines Department is at present engaged in geophysical work on the Birdsville track and is not undertaking any field work for any other mining company.

FINDON HIGH SCHOOL.

Mr. FRED WALSH—Has the Premier any further reply to the question I asked last Thursday concerning land adjoining the Findon high school?

The Hon. Sir THOMAS PLAYFORD—I have the docket on this matter and I find that the Education Department wrote to the council on April 4 stating the terms and conditions under which the department would be prepared to recommend a joint scheme. I will make the docket available to the honourable member, but for the purpose of answering his question I will quote the last paragraph of the Director's letter to the clerk of the Corporation of Woodville. It was as follows:—

I would be grateful if you would advise me if these proposals are acceptable to your corporation. Upon advice of this acceptance the Minister of Education has undertaken to submit the whole proposition for the consideration of the Government with the recommendation that it be accepted and approved.

As far as I know, there has been no reply to the letter. There is no reply in the docket, which the honourable member can peruse and from which he can see the precise position.

LOADING OF KETCH.

Mr. RYAN—On January 15, the 146 tons ketch *Coomandery* sailed from Port Adelaide for Kangaroo Island with a cargo of skiffs and hydroplanes. Negotiations had taken place

as to the possibility of the owners and crew being transported on the same vessel as passengers. As this was not possible under the Act that authorizes the issuing of licences, it was found that the persons concerned could be signed on as crew members. Normally this ketch carries a crew of six, but on this trip 39 additional members were signed on, making a total of 45. In view of the disastrous accidents that have recently occurred on the South Australian coast, will the Minister of Marine call for a report and, if it is considered necessary, recommend amendments to the Act that now allows such incidents to occur and possibly seriously endanger lives?

The Hon. G. G. PEARSON—The General Manager of the Harbors Board has from time to time conferred with me on the advisability of bringing the State Acts into line with the Commonwealth Navigation Act in various aspects. At present there are several aspects in which they are not quite in line and apparently this is one of them, although it was not a point which had been previously brought to my notice. On several aspects there is divergence between the two Acts and we have been considering the advisability of suggesting to Cabinet that it might be advisable to bring the Acts into line. In view of this I will include in the discussions the matter the honourable member has raised and will seek information about the practice in this industry.

PORT PIRIE WHARF REHABILITATION.

Mr. McKEE—Is Mr. Shannon, as chairman of the Public Works Committee, able to give a full report regarding the progress of the rehabilitation work on the Port Pirie wharves and can he indicate when the work is likely to commence on this important project?

Mr. SHANNON (Chairman of the Public Works Committee)—Obviously, I cannot give a full report as this matter is still the subject of inquiry by the Committee, and the taking of evidence has not yet been completed. Evidence has been tendered by certain interested parties and it is being checked by appropriate Government authorities, the Harbors Board and the Railways Department. We have not had a final decision from these two Government departments on the proposal set out by the other interested parties, and the honourable member knows some of them. They made certain submissions to the Committee, which I think warranted a complete investigation, which they are receiving. I assure the honourable member that the Committee is pursuing its inquiries energetically and I hope that a decision will be reached soon.

SHEET PILING AT MANNUM.

Mr. BYWATERS—The Minister of Works will recall that during the last recess I introduced a deputation from Mannum District Council in relation to the repair of the sheet piling adjacent to the Mannum recreation reserve. At the time the Minister was kind enough to promise that he would pass the matter on to the Harbors Board to see if a price for the work could be ascertained. I have since been informed by one officer that this has taken place, and I thank the Minister for it. Has he a report as to the likely cost of the work and has he any other information on the matter?

The Hon. G. G. PEARSON—My last acquaintance with this matter was when I asked the Harbors Board if it would be good enough to send an officer to Mannum to inspect the proposal and to confer with representatives of the council. I understand that that has been done. That appears to be confirmed by the facts mentioned in the honourable member's question. I have not seen the report and I will call for it to see what it contains.

SAFETY SALLIES.

Mr. RALSTON—Last October, in reply to a question regarding the use of *Safety Sallies*, the Minister of Works said that the proposed amendments to the Road Traffic Act would permit the Government to promulgate regulations that would cover the question of road signs known as *Safety Sallies* at schools. Although regulations under the Act have been amended and recently gazetted dealing with road signs for the protection of men, nothing has been done as yet to permit the use of *Safety Sallies* at schools. I point out to the Minister that some country councils consider that pedestrian crossings complete with flashing lights, etc., may suit the metropolitan area but do not offer a practical solution to the problem of safety of children at country schools. Will the Minister ascertain from his colleague whether the State Traffic Committee has considered the question of *Safety Sallies* and, if so, whether any recommendations have been made to the Government? If not, is it the Government's intention to ask the State Traffic Committee to consider this problem?

The Hon. G. G. PEARSON—Yes.

MILLICENT HOUSING.

Mr. CORCORAN—On December 1 last I asked the Premier whether the Housing Trust would build rental homes in Millicent for

persons other than employees of Cellulose and Apcel, as there were many other employers with employees who were unable to secure rental homes and who were not financially able to purchase houses. In his reply the Premier said:—

Probably the best way to deal with the problem, particularly at Millicent, would be to get an officer of the trust to visit the district to make a complete survey of requirements. After that has been done I will inform the honourable member further.

I have heard nothing since then. Can the Premier say whether the trust has investigated the matter and has he anything to report?

The Hon. Sir THOMAS PLAYFORD—I hope to have a report for the honourable member by Tuesday next.

RETRENCHMENTS.

Mr. O'HALLORAN—Yesterday I asked the Premier a question regarding retrenchments of employees from Government departments, including the Engineering and Water Supply Department and the Harbors Board, and he replied that certain employees of those departments who were not permanent employees had been retrenched because the Loan works on which they were employed had been completed. Can he say whether any of the employees who were retrenched have been re-employed in either of the departments or what are their prospects for re-employment?

The Hon. Sir THOMAS PLAYFORD—I was speaking from memory yesterday when I said that I thought ten men had been retrenched in the Harbors Board, that others were to be retrenched, and that 163 were retrenched from the Engineering and Water Supply Department. Since then I have been advised that the Engineering and Water Supply Department has been taking on additional labour. Probably some men who were retrenched have been re-employed, but I will find out if that is so.

GAS WORKS ACCIDENT.

Mr. HUTCHENS—Yesterday, in reply to a question about an accident at the Brompton gas works, the Premier said he would ascertain whether scaffolding had been erected in accordance with the Scaffolding Act and whether there was any negligence or other matters requiring attention. Has the Premier anything to add to that reply?

The Hon. Sir THOMAS PLAYFORD—I have received the following information from the Secretary for Labour and Industry:—

The following report is submitted in connection with a collapse of a scaffold which

occurred in No. 5 Retort House at the Brompton works of the S.A. Gas Company on Monday, 4th April, 1960.

A hanging scaffold had been erected in this retort house by employees of Woodhall & Duckham Aust. Pty. Ltd., a construction engineering firm from New South Wales. The scaffold was suspended from girders by ropes which supported wooden 4in. by 3in. putlogs on which were placed timber planks. The workmen concerned were standing on the timber planks approximately 60ft. above the floor level.

The scaffolding was erected on Thursday of last week, in accordance with the requirements of the Regulations under the Scaffolding Inspection Act and was apparently sound. However, notice of the intention to erect the scaffolding was not given to the Chief Inspector as required by section 6 of the Scaffolding Inspection Act and the company therefore committed a breach of that Act. As the erection of the scaffolding had not been notified to the department it had not been inspected by an inspector of the department. Action against the company will be recommended in respect of this breach of the Act.

The accident was caused when one of the 4in. x 3in. timber putlogs suddenly broke. A preliminary examination which has been made of this piece of timber indicated that there was no external evidence of any defect in it. All planking used on the scaffold was found to be in a good, sound condition. When the putlog broke the timber planking fell and the four men who were working on the scaffolding lost their foothold. Two men fell to a landing 17ft. below the scaffolding, one fell 60ft. to the ground floor, while the other, after falling 60ft. to the floor, hit a platform rail on the ground floor and fell a further 12ft. into a breaker pit. He did not fall into any moving machinery as had been reported in a newspaper.

It is understood that one man has only minor bruising, two others are in hospital but apparently in a satisfactory condition, but the fourth man is still in a critical condition. Detailed investigations are being made by inspectors of the department.

Mr. HUTCHENS—When the Premier is making further inquiries regarding the accident at the Brompton gas works will he ascertain the type of timber and piping used in the scaffolding?

The Hon. Sir THOMAS PLAYFORD—I noticed in the report that the scaffolding had been erected according to the standard in the regulations, but I will make the additional inquiries into the matter.

LOXTON REVALUATIONS.

Mr. STOTT—Can the Minister of Lands state how many applications were made against the review of valuations of the Loxton Soldier Settlement Scheme, whether any revaluations have been made and, if so, what is the result

of the revaluations and how many soldier settlers have been advised of the revaluation?

The Hon. Sir CECIL HINCKS—I am not able to give the exact number of applications for revaluation, but I know that a further batch came in for revaluation recently. I have now asked the committee investigating those blocks to hold a conference on whether we should have the earlier applications revalued so that the men will know their valuations; otherwise, it will be a considerable time before all applications for revaluation have been dealt with. I will get information on the numbers and advise the honourable member.

RAILWAY STANDARDIZATION.

Mr. McKEE—A recent press statement would lead one to believe there have been favourable negotiations regarding the standardization of the Port Pirie to Broken Hill line. Can the Premier report on the progress of those negotiations?

The Hon. Sir THOMAS PLAYFORD—The negotiations have been slow and difficult. Recently there was a change in the Federal Ministry controlling the department, and very little progress has been made. As a matter of interest, Mr. Wentworth, M.H.R., who is the chairman of a committee, I think of the Liberal and Country Parties, dealing with rail standardization, recently visited this State. I think members will remember that it was his committee that recommended the duplication of the line from Melbourne to Albury in standard gauge. Mr. Wentworth informed me that his committee strongly favoured submitting a proposal that the Broken Hill to Port Pirie line be standardized with a proposal worked out by the South Australian Railways Commissioner (Mr. Fargher) on bringing a line into Adelaide and doing work to bring about standard gauge on one or two subsidiary lines—for instance, that running to Wallaroo. He said he would support a proposal along those lines provided that the Quorn to Peterborough line was abandoned, and that he would also favour a connection to Quorn from Wilmington by extending the Wilmington line. I am not quite sure whether he intended that the Wilmington line would be made standard gauge or not, but these proposals were, of course, made outside of Federal Cabinet and I am not in a position to know whether or not they had Federal Cabinet backing. Federal Cabinet certainly has not informed me along those lines. The last official communication I had was from the Prime Minister a considerable time ago that proposals would be submitted to Federal

Cabinet and that I would be advised in due course. The answer to the honourable member's question is that we are not yet able to say that any favourable conclusion has been reached on the negotiations. In fact, the negotiations have been extremely difficult and, no matter what authority has advanced plans, they have always been a considerable departure from the original agreement on rail standardization reached several years ago that was ratified by both Parliaments, and every one involves a considerable concession by South Australia to get the Commonwealth to consider the standardization proposals. I am not able to say that we have made real progress but, as the Commonwealth Budget and Loan programmes for this year have not yet been announced, I am not able to say that our representations have been rejected. I hope that the Prime Minister, in accordance with his promises, will submit this to the Federal Cabinet soon so that we may be further advised in the matter.

Mr. RICHES—I have been told that the Commonwealth submitted firm proposals to the South Australian Government and that it is awaiting South Australia's decision. Has the Commonwealth Railways submitted proposals and, if so, what are they? In particular, do the Commonwealth proposals include a standard gauge line from Port Pirie to Adelaide?

The Hon. Sir THOMAS PLAYFORD—The Commonwealth has not submitted any proposals to the South Australian Government as approved proposals. We had a report from the Commonwealth Railways Commissioner, forwarded through the Minister, making certain criticisms of our proposals for the standardization of the Peterborough division, pointing out that we would want less rollingstock than was provided under the agreement and that it would be uneconomic to do the work on either the Wilmington or the Quorn line. It did not refer to any link with Adelaide, but was purely and simply a criticism of our proposals regarding the Peterborough division. Those criticisms have again been answered in detail by the South Australian Railways Commissioner, but we have had no further communication from the Commonwealth Railways Commissioner or his Minister about them. It gets back to precisely the position about which I informed the member for Port Pirie: the last communication I had from the Prime Minister was at a conference at which I submitted that the Commonwealth had a legal obligation to carry out this work, that the agreement was enforceable, and that we had had the highest opinions to that

effect. I showed him those opinions, and after a few days he sent me a communication to the effect that he would submit the matter to Cabinet. Since then we have had no further communication from the Commonwealth. I recently discussed the matter briefly with Mr. Opperman in Canberra, but, as he obviously was new to the position and had no background concerning the proposals, he did not make any suggestions regarding them.

ROAD TRAFFIC ACT.

Mr. BYWATERS—Last year the Road Traffic Act Amendment Bill was debated as late as the last day of the session. Can the Premier say whether that Act has been proclaimed?

The Hon. Sir THOMAS PLAYFORD—Two amendments that were introduced into that Bill contained some anomalies, and the Government received requests to defer the proclamation of the Act. As far as I know the Act has been proclaimed, and amendments to clear up the anomalies will be presented to Parliament in due course.

SEWERAGE REGULATIONS.

Mr. LOVEDAY—Can the Minister of Works say whether the sewerage regulations are now available?

The Hon. G. G. PEARSON—From memory, I think that any outstanding matters in regard to the regulations have been cleared up, and I understand that the regulations are in the hands of the Government Printer. Whether or not they are available at present I am not able to say, but I will find out the position and advise the honourable member.

CITRUS CROP.

Mr. KING—At the end of January the Director of Agriculture made an estimate of the citrus crop for 1960 which the Citrus Growers' Association has since considered to be rather high. As these reports travel far and wide to the people who buy our citrus fruit, particularly for export, can the Minister of Agriculture say whether he has discussed with the department the accuracy of the estimate?

The Hon. D. N. BROOKMAN—From time to time the Director of Agriculture is asked to estimate crops of various kinds on the evidence available at the time. I should be happy to ask him to have another look at this estimate, seeing that three months has elapsed since the previous one was made.

MOUNT BURR COMMUNITY HALL.

Mr. CORCORAN—Has the Minister of Forests any information on the progress in the building of the Mount Burr community hall?

The Hon. D. N. BROOKMAN—I will obtain a report for the honourable member.

RIVER MURRAY STORAGE DAM.

Mr. STOTT—I understand the Premier has discussed with the Federal and State authorities the proposed storage dam on the River Murray. The Prime Minister stated in the Federal Parliament that this matter would come within the province of the River Murray Commission. Can the Premier say whether this matter has been referred to the Commission, whether the Prime Minister's statement is correct, and whether a recommendation has been made to the Commission? Is it obligatory to refer the matter to the Commission before any further negotiations can take place regarding it?

The Hon. Sir THOMAS PLAYFORD—The purpose of discussions I had with the Prime Minister and with Mr. Bolte in Victoria, and the further discussions I am hoping to have with Mr. Heffron on Friday, is to acquaint the parties in the River Murray Commission with the proposals at first hand, so that we would have their sympathy and support in connection with our reference to the Commission. The officers of the South Australian department have investigated this matter, but, as in any major project of this description, much further information is required before the precise nature of the works can be planned. There was some slight evidence of approach as far as the Prime Minister and the South Australian Government were concerned. I suggested to the Prime Minister that we would ask Victoria and New South Wales to meet us in conference so that we could put the matter before them and explain our proposals. The Prime Minister, however, held the view that these proposals should be submitted to the River Murray Commission for investigation without first apprising the Governments, and that we should negotiate with the Governments after receiving the Commission's report. Under section 20, I think, of the agreement, any State can submit a proposal for investigation. The only difficulty between the Commonwealth and ourselves was on the mode of procedure. The Commonwealth appeared to be reluctant to call a conference, and I have therefore personally visited Mr. Bolte and explained the position to him, and I intend to explain the position similarly to Mr. Heffron

next Friday. If Mr. Heffron concurs I will formally ask Mr. Dridan, our member on the River Murray Commission, to submit the matter to the Commission for investigation, in accordance with the section I have referred to. An investigation will probably occupy eight or nine months, and it will not be possible to get an earlier decision upon it, although much work has already been done by our own State department. I think it would be proper to say that the River Murray Commission itself would probably request the South Australian department to do most of the work in connection with this plan, as it was undertaken primarily to benefit South Australia.

Mr. Stott—Is any Commonwealth money involved?

The Hon. Sir THOMAS PLAYFORD—The proposition I put to the Commonwealth Government was that, as it was a project that would involve benefit to South Australia and not New South Wales and Victoria, I thought it extremely unlikely that it would be prepared to authorize a major cost to those two States. Under those circumstances, I told the Commonwealth that I thought a fair and proper apportionment of the cost would be 50 per cent for South Australia and 50 per cent for the Commonwealth. The Commonwealth did not say that it would not put up 50 per cent, but, on the other hand, it did not say that it would. At that stage it did not accept or reject, but said that until investigations had been completed it could not make a formal decision. It is extremely important to South Australia that this work should be done outside the River Murray Waters Agreement. If it is not, we would get protection from droughts, but that would be the only benefit.

Mr. Stott—The other two States are concerned with the supply of water.

The Hon. Sir THOMAS PLAYFORD—Let me quote some figures to show the proposition in broad outline. The average quantity of water that has flowed into South Australia during the last 20 years has been 9,000,000 acre feet. The quantity we are entitled to under the agreement is 1,250,000 acre feet. The average quantity that will flow into South Australia in the next 20 years, considering the projects already approved, would be 6,000,000 acre feet. On that basis the position for South Australia looks very good indeed, because our quota under the agreement is only 1,250,000 acre feet, and if we were to get the 6,000,000 acre feet the position would seem to be assured, but when we examine the figures more closely we find that that is not the position. In the

20 years' average of 9,000,000 acre feet, in one year not less than 39,000,000 acre feet came down, and almost immediately afterwards we were close to having a drought declared and water restrictions imposed. The flow of the river is haphazard. We can get an enormous quantity of water at one time and very little at another. At present I do not think any water is passing through Mildura, except what leaks through the locks. Obviously the only safety for South Australia, and our possibility of getting increased water, comes from a storage that would enable us to hold water in a period of heavy river flow for a period of negligible river flow. That is the problem before us.

We can give one benefit to the other States, which might lead them to support the proposal. At present they have to send our water down in monthly quotas, but if we had a suitable storage we could take their water at any time of the year to suit them. It would relieve them of the obligation to supply monthly quotas, and it would be a great benefit to them on certain occasions. The answer to the question is that there was an expected Commonwealth agreement to meet half the cost. It is not desirable in our opinion to bring the project under the River Murray Waters Agreement because the additional water we would get through conservation would be lost and it would be taken into account in the overall apportionment. It would mean also that the new storage would be only an additional safety factor against droughts.

PETERBOROUGH TO QUORN RAILWAY LINE.

Mr. O'HALLORAN—It has been suggested by Mr. Wentworth, M.H.R., that the Peterborough to Quorn railway line should be closed. Of course, that is a very substantial departure from the agreement made some years ago and approved by both the Federal and State Parliaments, and it is of vital importance to many electors in my district. I understand that under legislation dealing with the closing of railway lines in South Australia it is necessary for the Public Works Committee to examine the matter before final approval is given to closing a line. Can the Premier say whether this line would come within that category and, therefore, before negotiations are completed resulting in its closing there will be a complete inquiry by the Public Works Committee?

The Hon. Sir THOMAS PLAYFORD—Most decidedly, that line, as a South Australian line, would come within the category mentioned by

the Leader. It would not be possible to close it without getting from Parliament the approval that we have to get on these matters. Personally, and I am not now speaking after consulting the Railways Commissioner, it seems to be rather a peculiar suggestion that we should close one line and then build another. Such a suggestion does not appear to have great merit. I would think that the Railways Commissioner's report would be against the proposal. To what extent he would recommend modernizing the present line, if the Commonwealth refused standardization, I do not know. The answer to the question is that it would be a matter requiring Parliamentary approval.

BULK HANDLING OF GRAIN AT PORT PIRIE.

Mr. RICHES—The Public Works Committee said that one reason why it was unable to reach a decision on wharf improvements at Port Pirie was that it had to take into account bulk handling of grain at that port. Can the Premier say whether a proposal embodying the bulk handling of grain at that port has been submitted to the Committee and, if so, has any evidence been taken on the matter? If not, does the Committee intend to take any evidence?

The Hon. Sir THOMAS PLAYFORD—So far as I know, no proposal has been received by the Government for bulk handling facilities at Port Pirie.

Mr. Shannon—The Committee has received a reference.

The Hon. Sir THOMAS PLAYFORD—I was not aware of it.

Mr. SHANNON (Chairman, Public Works Committee)—The Committee has not got very far with the matter. It is waiting for the Harbors Board to submit its design.

RADIUM HILL SCHOOL.

Mr. O'HALLORAN—I have been informed that for a period a technical school teacher was at the Radium Hill school, but he has now been transferred to another school, with the result that there is no technical school teacher at Radium Hill. Will the Premier, representing the Minister of Education, have the matter examined to see whether it is possible to appoint a technical teacher at the school soon?

The Hon. Sir THOMAS PLAYFORD—I will get a report for the honourable member.

WATER SUPPLIES FROM RIVER MURRAY.

Mr. BYWATERS—Last Sunday I heard an interesting address over the air by the

Engineer-in-Chief, Mr. Dridan. He spoke about the future of River Murray waters and referred to the proposed dam. He said that the need for River Murray water to supply Adelaide would be increased in future years. I believe he said that 90 per cent of the water used in the metropolitan area might eventually come from the River Murray. I was interested in his statement that soon, I think in about seven or eight years, a new pipeline would have to be built from the River Murray to serve Adelaide. I thought that if it were placed above Murray Bridge it could serve country between the river and the metropolitan area, similar to the service given by the Mannum-Adelaide pipeline. Will the Minister place the matter before the Engineer-in-Chief and the Engineer for Water Supply to see if the pipeline could come from a point above Murray Bridge to serve places like Monarto and Callington, which badly need water?

The Hon. G. G. PEARSON—The policy of the Government and the department concerned is to serve new country when a trunk main is laid. I think the honourable member can be assured that another pipeline, if and when planned, would not follow the route of the existing line but would pass through country at present not served. The metropolitan area requirements at present appear to be in a southerly direction, which would tie up with the honourable member's suggestion that a new pipeline should come from a more southerly position on the river. It is always policy to open new country and, for example, the duplicated Morgan-Whyalla pipeline will traverse a new route to serve country at present without water.

RECRUITMENT OF TEACHERS.

Mr. STOTT—Some time ago the Education Department advertised in the local paper at Waikerie for a teacher with high school qualifications to teach at the Waikerie high school. Can the Premier, representing the Minister of Education, indicate why the department should advertise locally? Cannot qualified teachers be secured through general sources? Will he call for a report on the situation?

The Hon. Sir THOMAS PLAYFORD—Yes, but I believe I can supply the answer. The department secures a number of highly qualified teachers through this means—young married women who have been through the Teachers Training College but who are not prepared to teach in centres away from their homes.

PORT AUGUSTA HIGH SCHOOL GROUNDS.

Mr. RICHES—Last session I raised the question of the Port Augusta high school grounds with the Minister of Education who said that the proposed work would involve the lowering of the Morgan-Whyalla pipeline and that it would be necessary for him to confer with the Minister of Works on the matter. When the Minister of Works visited Port Augusta recently this matter was again raised. It is imperative that this work be undertaken in the winter and that it should be approved soon because the earthworks involved cannot be done in August or September and it would be bad to have another 12 months' delay. Can the Minister of Works supply any information on this subject or, if not, will he call for a report to enable him to indicate when this work may commence?

The Hon. G. G. PEARSON—I remember discussing this matter in the mayor's parlour at Port Augusta recently when the Engineer-in-Chief, Mr. Dridan, was present. My memory is that Mr. Dridan undertook to investigate the position and to communicate with either the honourable member or myself. I have not heard from him specifically on this subject and will check to see how his inquiries have progressed. I do not think there are any serious difficulties in the proposal. The work could not be undertaken during the summer months when the pipeline is working at full capacity because of the need to shut down for a short period. If it is to be done it must be done in the winter, and I hope it can be done this winter.

BROKEN HILL TO ADELAIDE ROAD.

Mr. O'HALLORAN—The road from Broken Hill to Adelaide has been sealed by the New South Wales Government as far as the South Australian border at Cockburn. Persistent requests have been received from organizations in New South Wales for the sealing of the South Australian section. As this is an important interstate highway will the Premier consider a joint scheme of reconstruction and sealing on similar lines to that suggested for the Eyre Highway?

The Hon. Sir THOMAS PLAYFORD—I will have the proposition examined and will discuss it with Mr. Heffron while I am in Sydney on Friday.

KAROONDA WATER SUPPLY.

Mr. STOTT—The Minister of Works will remember representations to him for a water supply from Bowhill to the Karoonda district

and thence through to Keith. According to paragraph 13 of the Lieutenant-Governor's Speech a proposal for a water supply from Taillem Bend to Keith will be referred to the Public Works Committee. Can the Minister say whether a scheme from Bowhill to Karoonda has been referred to that Committee to dovetail in with the Taillem Bend to Keith scheme, particularly as one pump-house could supply water for both projects?

The Hon. G. G. PEARSON—Some time ago I received a deputation, introduced by the honourable member, from Karoonda people regarding a water supply, and various methods of supplying water to the township were discussed, including a suggestion—a revival of an old suggestion—that the water might be brought from Bowhill in a south-easterly direction to serve the Karoonda township. It was also suggested that Karoonda might be able to receive a supply from the Taillem Bend to Keith scheme if it were decided that the route of that proposed trunk main should go easterly from Taillem Bend and then southerly and later south-easterly. However, at no stage, so far as I am aware, was it suggested that the Taillem Bend to Keith scheme should be served from a pumping station at Bowhill. I am aware of no other proposal other than that the scheme should originate either at Taillem Bend or possibly Lake Albert to serve that south-eastern area. In the meantime the water supply at Karoonda has been improved since electricity has been available and I have had no complaints about the inadequacy of the supply this summer.

Mr. Stott—This is a district scheme.

The Hon. G. G. PEARSON—I am aware of that, but a pipeline always serves a district. I told the deputation that I thought it would be impracticable to bring water from Bowhill to Karoonda. There has not been in my mind, nor in the department's mind, any suggestion to link a scheme from Bowhill to Karoonda with the scheme from Taillem Bend to Keith.

LAND SUBDIVISIONS.

Mr. QUIRKE—In my travels I am astounded at the enormous areas of land being opened up for speculation in three-acre and five-acre lots. Much highly productive country is going out of production as a result. Can the Premier say whether it is the Government's intention to check such activities, particularly as I believe the land being offered for sale as blocks far exceeds the requirement for building allotments, and is being purchased for speculation and will be held for such for some years?

The Hon. Sir THOMAS PLAYFORD—The Government has issued a number of warnings about this practice. Where land is freehold the Government cannot interfere, providing, of course, that the requirements of the Town Planner are met. Many of the areas being advertised for building blocks cannot be watered or sewered for many years unless the people concerned are prepared to put up the necessary finance. Obviously the Government could not extend sewerage to all these areas for the limited number of houses that will be built immediately upon them. I am grateful for this question because it enables me to warn the public that before they purchase blocks of land, for building purposes they should ascertain that it is proposed to install services.

MURDER TRIAL.

Mr. JENNINGS—The Full Court today dismissed an appeal by a lady who was apparently convicted of poisoning her husband and who, according to what we have heard, is to be hanged next Friday. Will the Premier, representing the Attorney-General, state whether Executive Council is prepared to consider the matter so that some of us who may have some views to place before Executive Council might have a chance to do so? Can the matter be adjourned for that purpose?

The Hon. Sir THOMAS PLAYFORD—I think it would be highly undesirable for the carrying out of any act of the law to become the subject of a debate of the House every time a person is convicted, so I could not agree with the honourable member's suggestion. It is Parliament's duty to pass laws regarding these matters but last year, when there was a new Parliament, proceedings were adjourned to enable Parliament to express its views, which it did. I can appreciate somewhat the honourable member's anxiety in this matter, but judgment was given by the Full Court only this morning and the solicitors for the lady have asked for a respite of the sentence to enable them to consider whether or not they will appeal to the High Court. The officers of the Crown Law Department asked whether they should oppose that respite and I advised that, as the lady's legal advisers should have time to consider their legal position, I thought the request was reasonable, as the decision of the Full Court was made known so recently. I told the Crown Law Department not to oppose the respite for a fortnight to enable the legal advisers to examine the position so that, if they wished to lodge a further appeal, they would have time to do that. If the honourable

member gave due consideration to the matter I think he would agree that it would not be wise for this House to try every criminal who might be sentenced. After all, it is much better for the courts to do these things and for us to make the laws upon which the courts shall operate.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption.

(Continued from April 5. Page 50.)

Mr. DUNNAGE (Unley)—Firstly, I congratulate the member for Albert on the speech he made yesterday. This is the first opportunity he has had to move the adoption of the Address in Reply. To be given this opportunity was a great honour, which he carried out most capably. He gave much thought to his speech and provided much detailed information on subjects of interest to members.

I, like all other members, attended the other House to hear the Lieutenant-Governor so ably read his Speech. On a number of occasions he has been in charge of the State at the time of the opening of Parliament and on this occasion, like all others, he carried out his duty with much dignity. In his Speech mention was made of the Queen and the new Prince. Like all other members, I give the Queen my blessing. We are pleased that she has come through the ordeal of having another baby and that it is a son.

Mr. Lawn—How do you know what an ordeal it is?

Mr. DUNNAGE—I have not been through it but I have had much to do with it at times. I congratulate Princess Margaret on her engagement. It is a good thing to know that not only is she engaged but that she is engaged to a young man of the British peoples who will be an asset to the Royal Family in years to come. I wish her the best of success in her engagement and coming marriage, and I hope it will be conducted in a very dignified manner in London. Like other members, I only wish I could have the opportunity to attend.

I also pay a tribute to the ex-Governor, Sir Robert George. Among the many fine Governors we have had, Sir Robert and his good lady have stood out as exceptional people, and I wish them luck wherever they are. They have been a great asset to this State; they have travelled extensively, and they have done everything they could for the members and their districts throughout the State.

I am sorry that I have to mention the passing of the member for Light, Mr. George Hambour. We were all greatly shocked to hear of his death. I heard the announcement over the air and it was one of the biggest shocks I have ever had, because George was the last man I would have expected to pass on as he did. He did a wonderful job for his district and was a great asset to his State. I would say that he was held in as high an esteem in his district as any member could hope. I think we are all held in some esteem or we would not be here, but that the honourable member must have been a person of outstanding character was evidenced by the number of people who attended his funeral, not only from the district, but from the city as well. In his passing we have lost a person who was able to hold his own in debates and in the public life that we are so used to. We shall all miss him—not only those of my Party, but members opposite. I pay a special tribute to him for his work throughout the State, particularly in his own district. Whoever replaces him may be as good a member as he was, but I doubt if he will be better. I am sorry to see his place empty and to know that he is not with us on this occasion.

A great compliment was paid by Her Majesty the Queen to the Minister of Lands in recommending him for the great honour he has had conferred on him. He has been in this House for 19 years; he and I entered Parliament together, and we have been friends ever since. He has been given this high honour not only for his work in this House as Minister of Lands but also for his community efforts in his district both before and after his election. Those who have been in his district and have spoken to the people there will appreciate his worth.

Mr. Corcoran—He deserves it all.

Mr. DUNNAGE—He does, particularly as, despite having suffered the greatest disability possible in losing a leg in the first world war, he conducted a successful business in Port Victoria, then entered this House, and subsequently became Minister of Lands. This State, especially the returned soldiers and those on the land, owes much to him. Returned soldiers, particularly soldier settlers, have benefited greatly from his efforts. I think he will stay here for many years. I have heard that there are signs in the offing that some of us may not be here much longer, but I hope the Minister will be here and that we will be here with him.

I pay a tribute to you, Mr. Speaker, and I hope you stay with us for many years. The recommendations made by the Government to the Queen concern people who have been considered to be outstanding, and I wish to pay a tribute to Mr. Baldock, Captain and Leader of the Unley Salvation Army Band, who was given a high honor in the New Year's Honors List. This may sound ordinary to some people, but to me it is a tribute to a man who has given great service to my district for 50 years as leader of this band. He brought it from a mediocre band to one of the best in Australia, and that means something, as Salvation Army bands in Australia are very good, and those in South Australia, including the Unley band, are also very good. Night after night and every Sunday for 50 years Mr. Baldock has given his services free to the district and the Salvation Army. Nobody could get around to congratulate him more quickly than I.

I was distressed to know that Mr. Drew, the Under Treasurer, is due to retire. Fred Drew, as we all call him, has given much service to this State. I want to say something in appreciation of what he has done for the State and industry here and what he will continue to do if he remains, as I hope he will, chairman of the Electricity Trust Board when he retires. It is interesting to reflect that Mr. Drew, who is the Under Treasurer, the senior civil servant of South Australia, has to go out at the age of 65 because he is too old, while we all stay in this Chamber almost until we die—at least, some of us do. For all these years Mr. Drew has been in that position. He is the outstanding personality in the Service but we, the people who decide these things, say "You have to go, Mr. Drew; you are 65. But we do not have to go, even though we are 75." Some honourable members have made many efforts to kick me out, but I am still here.

Mr. Clark—You could be stumped.

Mr. DUNNAGE—Perhaps. I happened to be chairman of the Industries Development Committee when the members for Stuart (Mr. Riches) and Edwardstown (Mr. Frank Walsh) were on that committee. We did much work in the interests of this State just after the war. That committee was responsible for recommending help for many industries which have proved a great success in South Australia. Mr. Drew was one of those associated with that committee. At the time he did much work and I appreciated the assistance he gave me. Today Mr. Carey is associated with that committee. The Government has not given the committee the work I think it should have given it.

I hope that whoever replaces Mr. Drew as Under Treasurer is as good, because one man for whom I have the greatest admiration is Freddie Drew. One of the happiest thoughts entertained by the Labor Party, I suppose, could be the defeat of the Premier. It is interesting to realize that he is the only Minister still in office of those who were Ministers when he was made Premier. Every Minister now serving has been appointed since Sir Thomas Playford was made Premier 21 years ago. That is a long time.

Mr. Ryan—Too long!

Mr. DUNNAGE—That is half the honourable member's lifetime; it is one-third of mine. Never has any member of the Opposition been able to point a finger at Sir Thomas and say that he has done anything detrimental to this State, during all those years of office. My honourable friend the member for West Torrens (Mr. Fred Walsh) told me 17 years ago that I was on the way out. He said, "You are finished; you will be defeated this time." I told him last time that he would be out, yet it is strange how we all stay here like this. The Premier does not receive much approbation in this House. Usually he gets picked at. This, however, is the opportunity for some of us to say something good about people, for a change. Tom Playford is the outstanding personality of the State. His name will go down in history. Your name will not, mine will not, but his will. He is one of the great leaders of South Australia. Really, members opposite like to be on his side when the time comes. I cannot hear anything against that. Labor members only try to stir him up. He is always on the side of everybody in the State. He stands not for any party or particular group but for the people of South Australia. Day after day he gives members the answers they want. It does not matter how much they complain, they go away satisfied.

Mr. Lawn—Is this pre-selection year? You want the assistance of the Premier?

Mr. DUNNAGE—We shall not have pre-selection for nearly another two years. Even the member for Adelaide (Mr. Lawn) may not be here in two years' time; it is a long time. His Excellency's Speech referred to the development of the mining industry in this State. In this connection, as honourable members know, we were invited a few weeks ago to the Parkside laboratories and also to Thebarton. What always puzzles me is that it is called the Parkside Works or the Parkside Department, but it is not in Parkside: it is in Frewville.

Parkside is south of Glen Osmond Road. The asylum on the north side of the Glen Osmond road is in Frewville. It is in Frewville; it is not even on the boundary of Parkside. I cannot understand why it is said to be in Parkside. The new set-up at Parkside (as I shall have to call it) of the Commonwealth Government, the State Government and the mining companies has been one of the greatest additions to mining that Australia has seen for a long time. This will mean so much to our State that we cannot comprehend it at the moment. We shall realize the advantages of this during the next few years when these groups get together.

At present a big convoy in the northern areas is looking for oil and minerals. It will, I hope, bring back valuable information for the State. I hope we shall find oil in this State. If we do, it will be the real making of South Australia, and the honourable member for Burra (Mr. Quirke) will not have to worry about blocks of land that are being cut up. People will come here in such droves if we strike oil that the land will be all taken up from here to Gawler at least. This convoy is looking not only for oil, but for minerals of all types, and it is because of our Mines Department in one way, members of the department in another way, and one gentleman who many members would know nothing about in another way, that we have associated with the mining industry in Australia the Rio Tinto Mining Company of London. That company is one of the biggest mining companies in the world. It was brought to Australia and to Mary Kathleen by a South Australian gentleman who went to London to influence that company to come here.

Mr. Lawn—Would you be a director of Rio Tinto?

Mr. DUNNAGE—I wish I were. This gentleman—Mr. Harvey—was instrumental in getting Rio Tinto to come to Australia. Mr. Harvey is quite unknown to you gentlemen.

THE SPEAKER—Order!

Mr. Lawn—He thinks he is out at the football club at Unley.

Mr. DUNNAGE—Yes, I do sometimes, when I listen to the honourable member. Mr. Harvey, in bringing Rio Tinto to Australia, was instrumental in opening the Mary Kathleen Mine in Queensland, the richest uranium mine in Australia. That company recently spent £10,000,000 on opening up that mine in the interests of Australia as well as of the company. It is opening up a part of Australia that would never have been opened up, had it not been

for some such mining organization as itself coming here, because no-one else would have done it. That company not only makes profits but employs many hundreds of men in that area. It has built a new town and a new reservoir to supply the town with water. It had to do those things itself. It is now making very good profits, as it is entitled to do for all the trouble it has gone to. It is no crime to make a profit, although our friends opposite seem to think it is; in fact, it is profits that keep the country going. I hope members opposite realize that 10 per cent of the people of this country pay 90 per cent of the tax.

I regret that no mention was made of the fact that Mr. Dalwood was the Superintendent of the laboratories at Parkside. Mr. Dalwood, who retired a few months ago, was instrumental in building this department up to its present standard. I listened very intently at the meeting out there to see if his name was mentioned, but it was not. Mr. Dalwood started with two on the staff some 20 years ago, when the department was in the School of Mines building. After his retirement the job was advertised all over the world, and one of the very top men from America was brought here to replace him. I am sorry that no credit has been given to Mr. Dalwood for the work he did in making that department such a good one.

Mr. Fred Walsh—Don't you think the Minister should have referred to that fact?

Mr. DUNNAGE—I think he should have done so, but for some reason it was overlooked. I am seeing that it is not overlooked now, and that what Mr. Dalwood did will be recorded. The Mines Department of this State has turned out many very prominent and important men, among them being Mr. Ben Dickinson, with whom the members for Stuart and Whyalla have had quite a lot to do. He was responsible for all the reports that came in regarding the establishment of a steelworks at Whyalla and was largely instrumental in getting the Government to do so much for Whyalla. I pay a tribute to Ben Dickinson.

Mr. Jennings—He was turned out.

Mr. DUNNAGE—He is now one of the directors of Rio Tinto, and is in a very high position in that company. We lost a great man when he went from this State. We lose many great men because we do not pay enough to men that are really worth it, and that includes ourselves.

Mr. Clark—That is the most sensible thing you have said so far.

Mr. DUNNAGE—There must be something wrong with it if the honourable member thinks it is sensible; I must have made a mistake. I also mention Mr. Sprigg, to whom the Premier referred a little while ago. He was another officer from the Department of Mines who left the department and is now in charge of a geophysical and geological survey company that is doing important work in this State for Australia. I presume he is getting much more than he did when he was working for the South Australian Government.

We once used to be taken on trips to see such things as the State forests, Leigh Creek, Whyalla, and one or two other places, but somehow the Government has gone a little cold on the idea of these trips and we are not being taken around at all now. I think that if any place deserves a visit today it is the State forests in the South-East. These forests are now developing into one of the State's greatest assets, because of the forethought of many men.

Mr. O'Halloran—Because of the Labor Government.

Mr. DUNNAGE—It is due to the mature thought that was given to our forests. I am pleased to notice in His Excellency's Speech that two new industries are developing down there, one at Snuggery, and one at Mount Gambier, and I am sure the member for Millicent must be proud because I know he has had much to do with it. I know he worked at one time in the mill at Snuggery, because I was fortunate enough to meet him once when I was down there. He knows as much about this matter as any person in this House, if not in this State. I think it is a great tribute to the men who have gone before that these forests are now coming to maturity, in most instances, and are being made a great asset for this State, for the people, and for industry generally. We have been to the forests in the South-East on, I think, only two occasions, and it is about time the Government took us down there again. I feel the forests would be something really worth seeing.

The next matter on which I should like to speak is the question of water supplies in this State. The satisfactory water supply position in this State, as members know, is attributable to the forethought of the gentleman who sits just in front of me—Sir Thomas Playford. One of the great things he has done is to provide water supplies in this State. This year South Australia has experienced the worst drought on record, yet the metropolitan area has had no water restrictions. That could

not have happened if we had not had a great driving force at the head of the Government and a department capable of meeting the position. Members of Parliament have been pushing the Premier all the time about this matter and the department has been successful in supplying water to the metropolitan area without the need for restrictions. Everywhere we go we see gardens in private homes and public parks being watered. We have been told that 85 per cent of the water consumed comes from the River Murray or from underground supplies. This is a marvellous effort and we should pay a tribute to all responsible for it. Of course, we all wonder what the future position will be. This afternoon the Premier gave us much information about the proposed new dam on the River Murray. We are all interested in it because South Australia depends upon adequate water supplies. At present the only adequate source of supply is the River Murray.

Mr. Lawn—The Premier may have another scheme in six months' time.

Mr. DUNNAGE—That may be. I have a scheme, and no doubt the honourable member has one, too. I suggest that Lake Bonney near Barmera be converted into a fresh water lake. The work might cost a great deal, but it would be far more advantageous to the State than it is now as a salt lake in an irrigation area. A fresh water lake there would be an asset and the Government should seriously consider the suggestion.

Mr. Quirke—Lake Bonney is not a salt lake; it contains fresh water.

Mr. DUNNAGE—How long has that been so?

Mr. Quirke—For many geological ages.

Mr. DUNNAGE—The Premier did not say how much water would come from the proposed new dam. At any rate I have not had the information and I would like to know what quantity of water is likely to come from it. I travel a great deal between Adelaide and Sydney and sometimes I go along the Murray Valley Highway. That is a fine trip and I recommend it to any member who wants a holiday trip along the river. I greatly favour a proper road programme and I think the present Minister of Roads is doing a great job in sealing roads all over the State. This work may not have been done in the district of Eyre, but the matter is in hand. When a person travels overland from Adelaide

to Sydney he can go along the Prince's Highway, the Duke's Highway, the Hume Highway, or the Murray Valley Highway. The way I go to Sydney is 1,100 miles for the whole distance, and it is all over sealed roads. There are sealed surfaces over 3,000 miles of main roads between here and Sydney. The road from Adelaide to Bordertown, once the alterations in the Mount Barker area are passed, is one of the finest highways in Australia. The Hume Highway from Melbourne to Albury is being widened to a four-lane road. It runs almost parallel to the railway between Melbourne and Albury, and it is a beautiful road.

Mr. Ryan—You cannot say that about some of the roads in the metropolitan area.

Mr. DUNNAGE—No. We cannot expect to say it, but the road between Adelaide and the honourable member's district is still one of the finest roads in the State. It is a double highway, and the honourable member can consider himself fortunate. If it had not been for his forefathers, it would not be there now. All the way along the Murray Valley Highway there are irrigation settlements. Not only fruitgrowing areas are irrigated but also pasture land for sheep and cattle. I look forward to the day when South Australia can irrigate some of its pasture country. The country along the Murray Valley Highway is a sight to see and I recommend the trip to any honourable member. It would give him an idea of what is being done in New South Wales and Victoria.

Mr. Riches—Those States have had Labor Governments.

Mr. DUNNAGE—No. In Victoria there is a Liberal Government. I think most of the Murray Valley Highway is in Victoria.

Mr. Riches—The Liberals came in after the road was built.

Mr. DUNNAGE—The Labor Party came in for only a short period and then went out. I can recommend the Murray Valley Highway to members who want an enjoyable trip. The question of sealing main roads has arisen in my electoral district, which also covers the Council district I am interested in. There we are having a big junction made at the corner of Glen Osmond Road, Cross Road, Portrush Road and Mount Barker Road where the Big Gum Tree was. That tree caused a great deal of controversy in the press. The question was whether or not it should be cut down. It has now been cut down and we have discovered that

that was the best thing to do. Many authorities had previously recommended that it should be cut down and the road authorities have now done that, and I agree that the decision was correct. Normally I am opposed to cutting down trees anywhere, and I am a firm believer in the planting of trees. I compliment the *Advertiser* for the campaign it is running in connection with the planting of trees on the Mount Barker and Main North Roads. I hope that all the thought and work being put into that programme will be successful and that other interested bodies will help. Such work is very necessary and should prove to be a great asset.

Traffic lights are to be installed at the Mount Barker Road junction and the cost of the installation is to be paid for by the councils concerned in conjunction with the Highways Department. That means that councils will have to find a considerable amount of money. I hope that the system to be installed will be a 24-hour system because I believe that to be necessary. The member for Port Adelaide asked a question about highways in the metropolitan area. In my district we have two highways going through Unley—South Road and the Glen Osmond or Mount Barker Road. In addition to those roads we have the Fullarton Road, Unley Road, Hyde Park Road and the Goodwood Road. Not only does the Government spend money on main roads but local government authorities are called upon to spend huge sums of money in maintaining roads in council areas. Therefore a tribute should not be paid solely to the Government. Local government authorities spend hundreds of thousands of pounds throughout the State in building roads, and ratepayers have to provide that money. Rates are becoming more and more burdensome. We are fast reaching a position where taxes are becoming higher and the Government will have to subsidize councils for money spent on roads and highways. Even when these roads are made councils are called upon to spend thousands of pounds to keep them in good repair. The upkeep of roads costs an enormous amount of money.

While dealing with this question I should mention that there are men who have given their lives for no reward in this work. I have been a member of the Unley Council since 1928 and the member for Stuart has been a member of his council for at least as long as that. However, that is nothing unusual because other men interested in local government affairs have given many more years of their life than that

and I pay a tribute to them for their voluntary work. They get much abuse from ratepayers, who often object to some little thing that has been done. Local government authorities are entitled to a tribute. Alderman Kneebone, who is a veterinary surgeon on Anzac Highway, was a member of the Unley Council before I became a member. He is also a member of the Anzac Highway Committee and the Ashford Community Hospital Committee. The latter committee is working very hard to raise funds. It is a fine hospital due mainly to the work of the small areas of West Torrens, Unley and Mitcham. Mr. Claude Coogan was recognized by the Government for his work in connection with local hospitals and the Home for Incurables and other organizations that need so much assistance. That is the sort of work that local government members do. I do not know what the member for Stuart does, but I should think that he is on the committee of the local school, the Mothers and Babies Committee, the Library Committee and various other organizations in his town. People who do work of this nature deserve to be complimented by this Parliament.

When I was first elected to Parliament I was invited by the late Sir George Jenkins to accompany him and Mr. F. Smith to Leigh Creek. That was in 1942, and on the way we stopped at Marree and went to the local races.

Mr. Fred Walsh—They are well represented in Parliament there.

Mr. DUNNAGE—Yes, they are. At that time at Leigh Creek there were a shed and two tips on the field and boring had just been started. This year, the Electricity Trust hopes to mine 2,000,000 tons of coal, which is a wonderful achievement. A profit was made on the undertaking and this has been paid into revenue. The State has been saved an enormous sum, particularly in transport costs, because one can imagine the cost of bringing such quantities from Newcastle. We are also immune from strikes on the New South Wales coalfields where, incidentally, many miners have struck themselves out of jobs.

Mr. Lawn—Do you believe in State enterprise?

Mr. DUNNAGE—No.

Mr. Lawn—Are you against Leigh Creek?

Mr. DUNNAGE—No. We had to do something in South Australia and it was because of the activities of the L.C.L. Government, led by the Premier, that this wonderful result has been achieved at Leigh Creek.

Mr. Lawn—Did he put the coal there?

Mr. DUNNAGE—No, but he had to get men to find it.

Mr. Ryan—Who found the money?

Mr. DUNNAGE—He found it himself. Members opposite will say Curtin found it, but Curtin was forced to find it.

Mr. Lawn—The Premier has admitted that Ben Chifley found the money.

Mr. DUNNAGE—According to the Lieutenant-Governor's Speech further increases up to 2,000,000 tons a year will be necessary when all four alternators are in operation at Port Augusta. The progress at Leigh Creek is astounding when it is realized that in 1942 boring was undertaken to ascertain whether coal was in the area.

Mr. O'Halloran—Coal was mined there in the 1890's.

Mr. DUNNAGE—In small quantities, but huge quantities had to be discovered to enable open cut mining. I pay a tribute to the work of Mr. Ramsay, who is in charge of the Housing Trust. I realize that he represents all employees working in that organization, the same as Sir Thomas Playford represents my Party, Mr. Dridan the Engineering and Water Supply Department, and Mr. Colyer the Electricity Trust. Many years ago, a predecessor of mine in the Unley district, Mr. Horace Hogben, had the brainwave to establish the Housing Trust and all Parties accepted the proposal. The trust is now a mighty organization and provides housing second to none in the Commonwealth. No other State has attempted a project as vast as that being undertaken at Elizabeth. When I was on my way to the funeral of Mr. Hambour I passed through Elizabeth and was astounded at the building activity there. Houses extend almost to the Old Spot Hotel and the number that have been built on the eastern side of the highway is amazing. I can now appreciate why 15,000 people are living in that area and it is obvious that if it progresses at the same rate within a few years there will be 30,000 people there. I understand the trust proposes to develop the Christies Beach area similarly. Private development is at present taking place at Christies Beach and some contractors are building large numbers of houses there. Although I pay a tribute to the Housing Trust for the marvellous job it has done, I also pay a tribute to the many private building organizations. One of these, Reid Murray, is building at Tranmere. After seeing an advertisement about this project, I went there on Saturday. This organization, which is a private money-making concern, is doing a wonderful job, like many other builders who have been constructing homes in the inner areas for many years. One

builder I know has been building hundreds of houses in Unley, Mitcham and St. Mary's, and, although prices are going up and up, he is still building.

I am beginning to wonder how young people can buy houses at the present high prices. Of course, they must buy them by means of long-term mortgage. I say that we could build houses at half the price, and I wish the Government would try to find some cheaper way to build, because young people are unable to buy homes unless they commit themselves heavily. One man told me he thought he would have paid for his home by the time he reached 70.

Mr. Ryan—It is not the price of the house, but the rate of interest they must pay.

Mr. DUNNAGE—That is not so; it is the cost that concerns me; and it is increasing all the time. Even if people borrow from the State Bank or the Savings Bank, they must have it on long-term mortgage, and I think the Government should appoint a committee to find some cheaper method of building homes.

Mr. O'Halloran—We proposed that years ago.

Mr. DUNNAGE—I know, but we still have not got anywhere with it. The State Bank is not giving any more finance to people to buy houses. It tells people that no more money is available, and that it is no use applying. It is all wrong to tell young people, who have made up their minds that they want to buy a house, that they cannot apply. The application should be received and the people told that, when the money is available in the next financial year, the application will be considered and that an allocation will be made. Even if they had to wait 12 or 18 months to get the money, that would be better than being told that it was no use applying. The Savings Bank does not refuse applications, but applicants are told that they have no chance of obtaining a loan in less than 8 months, which is a long time to wait. If they were told that they would definitely get the money at the end of that time, that would not be so bad, as they could build the house on money borrowed on hire-purchase.

I turn now to the work the Education Department has done. The Lieutenant-Governor said:—

My Government continues to meet the challenge of its Education programme, and even last year's figures will be exceeded in 1960.

That was saying something, as the figure allocated for education in 1960 is £17,500,000. When I entered the House in the financial year 1941-42; the Education vote was £1,142,000; it is now £17,500,000. This gives some idea of the advance of the State and of our educational

system, and indicates the rate of building schools all over the State, but, as the member for Gawler has forcibly pointed out before, this is not enough. I should like to see more money spent on education as it is our only hope in the world today. We cannot get the money, so the Commonwealth Government will have to help us.

I shall now refer to schools in my district. I have had much to do with the Unley girls technical high school council, of which I have been president for at least 15 years. As the school has been the only girls technical school in the southern areas, it has been considerably overcrowded. The school took over rooms in the Manthorpe Memorial Church, it took over Chartres College, and used the backyards of properties that the Government bought around Unley, yet it was so popular that it was considerably overcrowded. I am pleased that the Minister has now set up in the old Unley high school grounds and rooms the Mitcham girls technical high school. This will be a great asset, as it will draw off a certain number of scholars who have overcrowded the best of the available space at the Unley girls technical high school. This will mean that the girls will have much better accommodation in the limited amount available to them, and it will also help considerably in the rapidly developing areas of Mitcham, Blackwood, Colonel Light Gardens, Eden Hills and adjoining suburbs, as the girls from those districts will now go to the school. I understand that this area has been zoned. Girls living south of Cross Road will be compelled to attend the Mitcham girls technical school unless they have a sister attending the Unley girls technical school. This will be a great advantage, will mean that girls will not have to travel so far from the hills areas, and will result in a very big school that one day will be even further developed. The Goodwood boys technical school is also in my district. Owing to changes at the School of Mines and the Adelaide technical high school many students now attend the Goodwood boys technical school and the Unley girls technical school. At night these schools are a real hive of industry and it is a pleasure to see the use being made of them, a use that the authorities envisaged many years ago when they were designed.

I notice that there is great development in providing police and hospital buildings. The growth has been rapid since I was a member of the Public Works Standing Committee. Included among the buildings are the new

court rooms at the Supreme Court, and a new wing at the Royal Adelaide Hospital, although the latter institution has not developed as rapidly as I thought it would. It is a good thing that there should be additional hospitals. I noticed in the press recently that a room at the Royal Adelaide Hospital is set aside every Saturday night with doctors, nurses and beds available to treat the victims of motor accidents. There may be many causes contributing to such accidents, but I think that speed is the main killer. If one stands alongside a main highway in the metropolitan area at night one will see motorists travelling at 40 miles an hour. The Government should take drastic action against such speed drivers, and if it does not do so, the police should. I have seen a report supplied some time ago to the Commissioner of Police by Dr. Welch regarding drunken drivers. The only way to stop them is to put them in gaol for a first offence. There should be no let-out at all. The ideal way to deal with them would be to fine them and put them in gaol, let them out on Monday morning to go to work and, when they knocked off, require them to report back to the gaol within half an hour. They could then go to work next day and each subsequent day, but at the weekend they should have to stay in gaol all the time. That would be a satisfactory way to deal with the position. They would not lose their pay and their families would not be inconvenienced.

Mr. Clark—How long would you keep them there?

Mr. DUNNAGE—Give them a month to start with. They would not be allowed to see cricket, football or anything else. If this were done, there would not be much trouble with drunken drivers. It was suggested in the press that the minimum driving age be increased from 16 years to 17 years, but I should be opposed to that. I do not think that young drivers are as bad as is sometimes suggested. I had three children and the day they reached 16 they obtained their driving licences and they could drive a car as well as, if not better than, I can, and I can really drive. I have driven hundreds of thousands of miles. At 16, I should trust my children driving anywhere.

Mr. O'Halloran—There was not so much traffic when they were 16 as there is now.

Mr. DUNNAGE—That is so, but they could still handle a motor car. The estimated gross Loan expenditure this year is £29,000,000 whereas in 1941-42 it was £2,500,000. This emphasizes the progress the State has made

under a Liberal and Country League Government and under a particular individual. When I entered Parliament in 1941 members received £400 a year. After much trouble, the rate was increased to £600 in about 1945 and was later advanced to, I think, £750, and now we are in the position of thinking about what we are going to do about further increases. There is only one thing wrong and that is that we have not Mr. Frank Richardson to come here to fix the rate. With all due respect to the Leader of the Government in Canberra, and Dr. Evatt, this inflation, in my opinion, was brought about by the Richardson Report. That started it and it has not stopped since the Richardson Report recommended increases in the salaries of Federal members. All Parties were involved in it. The South Australian Parliamentary salaries are the lowest in Australia, but we have the solution in our own hands: we can either put our salaries up or get out. We do not have to ask Richardson or anybody else to do it; it is our own responsibility. We increased the salaries of Mr. Drew, the Railways Commissioner and many other people for whom we are responsible and who earn more money than the Premier of this State. It is strange that people outside do not understand that the Premier earns less money than a mere worker in his department.

Mr. Lawn—We can't do anything about that; it has to come from the Government.

Mr. DUNNAGE—I agree with you for once. You are in favour of it?

Mr. Lawn—I have always been in favour of it.

Mr. DUNNAGE—You have been; I give you credit for that. I agree it is time we did something about it.

Mr. Lawn—I agree with you there.

Mr. DUNNAGE—In view of what is happening in every walk of life today, it is strange that we as members of Parliament who give other people increases do not give ourselves an increase. We need some committee, or Mr. Richardson, or Sir Edward Morgan, if you like.

Mr. Lawn—I would do a better job than all those put together!

Mr. DUNNAGE—I want to refer to what happened in Canberra and Sydney a few weeks ago when Dr. Evatt left the Labor Party and took office as Chief Justice of New South Wales.

Mr. Hall—Did he leave?

Mr. DUNNAGE—I am not sure about that; I believe he went of his own accord. I compliment the Australian Labor Party on getting rid of Dr. Evatt. It has done a good job for itself and a bad job for the Liberal Party, for Dr. Evatt was a good election winner for us. I am sorry he has gone. It is amazing to see him go, with Mr. Cameron on his way out, and Mr. Cyril Chambers gone. I am interested to see who will take Mr. Cameron's place, for they have told me that he is going.

Mr. Lawn—You just said that he had gone.

Mr. DUNNAGE—Yes; in my opinion he has gone. He will not be there at the next election; he will not be your representative. It is nation-rocking that he has gone. Who will take his place? I am really worried about that because the man who takes his place has 12,000 votes in his pocket when a plebiscite comes up. He decides who is going to represent certain districts. It is interesting to look at these things and wonder what the future will bring forth. If I am going to be defeated, he is going to be forgotten, not defeated. I wish I knew who is to take his place.

Then, again, is Mr. Calwell, the Leader of the Labor Party, going to be a success? We are all watching with much interest to see what the future brings forth. He may be the next Labor Prime Minister; I cannot say that about Dr. Evatt. Mr. Calwell is a gentleman whom I know well and have had much to do with. I like him. I think he is a sincere man and leader. However, he does not worry about that; he has to worry about those sitting behind him. When he turns around what does he see? I know that Dr. Evatt saw, in effect, disruption everywhere in his Party. I hope Arthur Calwell is not going to be in that predicament, because I like him; I know him well and have a great respect for him.

Mr. Lawn—He is not like Sir Thomas Playford, who has you all in the palm of his hand.

Mr. DUNNAGE—I will not say anything about Eddie Ward or any of the other gentlemen I could speak about. I now want to say a word or two about the Tourist Bureau, which is one of the departments I took a great deal of interest in years ago and still have quite a bit to do with. When I think about

the Tourist Bureau I think of what is happening in America. A letter from New York which was published in the financial review in the press contains a great deal about the prosperity in America and what is happening there today. It also includes a great deal about the prosperity in England, much to my surprise, and it is most interesting. The letter states:—

Sales of luxury cars are up by about 15 per cent throughout the country. In Los Angeles and Florida builders of large mansions and landscape gardeners are doing roughly twice as much business as this time last year. Private aircraft sales are up 40 per cent. There is a boom in men's rings costing 1,500 to 3,000 dollars. The plushier restaurants report themselves unable to cope with the crush of people anxious to eat at 25 dollars a time.

The important part reads:—

Finally, there is a boom in people anxious to get away from it all. An estimated 1,600,000 American globe-trotters are expected to make 1960 a record year of travel.

That is the part I particularly want to emphasize, and I suggest that we should do something about getting some of those people to Australia.

Mr. Clark—I suggest that you do some travelling yourself.

Mr. DUNNAGE—I suggest that whatever we spend on attracting tourists to this State is money well spent. It is a great thing to get people to come here, and I only wish we could get just 10 per cent of those American tourists, as the money they would spend in Australia instead of in Europe or Japan would be a tremendous help to this country. Mr. Pollnitz is doing a good job, and whatever money we spend on the Tourist Bureau will return a hundredfold, in my opinion.

Mr. Jennings—Are you in favour of a Festival of Silence?

Mr. DUNNAGE—I am in favour of a festival. I am glad members have listened so attentively to me. I join with the mover, the member for Albert, and am delighted to be associated with him in the motion for the adoption of the Address in Reply, which I have very much pleasure in seconding.

Mr. O'HALLORAN secured the adjournment of the debate.

ADJOURNMENT.

At 5.10 p.m. the House adjourned until Thursday, April 7, at 2 p.m.