

HOUSE OF ASSEMBLY.

Tuesday, April 12, 1960.

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

QUESTIONS.**RIVER MURRAY STORAGE DAM.**

Mr. O'HALLORAN—Following on his visit to New South Wales last Friday and his conference with the Premier of that State, has the Premier anything to report regarding the proposed storage dam on the River Murray for the benefit of South Australia?

The Hon. Sir THOMAS PLAYFORD—I had a conference with the Premier of New South Wales and explained the proposition to him. He was agreeable for it to be referred, as I desired, to the River Murray Commission for investigation and the matter will now go to the Commission for that investigation. Mr. Heffron was helpful and I felt that he had a good appreciation of this State's problems.

DRIVING LICENCES.

Mr. COUMBE—Recently there has been much press publicity about the age at which a person can get a driving licence. The present age is 16 years. There has been much argument for and against altering the age. Can the Premier say whether the Government has considered the matter of altering the present minimum age?

The Hon. Sir THOMAS PLAYFORD—There is no immediate proposition before the Government and I think the South Australian law conforms generally with the law in other States.

ALSATIAN DOGS.

Mr. TAPPING—In today's *Advertiser* there is a report of an attack by an Alsatian dog on a boy in Hendon, in the Semaphore electoral district, and as a result the lad received stitches in the scalp and face. As other cases have occurred over the last 12 months, some concern exists amongst people because of the obvious danger. Will the Premier ask the Chief Secretary to obtain a report from the Commissioner of Police in fairness to the breeders of the dog concerned and for the safety of the public?

The Hon. Sir THOMAS PLAYFORD—I do not know in which direction I could get a report. The facts of the case are well established and I do not think that any facts are not known. I am not clear whether the honourable member desires that this breed of dog

be prohibited in South Australia, or what steps he desires taken.

Mr. TAPPING—I want an accurate report. I have read only the press report.

The Hon. Sir THOMAS PLAYFORD—I shall be happy to get a report on the facts of the case but I do not know that I can take the matter further than that at this time.

EYRE PENINSULA WATER SUPPLY.

Mr. BOCKELBERG—Can the Minister of Works give any information on the water position on Eyre Peninsula and is he satisfied with the development that has taken place recently in the Port Lincoln basin?

The Hon. G. G. PEARSON—It so happens that I have with me a report which is compiled each week on the quantity of water in reservoirs including country reservoirs and I notice that in the Tod River storage at this date there is a quantity of 553,000,000 gallons of water, which is about one-quarter of the reservoir's total capacity. I am satisfied that there is no cause for concern in relation to this reservoir this side of the coming winter. As the honourable member's question implies, there will be a problem next summer unless there are good intakes into the reservoir, in common with other reservoirs, during the coming winter. To that end urgent steps are being taken to get on with the work of proving and examining the Port Lincoln basin. So far we have not been disappointed in the tests made and the basin looks fairly promising. I hope that we will get a quantity of water from it that will make the overall water position on Eyre Peninsula fairly satisfactory. Of course, there remains the task of harnessing the basin and getting it into operation in order to afford some relief in the coming year. I hope that some steps will be taken to make that possible.

PORT PIRIE TO PORT AUGUSTA RAIL SERVICE.

Mr. LOVEDAY—On April 1 and April 8 passengers proceeding to Port Augusta and Whyalla by the East-West train arrived at Port Pirie to learn that the Budd car, which usually takes them to Port Augusta, had been cancelled. There was a delay of 1½ hours and the passengers had to proceed by the East-West train to Port Augusta. Not only were they subjected to that delay, but Ansett Road Lines, which has a bus waiting at Port Augusta to take passengers to Whyalla, was not advised, nor was its driver. This caused some difficulty to them as well as to the passengers.

Will the Premier, either through the Transport Control Board, which controls this bus route, or the Railways Department, have representations made to see that there is no further cancellation of the Budd car in a situation like that, and whether the bus service can be advised of the occurrence so that it can make the necessary arrangements?

The Hon. Sir THOMAS PLAYFORD—I am not sure on which matter the honourable member wants information about policy. The Transport Control Board would not know of the circumstances because its office is in Adelaide. The only authority in a convenient position to make the advice would be the Commonwealth Railway authorities.

Mr. Loveday—I should have added that they should have given the advice.

The Hon. Sir THOMAS PLAYFORD—Whether they will be prepared to give it is another matter. We have no control over them, but I will have the matter investigated. We are dealing now with an authority outside the control of the State organization.

NANGWARRY AMENITIES.

Mr. HARDING—Has the Minister of Forests a reply to the questions I asked last week regarding septic conditions at Nangwarry and the provision of an improved water reticulation scheme to the township area and the sawmill?

The Hon. D. N. BROOKMAN—The Conservator of Forests has reported that a sewerage and drainage scheme for Nangwarry has been under consideration for some time and that provision for a sewerage scheme will be made on the 1960-61 Loan Estimates if funds are available. The improved water supply is in hand, bores have been sunk, mains are being laid and tenders for the overhead tank are being considered.

DIESEL LOCOMOTIVES.

Mr. FRED WALSH—Recently tenders were called for the construction of six diesel locomotives. In the past, diesel locomotives have been constructed at Islington where skilled tradesmen and plant and machinery are available. In view of the lessening of maintenance work at Islington following the conversion of locomotives from steam to diesel, will the Minister of Works ascertain from the Minister of Railways why the new locomotives are not to be constructed at Islington?

The Hon. G. G. PEARSON—I will direct the inquiry to my colleague for factual information. In fact, I think diesel locomotives were never wholly made at Islington, but were only

partly constructed there. I think the engines' transmissions were always imported.

Mr. Fred Walsh—That is not the story the Minister told.

The Hon. G. G. PEARSON—I am not the Minister of Railways and am not in possession of all the facts, but so that the honourable member will have the information I will direct his question to my colleague.

PORT PIRIE RAIL SERVICE.

Mrs. STEELE—Has the Minister of Works, representing the Minister of Railways, a reply to my recent question about the Port Pirie rail service?

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

The provision of air-conditioned cars on the East-West Express operating between Adelaide and Port Pirie Junction would involve very heavy expenditure, which I feel cannot be justified having regard to the revenue received from this service. We have only one cafeteria car, and this is attached to the "down" East-West Express on Tuesdays, Wednesdays and Fridays, returning by the ordinary train on the same days. The operation of this car involves the department in a loss, and to put it on the East-West on Saturdays would increase this loss substantially. In order to effect economy, wayside stations on the Adelaide-Port Pirie line are not attended on Saturdays, excepting at Bowmans and Snowtown. This means that the train has to stop at block stations to permit the train crew to change the staff.

WINE TASTING.

Mr. QUIRKE—At a wine tasting during the Festival of Arts 80 people were embarrassed when they were raided by the police. The police were only doing their duty because the wine tasting was illegal under our Licensing Act. However, in a recent copy of the Melbourne *Age* the following report appears:—

Through an anomaly in South Australia's Licensing Act there is no clause permitting sipping, tasting or swallowing of wine or brandy in many wine trade premises. However, the law is expected soon to be amended.

Can the Premier say whether the *Age* has any reason for such expectation and whether we can expect an amendment of the Licensing Act to remove some of the foolish anomalies therein?

The Hon. Sir THOMAS PLAYFORD—Various types of licences are provided for under our Licensing Act. Police took action on this occasion because the licence specifically stated that there was to be no consumption of wine on the premises. Such a prohibition does not apply to the normal licence that a winery has

for the sale of its wines. I do not know of any anomalies in our Act in this respect. In my opinion the police acted according to the law. The police warned the owner of the premises that he could not permit consumption of wine on the premises and that if he did they would act.

Mr. LAUCKE—Certain visitors to this State and local residents were charged for unlawfully consuming wine at Vintage Cellars in Gawler Place. I point out that Vintage Cellars Ltd. was adopting a method of selling wine not generally followed. It was offering the visitors wines selected from all over the State and the tasting of them was essential to prospective purchasers. Vintage Cellars offered them a means of determining quality. I am concerned that there is no law to cover premises such as these, bearing in mind that to do its duty, as it were, by the wine industry it was necessary to enable the product to be tasted before sales could be made. Will the Premier consider making available a special type of licence to meet a situation such as that under which Vintage Cellars is now operating?

The Hon. Sir THOMAS PLAYFORD—There are types of licence that permit the consumption of liquor on premises, but this firm did not have one.

Mr. Laucke—There was no sale of the tasted wines from the premises.

The Hon. Sir THOMAS PLAYFORD—There was a sale of wine. The people tasted the wine, and having done so, decided that they wanted a bottle of that wine. That was the sole purpose of the tasting. If the firm wants a licence to permit the consumption of wine on the premises it should apply for it. As far as I know, storekeepers' licences, held by grocers, do not permit consumption of wine upon premises.

Mr. QUIRKE—There are only two forms of licences that permit drinking on the premises, one being for a hotel and the other being an ordinary wine shop licence. None of the other wine licences permit drinking on licensed premises. We have the curious anomaly that most wineries have one small section of the winery licensed as licensed premises, but in that section a person cannot drink, although he can drink as much as he likes in the unlicensed part of the premises. That principle mainly operates in the wineries, otherwise the big wineries could not operate with tourists and other visitors that come around. There is a distinct anomaly there. I am sure it was through an oversight that the Premier did not reply to my question

regarding the report in the *Age* that the law is expected soon to be amended. Can we expect the expectation of the *Age* to be fulfilled this session?

The Hon. Sir THOMAS PLAYFORD—As far as I know, there is no request from the industry for any such alteration of the Act. However, I will check with the Chief Secretary on that. Requests for alterations of the Act have been made by various authorities concerning other matters, but regarding the sale of wine by wineries I have received no request for an alteration. The only alteration suggested last year was one, I think, to prohibit the small backyard wineries manufacturing wine—a totally different issue. If I find that any request has been made I will advise the honourable member of it.

Mr. DUNSTAN—As I understand it, in the case in question the person conducting the place with a shopkeeper's licence has been in the habit of buying up small parcels of table wines from country areas and marketing them at low prices so that people who like table wine for themselves might buy reasonably priced good table wines to drink. It would seem that this is something that could encourage the South Australian wine trade and it serves many people who like to avail themselves of it. Can the Premier say whether it is Government policy that in order to conduct a service of this kind a man must run a wine saloon for the purpose of selling wines for consumption, and not for wine tasting on the premises?

The Hon. Sir THOMAS PLAYFORD—No. The honourable member is putting words into my reply that are entirely foreign to what I understand to be the position. I said that the licence concerned did not permit the consumption of wine on the premises. Many licences of this type exist in South Australia.

Mr. Dunstan—It applies to all shopkeepers' licences.

The Hon. Sir THOMAS PLAYFORD—The ordinary grocer's licence permits not the consumption of wine on the premises, only merchandising of wine as mentioned by the honourable member. We have had this type of licence for many years and I believe that it is strongly supported by the wine industry. The fee for it is lower than the fee for a licence for the consumption of wine on premises. The licence permits a person to get wine without having to consume it on the premises. There is no question of Government policy on the matter. The provision has been in the Act for many years, and I think it was put there by a Labor Government.

KINGSTON WATER SUPPLY.

Mr. CORCORAN—Has the Minister of Works a reply to my recent question concerning the Kingston water supply?

The Hon. G. G. PEARSON—The cement asbestos mains have been laid and three bores have been sunk. Two of these bores yielded fair quality water but one was not satisfactory so it will have to be abandoned. A site for another bore has been selected about half a mile south-east of one of the successful bores. Geological tests have been made at the proposed tank site on the council property and these show that very deep foundations will be necessary due to the waterlogged, sandy nature of the ground. The work on this scheme, in common with many others, had to be curtailed this financial year because of the shortage of funds. As I indicated to the honourable member in my first reply, owing to the problems the department had this year it was not possible in all cases to carry out the full works programme as originally intended. These works had to be curtailed because of shortage of funds brought about by the necessity to carry out certain emergency works as a result of drought conditions. A number of projects had to be slowed down so that this work could be done. Finance has been sought on the tentative Loan programme for 1960-61 so that the tank can be built and the scheme put into operation.

Mr. CORCORAN—Can the Minister indicate the number of emergency works carried out?

The Hon. G. G. PEARSON—A full explanation was given when these matters were discussed in this House. They were works in various parts of the State, some in the metropolitan area, and others on the Morgan-Whyalla pipeline, and in other places where temporary arrangements had to be made. Fortunately, most formed part of other major schemes so that although they were constructed as a matter of emergency they will not have to be abandoned, but will be used in connection with other developmental programmes.

ADULT EDUCATION FEE INCREASES.

Mr. RYAN—Will the Premier, in the absence of the Minister of Education, ascertain why the fees for adult education evening classes in technical schools have been increased by nearly 100 per cent in 12 months? The fees were increased in February, 1959, from 25s. to 37s. 6d. (a 50 per cent increase) and, in February 1960, from 37s. 6d. to £2 15s., which is nearly another 50 per cent. The average

increase in 12 months was about 100 per cent yet only a 15s. basic wage increase was granted to teachers.

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

CARAVAN PARK SIGNS.

Mr. DUNSTAN—On the approaches to Adelaide signs have been erected at various places giving directions to caravan parks within the city. One or two signs are to private parks or to places like Levi Park and others are to Tourist Bureau caravan parks. Owners of private caravan parks in my district have been unable to get any sort of uniformity in the policy of erecting signs of this kind. On some approaches to Adelaide certain parks are able to get preference regarding directions to caravan parks within the Adelaide metropolitan area for people coming into the area. Will the Premier take up this matter with the Tourist Bureau and see that on the approaches to Adelaide some uniformity can be obtained in erecting directions to caravan parks so that people may choose from all caravan parks within the metropolitan area, including private caravan parks?

The Hon. Sir THOMAS PLAYFORD—The proposal the honourable member has made would be somewhat difficult to carry out but I will consult the Director of the Tourist Bureau to see whether there is any way it can be done. I assure the honourable member that the Government is most anxious that anyone providing facilities should have a proper service, but it has never undertaken the duty of equally advertising everybody. This may be rather a difficult problem because the density of traffic on some roads is different from that on others. However, I will look at this matter.

BOOLEROO CENTRE WATER SUPPLY.

Mr. HEASLIP—In the *News* on Friday April 8, under the heading "All eyes watching the sky at Booleroo" the following report appeared:—

Pressure in taps has dropped alarmingly and taps on high levels are dry. President of the Booleroo Progress Association, Mr. C. N. Phillips, said today no reply had been received from the Works Minister, Mr. Pearson, for a deputation to discuss the position.

I am the member for that district and until Friday, and even over the weekend, I had had no request for a deputation. Will the Minister of Works say whether that request came direct to him and, if so, why has no answer been given?

The Hon. G. G. PEARSON—I saw the article to which the honourable member referred and I was at a loss to understand what the gentleman meant when he said no reply had been received from me regarding the request to receive a deputation. I have not had any request in recent weeks from any organization or individual at Booleroo to receive a deputation, so I could not understand the statement that I had not replied. I think that as a matter of courtesy such requests should be replied to and I always endeavour to do this. However, I have not yet had a request from the organization or the gentleman concerned to receive a deputation. When I receive such a request I shall be happy to accede to it or at least to make the usual courteous reply.

SEWERAGE REGULATIONS.

Mr. LOVEDAY—Has the Minister of Works further information regarding the printing of the sewerage regulations?

The Hon. G. G. PEARSON—In reply to the honourable member earlier I indicated that I thought that the report was in the hands of the Government Printer, but I find now that that was not quite correct. The technical details of the regulations have been completed and they are being examined by the Crown Solicitor for the usual certificate of validity. When that is completed, I presume that they can be sent to the Government Printer for printing.

SUBSIDIES FOR OIL EXPLORATION.

Mr. HARDING—Drilling for oil is taking place in the South-East and I understand that so far results have not been disappointing. I understand that the cost of exploring for oil is subsidized by the Commonwealth Government. Has the Premier anything to report on that matter? Can he say whether to receive a subsidy a company must be an approved company, whether a maximum amount is payable to a company, and whether royalty is payable to any State where oil is found?

The Hon. Sir THOMAS PLAYFORD—The details of subsidies payable for drilling are set out in the Commonwealth legislation. They apply in cases approved by the Minister for Development, and the conditions under which he approves are stipulated. The application must be made to the Commonwealth Minister, and his department advises him whether the project is sufficiently important to warrant a subsidy. That department draws up, and the Minister approves, the conditions under which a subsidy is granted. As far as I know, the

State is not consulted in any way about the subsidies. In fact, I doubt whether we are advised regarding them. It is entirely a matter between the exploring organization and the Commonwealth Minister for Development, to whom application must be made direct.

MILLICENT HOUSING.

Mr. CORCORAN—Has the Premier a reply to my recent question regarding the building by the Housing Trust of rental homes at Millicent?

The Hon. Sir THOMAS PLAYFORD—The Chairman of the Housing Trust reports:—

The completion rate of houses at Millicent is now such that the South Australian Housing Trust is able to allot, from time to time, some rental houses to applicants other than employees of Apcel and Cellulose. The trust at present has contracts for 34 rental houses, and towards the end of these contracts consideration will be given to the placing of further contracts.

RAIL STANDARDIZATION.

Mr. HEASLIP—An article headed "Rail cash possible this year" appeared in last Thursday's *News*. The article stated that there was reason to believe that provision would be made in the Federal Budget this year for a start on the standardization of the Peterborough division of the South Australian Railways. Can the Premier say whether there is any foundation for that belief? The same article stated that the Commonwealth had already surveyed the line and that the work was expected to be spread over some years. Can the Premier say whether this survey has been made, and, if so, whether there is any deviation from the old route and whether it will by-pass any towns, some of which are in my electorate?

The Hon. Sir THOMAS PLAYFORD—The position as I know it was set out in answer to a question by the Leader a few days ago, namely, that we have been negotiating with the Commonwealth Railways but, as far as I know, no decision has yet been made by the Commonwealth regarding the matter. The last message I received from the Prime Minister was to the effect that he was going to place the matter before Federal Cabinet, but I have not had any further message to say what the decision is or whether in fact Federal Cabinet has yet got around to looking at it. In answer to the second part of the honourable member's question, the Commonwealth Railways Commissioner, in his report to the Minister, said that the deviation should not be undertaken and that if there were sufficient traction power

the line could be operated on its present grade. That opinion is not shared by the South Australian Railways Department, which wants several slight alterations made to get a better prevailing grade. As far as I know, this is a minor matter and does not affect any town at present served by the line.

PORT PIRIE COURTHOUSE.

Mr. McKEE—I understand that the Police Department has obtained land in Florence Street, Port Pirie, for the purpose of erecting a new courthouse. Can the Minister of Works say when the work on the building is likely to commence?

The Hon. G. G. PEARSON—I cannot give the information offhand, but I will inquire and bring down a report for the honourable member.

WHYALLA INDUSTRIAL SITES.

Mr. LOVEDAY—Has the Minister of Lands any information on whether a date has been fixed for calling applications for new industrial sites in Whyalla on Cowell Road at the site of the old aerodrome, and, if not, will he endeavour to have the allocation of the sites made as soon as possible?

The Hon. Sir CECIL HINCKS—I shall be pleased to do that.

TOURISM CONFERENCE.

Mr. KING—My question relates to a letter I wrote to the Premier recently about a conference that has been organized by the Murray Valley Development League at Mildura to discuss tourism, and the request for a representative of the State Government to be sent to the conference. Can the Premier say what has transpired in this matter?

The Hon. Sir THOMAS PLAYFORD—It is not possible, because of commitments, to send a Minister to the conference, but the Director of the Tourist Bureau will represent the Government.

MARRYATVILLE INFANT SCHOOL.

Mr. DUNSTAN—On the Estimates last year there was a line providing for a new infant school to be attached to the Marryatville School, but to be built in Dankel Avenue in my district. So far this land is nothing but a waste of weeds and has a mouldy-looking cricket pitch in the middle. The residents of the district submitted a petition through me to the Minister a considerable time ago asking

for urgent work to be carried out in providing an infant school. Can the Premier, representing the Minister of Education, say when something is likely to happen?

The Hon. Sir THOMAS PLAYFORD—I do not know the facts, but I will get a report.

WINE AND GRAPE PRICES.

Mr. KING (on notice)—

1. To what extent have the findings of the Prices Commissioner (in his report of an inquiry into the wine industry) been implemented in respect of prices paid this year for grapes in irrigated and non-irrigated areas?

2. To what extent, if any, will grape growers share in the recently announced price increases for some wines as published by the Australian Hotels Association?

3. What are the prospects for increases in the prices for wines and brandy sold in South Australia, interstate, and by export, contributing to increases in prices for grapes sold to proprietary wineries?

4. Will the Government consider asking the Commonwealth Government to reintroduce the Wine Export Bounty Act with a view to encouraging the export of wines and brandy and stabilizing grape prices?

The Hon. D. N. BROOKMAN—The Prices Commissioner reports:—

1. (a) The Prices Commissioner suggested increases in wine grape prices for 1960 vintage as follows:—

Irrigated areas, £2 10s. per ton; non-irrigated areas, £4 per ton.

(b) Increases implemented were:—

Irrigated areas, from 10s. to £2 10s. per ton; weighted average £1 1s. 3d. per ton.

Non-irrigated areas, from £1 to £4 per ton; weighted average £2 15s. 6d. per ton.

2. A general increase of 6d. bottle in wine would represent an increase of 3s. per gallon compared with 1s. 6d. per gallon retail recommended by the Prices Commissioner. The Australian Hotels Association has announced increases of 6d. per bottle on all wines sold in South Australia. Inclusive of this figure, wine-makers' increases amount to 3½d. per bottle. The hotelkeepers' margin does not exceed a margin of 35 per cent as recommended by the Prices Commissioner. The grapegrowers share of these increases is equivalent to ½d. per bottle. Grape prices, however, represent a relatively low percentage of cost of production of wine.

3. The extent by which winemakers may recoup increased costs by way of grape price increases is governed by varying conditions where sales are made. Sales of wine and

brandy produced in this State are approximately as follows:—

	Per cent.
Sales in S.A.	15
Sales interstate	72½
Exported	12½
Total	100

In this State, for instance, considerable recoupment can be anticipated. It would still be necessary, however, to gain further relief on interstate sales and in this respect it is expected that in due course further substantial relief by way of price increases will result in winemakers at the least recouping themselves in full. As regards export, no significant recoupment appears possible.

4. This matter is being examined.

HALLETT COVE RAILWAY.

The SPEAKER laid on the table the final report by the Parliamentary Standing Committee on Public Works, together with minutes of evidence, on the Railway from Hallett Cove to Section 588, Hundred of Noarlunga.

Ordered that report be printed.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption.

(Continued from April 6. Page 79.)

Mr. O'HALLORAN (Leader of the Opposition)—The Speech with which His Excellency the Lieutenant-Governor opened Parliament this year is very similar to previous Speeches we have had from time to time from either the Governor or the Lieutenant-Governor. Any criticisms I may make are not intended as reflections on the Governor or Lieutenant-Governor because the Speech represents the dressing of the Government's shop window. It enables members to analyse that portion which is historical and to draw attention to matters of public policy not specifically mentioned. The wide scope for discussion, permitted by Standing Orders, enables members to draw attention to problems affecting electors, particularly those in their electorates.

This year the Speech had a somewhat lower propaganda content than usual. That may be because the Government is somewhat disheartened that the climate has apparently turned against it. In recent years we have listened to paeans of praise about production increasing in this, that and other lines of primary production with corresponding increases in secondary industry and employment therein but, unfortunately, this year the climate has turned against us and there are not so many good things to be recapitulated. That is regrettable

but it pinpoints the fact that in previous years the Government took much credit for conditions for which it was not responsible. I am not going to be so unkind as to say that it must accept some of the discredit for the present drought conditions: it is no more responsible for them than it was for the previous beneficial conditions.

Despite its somewhat lower propaganda content there were more paragraphs in the Speech this year than in those of the previous two years. In 1958 there were 24 paragraphs, in 1959, 31, and this year, 33. Whilst the material might not be as solid as previously, apparently more words were required in order to make the position clear to Parliament.

This year Parliament was opened in March for the first time in history, if we exclude those special sessions that were necessary in by-gone days to deal with specific matters—for instance, the acquisition of the assets of the Adelaide Electric Supply Company, and a Bill to deal with a railways agreement. In this regard I think the Opposition can fairly claim the victory. For many years we have urged that the business of Parliament could be more satisfactorily conducted by having two shorter sessions instead of one long session, thus avoiding the congested state of the Notice Paper which has characterized the position in recent years and has prevented proper discussion of important matters at the end of the session. At last the Government has reluctantly been compelled to accept our viewpoint.

Mr. Dunnage—But your Party does not want this: your members are not all here. Where are they?

Mr. O'HALLORAN—This year we are to have two sessions instead of one. I intend to discuss in detail some paragraphs of His Excellency's Speech. I entirely agree with the first five paragraphs. I rejoice with the Government and other members at the birth of another son to Her Majesty the Queen and His Royal Highness the Duke of Edinburgh. It is an inspiration to those who admire family life to have this example from the Ruler under our Constitutional Monarchy and it must be heartening to us all. I also rejoice at the engagement of Princess Margaret who is to be married shortly. I hope that this will put an end to the speculation and gossip that has been published down the years about this fine member of the Royal Family. I do not suppose any Prince or Princess—at least in my lifetime—has been subjected to as much speculation and rumour as has Her Highness Princess Margaret. Even though they have got

her engaged the gossips are still speculating about the form of her marriage, the dress to be worn, who is to be the best man and so forth. I have voiced my protest at this bandying of the names of the Royal Family about in the columns of certain types of press in days gone by and I protest again now, because we are proud of our Royal Family. We believe it is the best method of providing a head for a Constitutional democracy. I have seen what happens in other countries where they have no hereditary head and where periodically they elect heads, perhaps finding the head becoming involved in a political skirmish of no mean order. That is bad enough, but, of course, there are other unfortunate States where the people have no opportunity of electing the head. A person simply usurps the position by the use of force, an action to be deplored by everyone. We respect our Royal family and we should not lightly publish a number of items that will weaken the community's interest in and love for them.

I agree entirely with the references made to the former Governor of South Australia, Sir Robert George, and to Lady George. These two delightful persons served the Crown and the people of South Australia well when they were in our midst. They had the happy knack of meeting people from all walks of life and creating in those people a happiness from having met them.

I wish briefly to refer to our former colleague, Mr. George Hambour, who unfortunately has gone to his great reward. I have already spoken on this matter and I do not intend to amplify my previous remarks except again to extend my sympathy to the bereaved and to express regret at his passing.

Land settlement is a subject that is near and dear to my thinking. As I have lived all my life in the country and have represented country areas I realize that the land is still the basis of our prosperity. If any proof of that is required, it is given abundantly in the misgivings expressed from time to time as to what the consequences of the drought will be. Paraded in the Speech was the fact that 39,000 acres of south-eastern land was allotted during the year. That is not a big area and, as it took the Government 20 years to prepare some of it for settlement, it is not a great achievement. When scanning the *Government Gazette* that set out the details regarding applicants for this land, one thing that caused me considerable disquiet was the cost of preparing this land for settlement. I suggest that this is some-

thing we will have to examine soon, as not only did it apply to this particular area and to land prepared and allotted to ex-servicemen since World War II, but it will also apply in the future to other areas that may be available in a similar scheme. When the capitalization attached to these blocks before the settler takes over and the supplementary costs he will have to meet out of his own resources are considered, the outlook for many of these settlers is not a particularly bright one. We know that already some ex-servicemen are in difficulties on their blocks. Only the other day the Minister announced with regret that many applicants for these blocks did not in his opinion possess sufficient capital. Although that information was correct, I venture to say that it is something to which the Government and this Parliament will have to attend soon.

Members well know how difficult it is for a man going on to what is only partly developed land to get finance to carry him through the years of subsequent development. In the old days when we were providing considerable areas of land for settlement on Eyre Peninsula and in the Murray Valley we had a scheme under which advances could be made on improvements to assist the settler to carry on through the early pioneering years. Something like this will have to be re-established if many of these people are to succeed. I am well aware that the Advances to Settlers Act and the administrative machinery remain the same as in those years, but the difficulty in recent years has been that the Government has not provided sufficient finance to the State Bank to enable the scheme to be properly implemented, so we will have to do something about this very quickly.

Also mentioned in the Lieutenant-Governor's Speech was the fact that 1,400 square miles of pastoral land had been allotted during the year. To the uninitiated that would appear to be a substantial area of property but as this area is in my electorate and I know a great deal about it I know that only two blocks have been provided in that allocation and that much has to be done before they can be classified as reasonable pastoral holdings and reasonable living areas for the lessees. This paragraph adds up to very little indeed against a background of what is required for a proper land settlement policy.

Last year I had the honour to attend the annual conference of sub-branches of the Returned Sailors, Soldiers and Airmen's League held in this State at which much was

said about the settlement of ex-service personnel on the land. The Premier mildly criticized the Federal Government for having stopped its assistance just previously and the Minister of Lands made what I thought was a worthy proposal. He said that the Government would continue the scheme both for soldiers and other settlers and that it had invoked the aid of local government authorities throughout South Australia to suggest areas suitable for settlement or for subdivision for closer settlement. However, we have heard nothing further of that proposal and if anything worth while had come of it I suggest that it would surely have been worthy of a paragraph in His Excellency's Speech

I am dealing with these matters in their sequence and not in accordance with their importance; all these matters are of importance, firstly, to the district concerned and, secondly, to the State as a whole. I now turn to the supply of water. I know we have been told that 85 per cent of the people of this State have recently been obtaining pumped water either from the River Murray or from underground storages. That is very good for those fortunate people obtaining supplies of pumped water but substantial numbers of people do not participate in these benefits. This afternoon in this House we had an example of this, and in the press recently much publicity has been given to the position at Booleroo Centre, a town so well represented by the member for Rocky River.

Mr. Heaslip—They have a reticulated scheme, though, haven't they?

Mr. O'HALLORAN—Yes; but unfortunately there is no water to run through the pipes, and an empty pipe is about as valuable as a non-existent pipeline. However, I shall not steal the thunder of the member for Rocky River who I am sure can adequately express the viewpoint of his constituents. I am concerned about my own constituents, for instance, in Quorn, where there is a reticulated water supply, but unfortunately it is provided from a small reservoir, which is not nearly adequate for the needs of the town, supplemented by bore water of rather indifferent quality. Lately, no doubt because of the dry season, the capacity of the bores showed a tendency to diminish dangerously and I suggest that this town, which has suffered rather serious setbacks in recent years and which is now manfully struggling back to at least a semblance of prosperity, is entitled to some consideration in this regard.

Last week I mentioned that private householders at Terowie had to pay 35s. a thousand gallons to the Railways Department for water and another 30s. a thousand gallons to have it carted to their homes. The Premier graciously said that he would recommend to Cabinet that the same concessions would be granted to the Terowie people as were granted last year to people along the Cockburn line following the failure of their local supply—namely, that a flat rate of £1 a thousand gallons would be charged and that the Government would subsidize the Railways Department for the balance of the cost. That is all very good, and I know that these people will be pleased at this substantial reduction in cost, but £1 a thousand gallons is a high rate to pay for water in any part of South Australia, particularly as the Government is boasting about what it has done in providing reticulated and pumped water.

For many years I have been trying to get the Government to agree to have the matter of providing reticulated water for Terowie referred to the Public Works Committee for inquiry and report but the Government has flatly refused to do this. This could be provided by a main running from Belalie North to Terowie. Much reference is now being made in the press to the proposed duplication of the Morgan-Whyalla pipeline rendered necessary by the proposed expansion at Whyalla and the necessity to provide water for the beneficent plant proposed to be established at Iron Knob to improve the quality of the low grade iron ores that abound in such great quantities in that area. One would have thought that an opportunity would be taken to fetch the route of this alleged duplication further north, so that the problems of Booleroo Centre, Quorn, Terowie and various other dry districts in that area could be solved. There are dry pastoral and farming areas in those districts where underground supplies are very difficult to procure, and when they are procured they are mainly of poor quality indeed. But what do we find? We find that a large sum of money, estimated at £12,000,000, is to be spent. Some of that, of course, is for the pipeline to Iron Knob, but most of it is for the duplication, and this alleged duplication is going to keep mighty close to the existing line. Even at this late hour consideration should be given to extending the line on a more northerly route to meet the problems of the towns I have referred to.

Another matter that I have mentioned in this House on previous occasions concerns the examination of some gorges in the Flinders Ranges with a view to constructing reservoirs to impound water and not only supply these towns but also assist supplying Whyalla and Iron Knob. I know the Government does not favour this proposal, but it might have a second look at it. Many gorges in the Flinders Ranges between Melrose and Parachilna would lend themselves to the impounding of huge quantities of water in reservoirs that could be easily constructed. I know the average person thinks that this is a dry, arid area, but in the range part of this area the average rainfall is higher than most people realize. The average rainfall at Wilpena Station—the approximate centre of the area I have referred to—taken over a long period of years is about 14in. a year. In other places further south the rainfall rises to well over 20in. a year. The average rainfall at Blinman is more than 12in. a year, and Blinman is the most northerly point on that section of the ranges. After all, it is not so much the average rainfall that provides opportunities for the beneficial storage of water as the incidence of the rainfall, and in that country the precipitation is often rapid because of heavy thunderstorms that flood creeks, some of which run for many miles into the ranges where the run-off is about 80 per cent to 90 per cent of the water precipitated, and thus reservoirs could be filled very easily indeed. We have an example in the success that attended the construction of the Aroona Dam to supply the town and coalfield of Leigh Creek. I was one of those who in the early stages of that proposal was somewhat sceptical about it until I had a look at the incidence of the rainfall at some nearby stations and discovered that the precipitations there, while not very frequent, were sufficient to guarantee, as far as was humanly possible, a constant supply. That has been the result. Although Aroona has never been filled since it was completed, it has maintained an adequate supply for the growing town of Leigh Creek, the adjacent town of Copley, and some of the station properties in between. That is an example I think we might examine.

Some years ago, at the instance of the local governing bodies of Quorn—the Corporation of Quorn and the District Council of Kanyaka—a cursory examination was made of a site for a reservoir at what is known as the Boolcunda Creek, which takes its rise away back in one of the spurs of the Flinders Ranges. In fact,

it used to run through my property when I lived in that area, and I have seen some mighty floods go down that creek, huge volumes of water which eventually lost themselves in the salt pans of Lake Torrens. In a country like South Australia we cannot afford to allow the water that comes down these northern creeks to run to waste into salt lands, and we should begin now—if soil conditions make it practicable—on establishing reservoirs in order to conserve that water. It would substantially reduce the terrific cost of pumping through the main to Whyalla and ultimately to Iron Knob. The site on the Boolcunda Creek was turned down, but there is another site a little further inland, about four miles north-east of Carrieton on the same creek which has the same precipitation and I think it is well worth examining. I hope that that proposal will be investigated soon.

We learn that £9,500,000 is to be spent on roads during this year, and probably more will be spent next year. I am not objecting to expenditure on roads. The motorist who pays substantial registration fees on his vehicles and, of course, very high petrol tax to the Commonwealth Government, plus the iniquitous sales tax on vehicles and parts, is entitled to more of this money being spent on roads than is spent today. That, of course, is largely a matter between the State and Commonwealth Governments, but I think we have not sufficiently pressed the Commonwealth Government in that regard. We have not united with the other States sufficiently in an effort to induce the Commonwealth to see that the motor vehicle is no longer a luxury but something essential to our community life and that, therefore, it should not be the medium of an excessive taxation system unless the taxes derived from the system are intended to provide better roads for the vehicles to use.

I notice the tendency in South Australia to provide super highways close to the big wen, the centre of population where 61 per cent of the people of South Australia reside and are prevented from becoming politically vociferous by the fact that they are denied a just voting system so that they might play their full part in electing the Parliament of the State.

Mr. Jennings—You cannot give them roads or they might go outback.

Mr. O'HALLORAN—That is the assumption, and if they went outback they would be dangerous people to have residing in certain electorates. I said in a previous debate that we had in my electorate not even one mile of

sealed road, except where main roads passed through country towns and in the streets of country towns, although the electorate was five times the size of Tasmania. Certainly sealed roads are getting a little closer. During the election last year we were promised that the road from Mannanarie to Jamestown would be sealed during this financial year. I think about three miles have been sealed, and apparently any substantial activity has stopped.

Mr. Jennings—The election is over.

Mr. O'HALLORAN—Yes. Another road mentioned was the road across the Mingary plains from Mingary to Cockburn, which forms a barrier between South Australia and the very important town of Broken Hill, which does so much of its business with South Australia. After even a small rain the flat grass plain is impassable for considerable periods, and, of course, after heavy rain for days at a time. Well, another election promise was that that road would be sealed during this financial year, but up to the present nothing has been done, except for the three miles on the Jamestown-Mannanarie section that I referred to previously. My mind goes back to the rapidity—and I use the term ironically—which characterized the sealing of the road from Spalding to Jamestown. I think, from memory, it took 10 years to reconstruct and seal 22 miles.

Mr. Heaslip—It is finished now, though.

Mr. O'HALLORAN—Yes, after some people who had hoped to drive over it had gone to their great reward while waiting. I hope that more expedition will be shown on that section in the districts represented by the members for Rocky River and Burra. I am barracking for those roads in their electorates, because every mile brings it nearer to my electorate, and one day I hope to be able to drive over a sealed road, at least between Peterborough and Adelaide. I also hope to be able to drive over a sealed road between Peterborough and Broken Hill, because that is an important road. New South Wales is improving its highway between Broken Hill and Wentworth. There is a magnificent highway between the Murray and Melbourne, and if the Broken Hill to Wentworth section is made to compare with that section, South Australia will lose large numbers of holiday-makers who now come to Adelaide and other places in South Australia and spend considerable sums. It therefore becomes of urgent economic necessity that something be done in this regard.

I suggested to the Premier the other day, having noted that he and the Premier of Wes-

tern Australia were contemplating a joint scheme to improve the interstate highway from South Australia to Western Australia, that he might look at the improvement of the highway from Adelaide to Broken Hill, particularly as the New South Wales Government many years ago reconstructed and sealed its section of the road between Broken Hill and Cockburn. It had nothing to gain by doing that, except to give the best possible conditions to its citizens. South Australia has much to gain and I hope early action will be taken by the proper authorities. The Commonwealth Government should make a special grant for such an interstate highway. Australia has been spending £200,000,000 a year on defence for some time and we have nothing to show for it except obsolete equipment, most of which was obsolete before delivery, at various military installations. Some of that money could have been spent on the Eyre highway and the Broken Hill highway to make them of greater advantage from a defence point of view.

The reconstruction and sealing of the road from Stirling North to Quorn is proceeding slowly. I think only 2½ miles of it has been completed in five years and we hope that in future the work will proceed more expeditiously. It is an important road. The town of Quorn has been cut off from Port Augusta because the Commonwealth Government discontinued the rail service between Quorn and Stirling North and now all the traffic between those two towns must go by road. If the road were completed there would be a sealed highway for tourists right through to Quorn, and then the work could be continued to Hawker. The Flinders Ranges provide some of the best tourist potential in Australia. They have scenery unrivalled in the Commonwealth and little like it can be seen elsewhere in the world. This must attract more and more tourists. Tourism represents an unearned increment for the State. Give the tourists a good road to Hawker and their number will be increased considerably. There should be a sealed road between Wilmington and Quorn to provide an alternative route for the tourists going to and from the Flinders Ranges. I look for the support of members in this matter, especially the support of Mr. Heaslip in connection with the Wilmington to Quorn road.

Pastoral roads should also be attended to. The Engineering and Water Supply Department is responsible for building and maintaining them and it has done excellent work with the limited funds at its disposal. When we

recall the wealth produced on pastoral properties, some of which are a hundred miles from the nearest rail siding, we must admit that the pastoralists are entitled to at least good graded roads. I think they realize with me that sealed highways are not possible in their areas. Good graded roads with improvements at creek crossings are within the bounds of possibility. They would not be costly and would go a long way towards alleviating the lot of these people when travelling from their properties to points of civilization. I hope that in the next Budget provision will be made for a larger grant to this section of the department so that an additional gang may be constituted with suitable machinery to complete the work on roads. Corporations all over the State are entitled to an increased road grant to enable them to maintain their streets and footpaths in good condition. The work has got beyond their capacity with the limited amount of revenue available to them.

Mr. Jenkins—The position has been aggravated by the number of subdivisions.

Mr. O'HALLORAN—Yes, considerably aggravated. The burden of councils around the metropolitan area is also being aggravated in this way. It is a matter that must soon be considered by the Government. I am pleased to see that the joint efforts of the Government, employers and employees have resulted in greater industrial safety than was the case previously. I suggest that the real credit must go to the employers and the employees. Certainly the Government took a hand in holding the safety convention last year, but when it comes to effective action in this House to deal with safety precautions the Government is adamant in its refusal to do anything. We have endeavoured to have the Factories Act extended to areas where it does not apply at present. The Opposition has often tried to get the Act applied to the whole State but Government members have always defeated our efforts. The Scaffolding Inspection Act has a limited application and although we have tried to have it applied to the whole State we have always been defeated. The life and limbs of country building workers are as valuable as those of building workers in the metropolitan area. Of course, skyscrapers are not built in the country and I do not want to see them there. I think that in the metropolitan area we are going too far. Some of the buildings that are designed to house great accumulations of wealth in as small an area as possible could be done without, and there could be improved buildings along the main thoroughfares in the

districts of Torrens, Enfield, Unley and Norwood. They could even be placed along that very fine thoroughfare between Port Adelaide and Adelaide. There could be decentralization in this matter in the metropolitan area, but I want to see decentralization in country districts, where population is not growing, only diminishing.

For some unknown reason (perhaps it was one of the semi-propaganda thoughts of the Government when preparing the Lieutenant-Governor's Speech) we were told that in March, 1959, South Australia had 15,500,000 sheep. That is correct, but I am not concerned with the number of sheep then. I want to know what we had in March, 1960. The statistician's figures are not yet available for that month, but from private sources I have ascertained that South Australia has now only between 11,000,000 and 12,000,000 sheep, and if it does not rain soon there will be a substantial reduction in that figure. Already lambs are being knocked on the head in the early lamb areas. Thousands of square miles of our best land in good rainfall districts are so denuded of feed that the stock are living on the seed, and in some places the seed has gone. That means that no matter how much rain we get we shall not have this year a luscious feed season, and that will cause a further drop in the number of sheep. We depend on the production of fat lambs and wool and if the position does not improve we shall have a sorry story in the Governor's Speech next year. We have referred to the unfortunate position of some of our primary producers as the result of drought conditions. I do not suggest general drought assistance because most producers can at present carry their liabilities, but young men, particularly ex-servicemen, have gone on the land in this period of inflation and they will be up against it. The Commonwealth should make available to the State sufficient money to enable hardship grants to be made to them. Let me now refer to inflation, which is like the word "Mesopotamia" that was so popular during World War I.

Mr. Loveday—And "restoration of confidence."

Mr. O'HALLORAN—Yes. We must have "restoration of confidence," so we are told, to stop inflation. Our Government is not without blame and from a study of Loan Expenditure in recent years I am forced to the conclusion that it is indeed blameworthy. The worker is frequently criticized, but we should examine Parliament to see just how

far it has contributed to inflation in recent years. Criticism may be levelled at a policy under which huge sums have either been spent or are to be spent on items mentioned in the Lieutenant-Governor's Speech without much regard for the value of the public work concerned. In these days the Government is not ashamed to spend several million pounds on a project—in fact, the more it costs, the more the Government seems to be pleased—but it is somewhat reluctant to say what has been achieved for the expenditure involved. Most of the large projects in recent years have, of course, cost far more than was originally estimated as, for example, the Mannum-Adelaide pipeline. I could cite other projects, but when I tried to bring this matter to a head last year by moving for the appointment of a public accounts committee so that we could get information as to why these works cost so much more than was originally estimated and what the net financial result of the expenditure was, I was met with such a solid phalanx of opposition that the motion was defeated.

One reward that South Australians have reaped because of this type of extravagant expenditure, which is undertaken without counting the cost, is that we now have the highest public debt per capita of any of the Australian mainland States. His Excellency did not tell us that in his Speech: the Government did not parade it. We heard some figures about employment and unemployment, but the public debt is a vital matter. During the period June, 1955, to June, 1959, the per

capita public debt in South Australia increased more than any of the other mainland States, and this fact is illustrated in the following table:—

	Per Head of Population.	
	Increase 1955-1959.	Debt June, 1959.
	£	£
New South Wales ..	34	222
Victoria	34	197
Queensland	35	211
South Australia . . .	56	342
Western Australia . .	52	323
Tasmania	97	449

The disturbing feature that emerges from these figures is that we have the highest public debt per capita of any of the mainland States and our increase per capita has also been the greatest of any of the mainland States over the four-year period.

I am aware that in some States certain public utilities such as tramways, water supply and sewerage, harbour services, etc., are controlled by boards or trusts, which, in addition to receiving advances from the Government, raise loans by public borrowing on their own behalf, while in other States these services are controlled and financed by the Government. However, the Commonwealth Bureau of Census and Statistics has compiled a schedule which aggregates the State Public Debt and the debts of municipal and semi-governmental authorities, and, on the latest figures which are available to me, namely for the year 1956-57, South Australia is more in debt per capita than any other Australian mainland State. The following table clearly illustrates this:—

State and Municipal and Semi-governmental Authority Public Debt, 1956-57.

State.	Debt per Head of Population.				Total. £
	State. £	Municipal. £	Semi-		
			Governmental. £	Total.	
New South Wales	205.0	19.0	55.8	279.8	
Victoria	180.2	11.2	121.9	313.3	
Queensland	192.8	47.4	38.4	278.6	
South Australia	314.9	3.6	26.0	344.5	
Western Australia	296.5	10.1	19.6	326.2	
Tasmania	401.1	25.5	37.2	467 1	

We hear ominous warnings from the Government benches when they consider workers are unwise enough to mortgage their future earnings by excessive hire-purchase transactions, but the same Government at the same time excessively mortgages the future of the whole State by undertaking grand schemes without making adequate provision for the repayment of the debt. These conflicting activities to suit particular situations make me doubt the sincer-

ity of some Government members, but the fact which is of more serious financial concern to the people of this State is that the Government is annually increasing the per capita public debt and the present debt per capita in this State is so far ahead of any of the other Australian mainland States.

Mr. Laucke—But we have the highest savings per capita.

Mr. O'HALLORAN—Because people realize the position and are saving for the rainy day.

Mr. Laucke—It indicates good capital outlay.

Mr. O'HALLORAN—I do not know that it does. I do not intend to repeat what I said last year when I moved for the establishment of a public accounts committee, but I then furnished a number of illustrations of a type of capital outlay with which I was not happy. I do not know what the savings of individuals in a community have to do with the public debt which they, as individuals, will ultimately be called upon to meet.

Mr. Quirke—Every loan creates a deposit.

Mr. O'HALLORAN—That is true. I was pleased to hear that the Government intends to re-enact legislation to continue price control for a further 12 months. That will, of course, give the unfortunate people of this State some protection, but what is required is not local price control by the States but a full-blooded attempt by the Commonwealth to control those cartels and monopolies that have grown so rapidly and acquired such strength in recent years and which are responsible for the higher prices ruling today. I know that the Federal Government has suggested it will do something about it.

Mr. Jennings—It was going to have an excess profits tax.

Mr. O'HALLORAN—Yes, and it was considering whether it should acquire further powers to give it greater control over trade and commerce. In the *News* of March 10 under the heading "Free enterprise and monopolies" the following appears:—

Federal Government has announced its intention of considering legislation to curb takeovers in industry and commerce which result in monopolies and restrictive practices. Already the Attorney-General, Sir Garfield Barwick, has begun a study of the position at Cabinet's request and before him, it is reported, is a voluminous survey prepared by senior Federal officers. This dossier is said to contain a vast amount of data on such matters as:—

The growth of price rings in food and consumer goods.

Denial of supplies of specified manufactures to dealers who sell at prices under those "recommended" by the makers.

The tendering of remarkably similar quotations by firms seeking to supply goods or services to Government departments.

Still another practice which may be embraced by investigations is that of wool "pies"—concerted operations by groups of buyers at wool sales. These were the subject of an inquiry last year.

These things exist today and they are growing. We know about them but, unfortunately, we are legislatively powerless to do anything because if any were domiciled in South Australia they would simply skip over the border to Victoria and snap their fingers at us. Thus it becomes necessary for some action to be taken on Commonwealth-wide lines. Of course, the question of wool "pies" affects me indirectly because many of my constituents have to weather the storm and they are entitled to a fair market price for the wool they have to sell, but they cannot get a fair market price if the buyers are permitted to combine to restrict bidding and then to engage in lot-splitting after it has been knocked down to one of the birds in the pie.

Mr. Jennings—That has been going on for years.

Mr. O'HALLORAN—Of course, and the honourable member knows that because he had considerable experience in one of our largest pastoral firms before he entered this House. This excellent article, for which *The News* should be commended, goes on to say:—

Just how sincere is the Government in its expressed intention? It is sworn to free enterprise—including big business. Is it likely to go the legislative limit? If it does, it would effectively silence the Opposition on a point which Labor has long used to needle the men of the Treasury benches.

Unfortunately, I fear the worst; that it will be like the other proposals to which I have referred—much ado about nothing.

Mr. Quirke—An excess profits tax would not do it.

Mr. O'HALLORAN—No, but England and America have legislation designed to curtail these monopolistic tendencies and takeovers. From what I have seen of the American legislation and from having seen one or two examples of how it works I think we might for a start model something along those lines. At least we could curtail them even though we might not entirely stop them. We might be able to improve on the American idea, as that is a free enterprise country where considerable qualms of conscience were felt when the Sherman anti-trust laws were passed several years ago.

I mentioned decentralization earlier in my speech and I shall now illustrate what this means in the redistribution of population. I have taken the year 1939 and compared it with 1959. During the whole of that period, of course, the Liberal and Country Party Government was in power with complete power and opportunities to do anything it wished to stop

the drift from the country to the city. In 1939 the metropolitan population was 323,000, or 54 per cent of the total, and the country population was 276,300, or 46 per cent of the total, which at that time was 599,300. In 1959 the metropolitan population was 566,300, or 61 per cent, and the population in the country was 361,000, or 39 per cent of the total. The total increase in the metropolitan population was 243,300, or 75 per cent, whereas the country population increased by only 84,700, or 31 per cent.

Mr. Jennings—Your country figures would include Elizabeth, wouldn't they?

Mr. O'HALLORAN—Of course, and it would be a shame to exclude it because it would be such a shocking comparison that one might collapse. I think the best barometer of land settlement is the number of individual settlers in the State, and a perusal of those figures gives a shocking result. This has application, firstly, to the question of land settlement and, secondly, to the centralization of population in the metropolitan area. In 1938-39 there were 31,280 individual landholders and 44,363 were employed in rural production. In 1958-59, despite the number of ex-servicemen settled on the land since the end of World War II, and despite the 39,000 acres subdivided last year and the two pastoral holdings in the north-eastern corner of my electorate, the number of landholders had dropped to 28,105—a reduction of 3,175—and the number of persons employed in the industry had dropped by 5,770 to 38,593.

Mr. Jennings—Despite the tremendous increase in population.

Mr. O'HALLORAN—Yes, and despite the tremendous prosperity we should have enjoyed as a result of 12 fortuitously good years. This is an alarming position. Instead of having a loss of 3,175 people from the land and of 5,770 from rural employment, the number of landholders and the number employed should have been at least doubled in that period, and I suggest that something drastic will have to be done about this soon.

The Hon. Sir Cecil Hincks—I think mechanization would have much to do with the smaller number of employees.

Mr. O'HALLORAN—I agree, but mechanization did not get rid of 3,175 holdings.

The Hon. Sir Cecil Hincks—But many farmers have now formed into companies.

Mr. O'HALLORAN—I am not happy about aggregating land into companies. I think the ideal of land settlement is the family maintenance area on which a farmer will rear his family. I do not say it should be a bare

living area; some provision should be made so that when his sons grow up they can be farmers in their own right.

Mr. Jenkins—But during the thirties a great deal of soldier settlement land was re-aggregated because it did not provide a living area.

Mr. O'HALLORAN—The honourable member might know; I do not. I fancy I have heard that statement before. It has a familiar ring. I remember reading about it in my young days. It was something that happened in the 'nineties. I remember it vividly in 1918 and again between 1925 and 1928. Now we have it again from the honourable member, but the plain facts are that there is still much land in South Australia capable of development if we go the right way about it. Also, many large holdings are capable of subdivision and should be subdivided to make room for additional land settlers. That is what I am after, and I do not want to do an injustice to anyone. Firstly, the land should be reclassified and from the reclassification should be ascertained the type of production for which it is best suited. Having gone that far, it should be subdivided into family maintenance areas. I am not opposed to freehold, although I prefer leasehold, but, if we are going to have freehold, let us have a tag on it. In the land from which my fore-fathers came there is a much better system of land tenure than we have. After the Republic of Eire was established the big landlords were dispossessed of their huge estates, which were taken over by the Government. In some cases the farms were reallocated on advantageous terms to the men who had formerly been tenant farmers. For instance, they were given 32 years to meet the principal cost at an average interest rate of two per cent, but here is the catch: they were not allowed to sell their equity freely and without control. If it became necessary for one of those freeholders, who had acquired stock in his country for the first time in his life and in the life of previous generations, to sell, he had to give the first offer to the Irish Land Commission, which would pay the price he had paid, together with interest on the capital he had sunk and the value of the improvements he had made, fixed on a reasonable basis.

Mr. Jennings—They could not sell to absentee landlords.

Mr. O'HALLORAN—No, nor could they sell to landlords who were re-aggregating estates. The land was allotted to other tenant farmers. That is a good system and in the years to

come we may have to do something like it here. Another matter I have been plugging for some time now (I regret with no success) is free transport to pensioners and persons receiving public relief in country towns who must come to Adelaide for hospital or other medical treatment. Periodically people in country towns, particularly in outback areas, must come to Adelaide for this type of treatment. For many years they were able to secure from the local policeman a rail warrant to come down for such treatment but last year, for some unknown reason, Cabinet reversed this system and decided that they would have to pay their fares and that on arrival they could be recompensed by the Almoner's Department at the Royal Adelaide Hospital. When I first heard about this I asked a question of the Premier, who told me that no change in principle was contemplated and that Cabinet's decision applied only to transport within what was known as the free area in the metropolitan area. I think he said this extended as far as Gawler and Bridgewater. I reported this to the Pensioner's Association in Peterborough, which was quite happy about it, but, when someone went along to get a rail warrant from the local sergeant of police, the officer produced a letter forbidding him to give a rail warrant to any pensioner or person on public relief and indicating that the new practice was to pay the fare and be recompensed on arrival in Adelaide.

The police sergeant was not very happy about it, nor were other policemen in the area, because it seemed to imply a criticism of the police force generally and to suggest that they could not be entrusted to do these things. I plugged away and asked the Premier that the old practice be resorted to. After much correspondence and many replies I finally got the real low-down: it had been decided by Cabinet and the Hospitals Department had had to give effect to Cabinet's decision.

To illustrate my argument, I have selected a few towns in my electorate, but the same would apply to the South-East and to other places distant from the metropolitan area. I will only quote the second class fares, because these unfortunate people do not travel first class. The fares between Adelaide and the following towns are these:—

	Single.		Return.	
	s.	d.	s.	d.
Terowie	31	6	47	0
Peterborough .. .	34	6	51	6
Quorn	51	0	76	6
Carrieton	44	0	66	0
Yunta	46	0	69	0
Cockburn	63	0	94	6

Members might say that these are not very great sums after all, but we have to remember that these people are pensioners on an income of £4 15s. a week. How much can they save out of that pitifully inadequate pension to meet the cost of a possible train journey to Adelaide for medical treatment? In addition to the cost of the fare, which will be recouped to them when they get down here, they also have to procure accommodation while they are here, as some of these people do not enter the Royal Adelaide Hospital for hospital treatment; they come here, perhaps for a week or so at a time, in order to obtain outpatient treatment.

Mr. Jennings—Under this system many would not be able to come.

Mr. O'HALLORAN—Quite so. I made a few inquiries, and according to the grapevine somebody at some time or other got a rail warrant from a local policeman and used that to secure a return ticket, and when he got down here he presented the return half of the ticket to the Almoner's Department and collected the full cost of the ticket. Now everyone has to be subjected to this difficulty, and, believe me, it is a difficulty. I know what will happen with really destitute cases. The person concerned who has not the money will go to some friend and say, "Bill, I'd like to borrow (in the case of Cockburn) 94s. 6d. for a journey to Adelaide and back," and Bill, being a charitable person, will say, "Look here, old chap, I know you can't afford to pay it back" and he will make a gift of it. That will be a means of the Government's evading some of its responsibility and shoving it onto the shoulders of other citizens.

This question of using the return half of the ticket to get a full recoup could very easily be solved by giving the local police officers the right to issue tickets for single journeys. That is something that could not be meddled with. I know it would cost the Hospitals Department a little more than dealing with return fares, but I remind honourable members that it is not so many years since the then Liberal Government, in an effort to raise more revenue, abolished return tickets altogether, and for many years the people who travelled by rail had to travel on the single ticket basis. What I propose would not cost Government revenue a penny-piece. Certainly it would cost the Hospitals vote a little, but that money would come to the railways and the State Treasury would not lose a penny-piece on the transaction. It would be made easier for these unfortunate folk to

make their journey to Adelaide, and it would also remove the stigma which has been cast upon the Police Force, to some extent, as the result of this change in policy.

I have learned that if a pensioner or a person on public relief wants to come to Adelaide he can write to the Almoner. He can fill in a form, no doubt, and apply, and then a warrant will be issued. Why on earth don't the police do this? In any event, the policeman is better able to judge whether or not a case is worthy than some officer down here, no matter how competent or worthy that officer may be. I voice this protest because I think it is time it was voiced by somebody, and I hope that this pettifogging method will be abolished soon.

Mr. Quirke—Why have any money at all; why not issue a warrant on the doctor's certificate?

Mr. O'HALLORAN—I would not object to that, but I object to these people either having to produce the cash or to apply to the Almoner down here in order to get a warrant.

Mr. Quirke—What is the use of producing it and then getting it refunded?

Mr. O'HALLORAN—That is so. It means more office work and more cost to the Hospitals Department, and more difficulties and more injustice to the people concerned. His Excellency's Speech in 1958 referred to amenities in country towns, and we were told that as Loan money became available sewerage work would be provided in country towns. However, there is no reference at all in the Speech this year to country sewerage, and I think that the country people are being neglected. Their rights are being overlooked by this Government, which is supposed to be predominantly a country people's Government.

Mr. Hall—You want to reduce their representation in this House.

Mr. O'HALLORAN—As far as the effectiveness of the present representation is concerned, I think it would not matter much if their representatives were not here at all.

Mr. Millhouse—Opposition members are not all here at the moment.

Mr. O'HALLORAN—The Opposition is very well represented here this afternoon, and is certainly holding its own.

Mr. Hall—Where is the money coming from for this programme?

Mr. O'HALLORAN—Under the policy of this Government there will never be enough money for country towns, and that is why the subject has been dropped from the Speech. All the money has to be spent in and around

the metropolitan area in providing amenities irrespective of the financial return.

Another matter mentioned in the 1958 Speech, but conspicuously absent from this year's Speech, is the standard gauge line from Broken Hill to Port Pirie. In effect, of course, it meant the standardization of what is known as the Peterborough narrow gauge division. Question after question has been asked on this matter. I do not blame this Government, because the Commonwealth has been dodging this issue practically ever since Mr. Ward was Minister for Transport in the Commonwealth Labor Government, and it seems to me that it is going to dodge it entirely. We have Mr. Wentworth—an ordinary member of the Federal Parliament with no status at all—going around the country making suggestions that lines should be discontinued and new lines built.

Mr. Jennings—He is chairman of the committee he appointed himself.

Mr. O'HALLORAN—Yes. I know that some of these self-appointed committees are very valuable, but generally speaking the only committee of this kind that is of any value is a committee of three with two absent, and Bill Wentworth ought to be one of the two absent. Another point, which will be interesting to the member for Whyalla, is the question of constructing a railway to connect Whyalla with the mainland system, which was mentioned in the 1958 Speech. This year's Speech does not mention that matter. I previously commented on that and I repeat those comments now, namely, that if there is any obstacle—and I understand there would be an obstacle, because we would have to cross the Commonwealth railway or use its line part of the way—let us get the Commonwealth Government to provide the money under the agreement which has been signed by both Governments and ratified by both Parliaments, to unify the northern narrow gauge system, and that means to Quorn. Let us build a new standard gauge line from Quorn to Whyalla, and handle the Whyalla traffic over that line *via* Peterborough. It would also have an advantage of providing a closer link between east and west than the present route *via* Adelaide and Melbourne. It is 35 miles closer for the ordinary Adelaide-Broken Hill traffic than going *via* Port Pirie. I put that suggestion forward. Of course, I know nothing will be done and there will be no need to consider it, because the Commonwealth does not appear likely to do anything.

The prime exhibits in His Excellency's Speech were our State forests and our Government sawmills, the Electricity Trust, and the Housing Trust. Those were the prime exhibits paraded by a free enterprise Government, a Government that does not believe in Socialism and criticizes us in season and out of season because we believe that a policy for the people should be evolved by a Parliament representative of the people. Further, my Party believes that where big things like afforestation and sawmills, the generation and distribution of electricity, and the building of homes for the people are concerned it should be done on a national basis. That is the kind of Socialism that we on this side of the House believe in, and that, of course, would be real free enterprise. There would be no cartel or monopoly telling a person where he could buy or at what price he should sell, and the small businessman—the man in whom we have confidence and faith and whom we want to see prosper—would come into his own, instead of being eliminated as is the case today under the policy—or lack of policy—of this alleged free enterprise Government.

Mr. Hall—Are you going to give us more details of your socialistic programme?

Mr. O'HALLORAN—I have given sufficient.

Mr. Hall—Sufficient for the people?

Mr. O'HALLORAN—It has always been sufficient for the public in this State. At all the State and Federal elections for almost a decade the Labor Party has held a majority. It has held a substantial majority at some elections, showing conclusively that our policy is satisfactory to the people, but unfortunately, as far as this State is concerned, we have not been able to win the elections by quite enough. With a majority of 50,000 we need another 10,000 or 20,000 in order to govern.

I am not going to provide a cut-and-dried policy on education this afternoon, but the kind of education system we should have, with properly constructed schools and sufficient teachers to eliminate those large classes that are the bane of every headmaster at present, is quite beyond the capacity of this State and the other States. There must be a Commonwealth grant to assist education and I look forward to the time, after the education conference in May next, when there will be such a unanimity of opinion amongst people interested in various forms of education that the Commonwealth will no longer be able to resist it. I visualize something along the lines of the Murray Universities Commission report. For the first time for many years our univer-

sities have been put on a sound basis. I want better education for those who have the ability to qualify for it. I want education for the children who will later perform the ordinary but important tasks of life. Science has an important place, but humanity generally must have a higher place. That is why Labor Party policy places the rights of those people above the rights of other people. In our policy we guarantee their rights and protect the few privileges that they have left in this gerrymandered State.

Mr. JENKINS (Stirling)—I support the motion and commend the mover and seconder for their excellent speeches. The Leader of the Opposition said that the Opening Speech this year did not contain some of the propaganda of previous speeches, and said that the present position of the State is probably due to the climatic conditions of last year. If the Government can claim credit for anything it can do so for having sufficient foresight to provide water at many places without imposing restrictions, and it was all done during the worst drought we have had.

I join with other speakers in expressing sorrow at the passing of Mr. Hambour, who was a popular man, was able in debate, and had a great knowledge of most things. He was an authority on hospital administration, especially in the country, and more than once was a great help to me in this matter. He will be greatly missed in this House and I express my sorrow to his widow and family.

The Lieutenant-Governor's Speech referred to the excellent service rendered by Sir Robert George and Lady George during their seven years in South Australia. I join in this reference because Sir Robert and Lady George were very popular. They often visited my district and made themselves very much beloved of the people there. Following on the drastic fires at Port Elliot about 12 months ago, Sir Robert spent a full day visiting the people who had suffered because of the fire. He had a thorough understanding of their difficulties because he had had a similar experience himself. When saying goodbye to him at Parliament House he said to me, "I will always remember that my first official function in South Australia was at Victor Harbour where I unveiled the Cross of Sacrifice in the Soldiers' Memorial Gardens." That is a memory that I also shall cherish.

The Leader of the Opposition referred to the engagement of Princess Margaret and her coming marriage, which will be a great joy to everybody. I rejoice with the Royal Family

in this coming event. I congratulate Sir Cecil Hincks on the great honour bestowed on him by Her Majesty the Queen. It was a well-earned honour because Sir Cecil served in the first world war, where he lost a leg, and he has given service to the State practically ever since. We rejoice at his receiving the honour.

The Lieutenant-Governor's Speech said that the Government intended to continue its research to assist agriculture. One subject that could well be remembered by the Government is the sealing of dams for the conservation of water on single farm units. In Victoria some research has taken place in connection with the bitumenizing of dams, stabilizing with cement, and plastic sealing. I cannot find a reference to that matter in the Lieutenant-Governor's Speech. I approached the Minister and he told me to contact Mr. Edwards in his department, but I have not been able to do so during the last few weeks. There is ample scope for research into the sealing of dams. Members know that clay country is best for holding water, but much of the soil in South Australia will not hold it. In my district many farms have a large water shed but no suitable ground for holding the water. They have either sandy or loamy soil or gravel and rock. One man has had the Mines Department test his land, but the report is that it would not be economic to provide a storage because it would be necessary to go down 120ft. to 150ft. through very hard rock and be most uneconomical. This man has millions of gallons of water flowing off his land and it all goes to waste. In these days it is possible to solve almost any problem, and this is a problem on which much time could be spent in research. Dairy farmers in particular find that summer fodder is a great asset where it can be grown, but without the conservation of water it is not possible to improve and extend the lactation period. Therefore, they are not getting the best out of their land.

The Lieutenant-Governor's Speech also referred to expenditure on roads and highways. I thank the Minister of Roads for the excellent road that is being constructed between Mount Compass and Victor Harbour. It is now nearing completion and I think it is one of the best surveying and engineering feats on roads that I have seen for many years. There is no corner or bend that we cannot see around before getting to it. The department has done a wonderful job.

Has the Minister representing the Minister of Roads any information about plans for the

reconstruction of about eight miles of roadway between Macclesfield and Strathalbyn, or are there plans for a new road altogether? This road is now getting more and more vehicular traffic on it. It is a winding and tortuous road, and certainly not of the standard necessary to carry the increased traffic. The position will be accentuated greatly because much development is taking place along the Lakes. I have a press cutting of two or three weeks ago giving details of a plan for the building of a country club at Milang. It said that a start would be made on a £500,000 residential-recreation project, to be known as the Peninsula Country Club, as soon as the approval of planning and council authorities was obtained. About 1,500 houses will be built there and much of the traffic to and from these homes will go along this road. There is now much more fishing and holidaying at the Lakes and the traffic problem is now greatly aggravated. I have asked the Minister a question on this matter but have been unable to get a reply. Today I received a letter that sets out what I have in mind, and I hope the Minister will take notice of it. If there are any plans for improving the road I hope they will be set out soon. The letter reads as follows:—

I noticed in the *Southern Argus* a paragraph re Strathalbyn-Macclesfield road. May I be permitted to suggest an alternative route. This is a comparatively straight road joining Strathalbyn and Mount Barker. This road is sealed to Wistow on the Mount Barker end and about two miles on the Strathalbyn end, leaving less than nine miles of fair-to-good metal and dirt road in between. I believe that with much less expense this road could be constructed and would be much preferred by the Strathalbyn people. With the vast development potential in the Milang area it would provide an extra and much faster and safer road than the other could ever be. This road also has a history as the gold coaches used it in the very early days travelling to and from Victoria. I would urge you to bring this to the notice of the Minister as I believe the scheme is sound and should be considered.

There is an excellent road from Glen Osmond through the hills to within three miles of Aldgate. From there to Echunga and Macclesfield there is a fair road, but the road from Macclesfield to Strathalbyn is a bottleneck, very winding, and unable to carry the traffic it is expected to carry.

The handling and marketing of fish in South Australia is of a higher standard now than ever before, because of the activities of the South Australian Co-operative Fishermen's Society, which has done an excellent job. The *Southern Endeavour*, a trawling vessel, is being

operated by the Commonwealth Government in the Great Australian Bight. For some time I advocated that the South Australian Government should get a trawler and undertake research work in the offshore fishing grounds along the South Australian coast. This Commonwealth trawler represents what I had in mind. I suggested that our Government might get a trawler from Grimsby or somewhere else in Great Britain for the purpose. I am pleased that the scheme has come into being, although it is a Commonwealth and not a State scheme. I understand that the necessary money came from the sale of a whaling station in Western Australia, and this expenditure will pay dividends in many ways. Some South Australian fishermen believe that this may interfere with their livelihood, but I do not think it will. It will ensure fish on the table of our people for many years to come.

Mr. Tapping—About 90 per cent is going interstate.

Mr. JENKINS—Possibly. On the second voyage into the Bight 15 tons of fish were taken, including several tons of red schnapper. Most of that has gone interstate, but 2½ tons was sold on the Adelaide market yesterday. This certainly helps in providing reasonably-priced fish to the general public. Red or king schnapper is a good table fish not caught in big quantities on this side of the Bight. I believe that with in-shore fishing our coast in time will be fished out, as has happened in America, Canada, England and many other countries, but we are fortunate because much of our coast is suitable for certain types of fishing and there are vast areas of coast where little fishing takes place because of the remoteness from markets and because of deterioration to fish through climatic conditions. Fish are migratory and follow the temperature of the water, and areas that are being fished out are being replenished from the remote areas. However, the time will come when the fish population will be so depleted in those areas that we will have to depend more on fish from the deep waters where this trawler is undertaking investigations. Such fishing will possibly be done by syndicates because the type of vessel required is so expensive and the equipment, including echo-sounding devices and storage capacity, is so costly that it would not be economic for ordinary fishermen unless they combined in syndicates.

One reason for recent fish gluts on our markets is the prevalence of fish moving in at certain times in fine weather when almost every person with a boat goes fishing along

the beaches and catches tons of fish, with the result that on Monday mornings the markets are flooded. This practice will in time deplete our coastal fishing, particularly in areas that are accessible. No-one wishes to curtail farmers and city dwellers from fishing along our coast at week-ends, but it will affect the quantity of fish available. I was interested to read recently that Mr. Bogg, the Chief Inspector of Fisheries, believes that the prawn survey in South Australia is promising. I think he is right. I have advocated that the *Weerutta* should undertake a survey for prawns. I believe it has investigated the upper reaches of Spencer Gulf without much success, but Mr. Bogg believes prawns are there, and I hope they are there in commercial quantities.

Mr. Nankivell—Do prawns move at specific times?

Mr. JENKINS—Usually at night. In the last two or three years prawns have been caught primarily in the estuaries of Victoria, New South Wales and Queensland, but fishermen have been experimenting in deep waters and commercial quantities have been taken in areas that hitherto were regarded as unlikely. Last year the *Weerutta* undertook one day's trawling, with a third-sized trawl, off the mouth of the River Murray without success, but I believe that if trawls were taken along the Coorong, where there is a clay, mud and silt bottom on which prawns are usually found, they would be successful. If we discover prawns in commercial quantities they will be a great dollar earner for South Australia as they are for other States.

Mr. Nankivell—Safcol caught some.

Mr. JENKINS—Yes, but not in commercial quantities.

Mr. Bockelberg—There were deep down.

Mr. JENKINS—Yes, and that is a good sign. The Government has done a great job in providing water during the greatest drought in our history and there have been no restrictions of any consequence. The Minister of Works has been good to me when I have taken deputations to him, but I remind him that, irrespective of the supplementation of the Strathalbyn reservoir from bores in the Macclesfield area, in dry seasons such as this, these bores in time will not be available for such supplementation because landowners are using all the water they can find, whether it is from running creeks or from bores, in producing summer fodder. I know that the Minister is investigating a scheme that was proposed by a deputation I introduced to him some months ago. I think it may be a good scheme. When

the Mannum-Adelaide pipeline is duplicated I hope the Minister will consider constructing the pipeline and erecting the pumping station at a point on the Murray so as to enable water to be supplied to the area known as Hartley and Woodchester (near Strathalbyn), part of which extends into the electorate of Murray, as well as to Callington and Kanmantoo. This area has an annual rainfall of less than 12in., but the land is fertile and will grow anything if water is available.

I have seen some drainage schemes in the South-East and have noticed how water is drained for many miles by shallow drains about five feet deep and up to 20ft. wide. If the Minister had a survey of the Lakes area made I think he would discover that in two or three places it would be possible to carry water inland some distance to serve large tracts. If the drains could not be run direct from the Lakes on the same level, the lift by pumps would be so slight that little cost would be involved. I think that water could be provided in the Milang area to 22 farmers who are suffering from lack of good water—the salt content of their present supply being up to 900 grains, making it totally unsuitable for stock. When the weather is dry and the surface water evaporates they have to depend on that water and their stock deteriorates. If drains could be run along the roads they could serve people who would pump their own supplies from the drains. This land is extremely fertile and, because of the way the metropolitan area is expanding, it must ultimately be the vegetable growing area of the State. It is good dairy-
ing country as well.

I am pleased that the new primary school at Strathalbyn is nearly completed. I hope that the Minister of Education will be able to secure, in the forthcoming Budget, finance to enable a start on the proposed new area school at Mount Compass, which is a growing district. Electricity has been extended to the district and people are converting their pumps on the creeks to electrical power and the increase in primary production is colossal. Many people claim to have increased their milk production by 33 per cent. I support the motion.

Mr. LOVEDAY (Whyalla)—I concur in the sentiments expressed by previous speakers about the Royal Family and Sir Robert and Lady George, as well as those expressed in the Lieutenant-Governor's Speech. I particularly express my sorrow at the passing of George Hambour, the member for Light. It will be hard to fill his place because he gave us an

individual outlook and an original approach to the debates that we have seldom experienced before and may not experience again. He introduced into our debates a lively character which we will miss for a long time. He served his district well and all members are sad at his passing. I congratulate the Minister of Lands (Sir Cecil Hincks) on the honour bestowed upon him. No one has earned the honour more than he, both for his work for the State and for his electorate. He has performed many civic duties as well as political duties and justly deserves this honour. We are all pleased to see the members for Enfield and Semaphore back with us in good health.

I congratulate the mover and seconder of this motion on their contributions. I agree with the mover, Mr. Nankivell, that we should discuss national as well as local matters in this debate. Speeches in the Address in Reply debate are, to some extent, unreal unless members discuss the wider national matters as well as those of local importance, because there is no doubt that national matters have a tremendous influence on State affairs. Unless we endeavour to analyse national matters and express opinions on them we miss some of the most important subjects that should be dealt with in this debate. I also congratulate the seconder because I feel that no-one could have paid tribute to Caesar better than he did in his address. The Lieutenant-Governor's Speech refers to the activities of the South Australian Housing Trust in the following words:—

The South Australian Housing Trust continues to operate successfully, but we are not told the number of houses proposed to be built this year by the trust. Last week in reply to a question I was told by the Premier that it was impossible to give details at the moment because the Loan Council would not meet until May or June, and the general programme was not yet fully determined as a consequence. He went on to say that he understood that the present rate of house building at Whyalla was considered satisfactory by the Broken Hill Proprietary Company, that he thought that the company was not more than filling the houses at present being built, and that he doubted whether it desired an increase in the programme. There is now a six-month lag and that is very low in comparison with metropolitan standards, but nevertheless the lag is greater than it was some time ago. At a ceremony following the launching of the ship *Mount Kembla*, Mr. McLennan,

who is the senior general manager of the B.H.P. Company, is reported in the *Whyalla News* as saying:—

The steel industry had reached a stage in development which was straining the facilities available to it, particularly regarding housing. Housing was a Government responsibility, he continued, though the company was also providing some of its own accommodation. The Housing Trust programme was providing nearly one house a day at Whyalla, but a little arithmetic showed that that rate did not build up the labour force by more than three hundred a year. He said, "We need more people and more houses. I hope that the tempo will be stepped up in this area." He said that recent events had shown an increasing efficiency and a marked improvement at the shipyard.

It will be noticed that he mentions that building at the rate of one house a day will build up the labour force by about 300 a year and in saying that he was of course making allowance for the fact that for every 300 new employees the company might obtain, there would be at least another 60 or more who would come into the town to provide services for those 300. There has been another statement made in this connection which will throw extra light on the statement of the senior general manager. One of the company's high executives has said that a steel rolling mill will be in operation by 1963 and that from 1,500 to 2,000 employees will be required for the construction work and approximately the same number for the initial work force of the steel plant. I think it is clear that a programme that will provide only one house a day will not be sufficient to meet the demands of that labour force. It will be seen that it will require houses at the rate of about 500 to 700 a year to meet the demands forecast by this executive because of the number of employees for construction work and a similar number for the initial work force of the Whyalla plant; and added to that those people who will also have to come in to provide services for these employees. So, there is a case for stepping up the building programme in Whyalla so that this steel mill can go into operation as soon as it is constructed and also to ensure that the construction will not be unduly delayed.

I do not want to be accused of trying to draw away from other parts of the State some of the money that the Housing Trust should be spending there, and I emphasize that this is not a parochial matter. The setting up of this steel plant will mean a tremendous expansion of industry in other parts of the State as well. It will require subsidiary industries

in many directions and will be the foundation of terrific progress in many other towns. It is inconceivable that there will be much satisfaction if the steelworks, which would cost a tremendous amount, has to stay idle for any period merely because there are insufficient houses to accommodate the men required to operate it. This fact should be made known now, so that no-one will say they were not advised of the situation that may arise.

There is also the question of the duplication of the Morgan-Whyalla main. I noticed in a recent press report that the Minister of Works had said that the duplication of the main was an urgent matter and that the first consideration was to get more water to Whyalla to cope with the housing expansion there. It will be a very expensive project, amounting to £12,250,000, and it is said that it will be carried out in stages over 25 years. With the present financial position, I cannot help feeling some concern lest the extra quantity of water required for the steelworks and the beneficiation plant proposed to be established at Iron Knob is not available on time. There again one of the essential features of this programme is to have adequate housing and water for the steelworks if the steelworks is to commence at the appointed time. I hope that we shall hear something further on this matter during this debate.

I said before that I trust that no-one will think I am over-emphasizing the question, because it has a tremendous impact throughout the State and will affect not only the State but most country towns as a result of the development. I will refer to statements recently made regarding what is called a boom at Whyalla. No doubt there has been much progress, but one problem that has made itself felt strongly at Whyalla is that of obtaining labour and retaining it once it has been obtained. There has been a tremendous turnover of labour in the area during the last few years. During last year I believe that there were 1,500 new arrivals and that 1,400 others left. In fact, I believe the net gain at the shipyards was only between 60 and 70. Boilermakers are hard to obtain and the proposal to construct an oil refinery near Adelaide will place a tremendous demand on them. They are not easy to recruit overseas because industry is brisk in those countries engaged in the particular lines in which boilermakers operate and skilled men in the engineering trades in Great Britain and Europe receive wages which, in terms of purchasing power,

compare favourably with those the skilled man can obtain in Australia. If this matter is discussed with a skilled tradesman from Great Britain or Europe, usually he will say that the main advantage in this country is its better climate and the better opportunities for his children but that he is no better off in the matter of wages.

The problem of keeping labour in this area is important, not only to the area itself, but to the State in general. The reasons why people leave are worth examining, and evidently there is a variety of reasons. No doubt many of the single men have itchy feet and desire to see the country before they settle down or before they marry and have to settle. Most migrants from both Europe and Great Britain come from towns larger than Adelaide and consequently feel that they have few of the things that cities in their own countries offer. They become discontented and as soon as they have had a look around they move back to the city. Other families move because they find there is little female employment in the country. Sometimes the mother has been used to working in Great Britain and Europe, where there have also been opportunities for daughters to get employment, but these opportunities do not exist in South Australian country towns, and Whyalla is no exception. Many families have shifted because they have not been willing to allow girls to seek employment in the city and they have not been able to afford to have them unemployed.

It is difficult to deal with these problems to stabilize labour. The Broken Hill Proprietary Limited, having seen this turnover, is now working regular overtime at the weekends in an endeavour to hold its employees. Last year I referred to an aspect of the matter in which I thought the State could do something to hold labour but, unfortunately, my plea met with no success. I then referred to the absence of any sort of community buildings at Whyalla West where the Housing Trust programme was going ahead so fast that houses were being built at the rate of one a day. I drew attention to the attitude of the people in that area towards the absence of any sort of community centre and in a question pointed out that large new housing areas were being built by the trust, not only at Whyalla, but also at Elizabeth, and that the residents had no place for social gatherings. I pointed out that the trust was unable, under its statutory powers, to do anything in the way of financing a building that would meet these requirements and drew the

Premier's attention to the Auditor-General's report, in which he said:—

The authority of the trust to engage in certain building activities was questioned in my last report. In 1958 the Housing Improvement Act was amended to extend the powers of the trust. However, the attention of the trust for the past two years has been drawn to certain other of its building activities considered not to come within the scope even of its extended powers. The Crown Solicitor has now confirmed this view. As certain of the transactions of the trust for the year are *ultra vires* its statutory powers, a qualified certificate has again been given on its financial statements for 1958-59.

I went on to point out that the new areas were largely occupied by people from Europe and Great Britain used to having a focal point for social gatherings, and said that the absence of these amenities was a contributing factor to the movement of people from country towns. In his reply the Premier said that the trust had some limited power but that it did not cover this particular point. He went on to say that he preferred this sort of thing to be left to local enterprise. He also said that when the trust did not build a hall it was built by local enterprise without the trust's assistance and that local enterprise could do a good job and cover the position. Unfortunately, that is not the position in an area where there are migrants, most of whom have no ready money as they have had to furnish their homes and do everything else necessary to establish themselves. These people have very little left to build a community hall, so I feel this matter should be approached differently. I did not suggest that there should be a gift or a grant, but pointed out that the trust could recoup itself over a long period from the sale of land and houses in the area. In reply to the Premier's statement that if the trust were to invest money in something of this nature fewer homes would be built, I point out that it would mean approximately three houses less in an area of this type and, after all, what is the loss of three houses when they are being constructed at the rate of one a day or more, particularly if the expenditure will be at least partly responsible for holding people in the houses the trust has already built?

I was surprised when, as soon as the Premier had given his answer, the member for Rocky River immediately asked a question about the dozens of small halls in towns in his electorate and elsewhere, and requested that, if the trust or the Government intended to assist in the building of halls in places such as I mentioned, it assist smaller towns, such as those in his

electorate, to repair or enlarge existing halls. I thought that was a petty and parochial approach because, after all, there is no parallel between the two cases. The halls in small country towns have been built for many years and are mostly in wealthy areas, particularly when compared with those starting from scratch in the conditions I mentioned. It is not as though these areas where the trust is building have resulted from a steady growth where you would expect the community in a number of years to get together and build its own hall. It is a mushroom growth that has to be accomplished in a short time and, in fact, it is a growth that is going to be of tremendous benefit to the rest of the State. I feel, therefore, that this question demands a totally different approach and that it has nothing to do with the question of repairing other country halls. I am surprised that this attitude should be taken by any member and I hope that no others will adopt that attitude on this question. Everybody will benefit by the retention of labour in an industrial centre where steelworks will be the basis of very solid employment in most other parts of the State.

I cannot help thinking that country towns are at a tremendous disadvantage in the provision of amenities. When one considers the construction of the Patawalonga boat harbour and the Greater Port Adelaide scheme—which I viewed the other day and which most members have looked at—and sees all the amenities that have been provided or are to be provided in those admirable schemes for people in that area, one cannot help feeling what a tremendous disadvantage a country town has when it is looking for people to work there. There is no comparison with what can be done in the two sets of circumstances, and surely the point I am making for these benefits is of such a minor character by comparison with all the amenities and advantages that are agreed to as being necessary for the programmes around the metropolitan area, that it should receive favourable consideration.

I wish to comment on one or two road problems in my area. The Iron Knob to Whyalla road is costing between £3,000 and £4,000 each year to grade. The road is subject to increasingly heavy traffic and the grading is

making it lower than the surrounding country. When rain falls the road becomes a canal in places. I draw the attention of the Government to the rather peculiar features of the traffic on this road. The greater part of the traffic is B.H.P. business traffic, and this must increase with the setting up of a plant to treat the low-grade ore of the Middleback Range. The setting up of that plant will mean an investment of about £6,000,000 by the company, and an additional expenditure of £1,000,000 on the pipeline from Lincoln Gap. The introduction of this plan will probably result in Iron Knob's population being doubled. The roads within the B.H.P. works in Whyalla are maintained by the company and are essentially works roads. This road to Iron Knob is essentially used mainly by Broken Hill Proprietary traffic. If it were not for the presence of Iron Knob, the only communication in this direction would, in my opinion, be a bush track to serve a few pastoralists in the area. Very few people use it for pleasure, and for many parts of the year it is a particularly rough road owing to the very heavy traffic that goes over it. In addition, the continued dry season makes it difficult to effect any decided improvement by grading. I suggest that an approach be made by the Government to the company asking it to consider the proper construction and sealing of this road on a fair allocation of costs between both parties. The public does use the road a little, but the Broken Hill Proprietary Company uses it mainly and it is really a works traffic road. I believe that its proper construction and sealing would be to the advantage of both the Government and the company because of savings in cost of continual grading and the lower depreciation of the motor vehicles that have to go over it. The road is at times dangerous. It would be to the advantage of both parties if they considered the construction and sealing of this road on an equitable share basis. I ask leave to continue my remarks.

Leave granted; debate adjourned.

ADJOURNMENT.

At 5.27 p.m. the House adjourned until Wednesday, April 13, at 2 p.m.