

HOUSE OF ASSEMBLY.

Thursday, August 17, 1961.

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

QUESTIONS.

KESWICK BRIDGE.

Mr. FRANK WALSH: Has the Premier obtained further information following on the question I asked on August 15 regarding traffic between Keswick bridge and the junction of West Terrace and Anzac Highway?

The Hon. Sir THOMAS PLAYFORD: Yes. The Commissioner of Police has advised that the traffic control referred to was an experiment being conducted by the Highways Department to test the volume of traffic the approach to the Keswick bridge could carry. The Police Department co-operated in the experiment. The Commissioner said the area would revert to ordinary police traffic control today.

Mr. DUNNAGE: I have noticed that some attempt at realignment is now taking place at the Keswick bridge, and it seems to be working satisfactorily. Has the Minister of Works any further reply to the question I asked last week about this matter?

The Hon. G. G. PEARSON: I have been advised by my colleague, the Minister of Roads, as follows:

It has been contended that one of the causes of inefficiency at the Keswick bridge is its poor alignment. In order to investigate this aspect a trial system of sandbags has been installed on the western approach to the bridge to facilitate the uptrack movements by allowing the traffic to approach the bridge on the correct angle. This trial has been quite successful despite the bad alignment on the eastern exit. Traffic studies are being made in order to ascertain the effect of this realignment on capacity and delays. If the outcome of the trial is successful, it is proposed to install the realigned scheme in a semi-permanent form pending the ultimate reconstruction and widening of the bridge as a whole.

INSECTICIDES.

Mr. HARDING: Has the Minister of Agriculture a reply to the question I asked on August 1 regarding the indiscriminate use of insecticides? My question was prompted because of the receipt of a letter from a Waite Research Institute entomologist in America, who mentioned the indiscriminate use of insecticides in America and the adverse effects that these methods could have.

The Hon. D. N. BROOKMAN: I have a fairly long report, which I will show to the

honourable member. It is too long to read, but the effect of it is summed up in the following paragraph:

It would appear that any action to prohibit the import of foodstuffs because they contain any of the abovementioned substances would be rather in the nature of excuse rather than because there was any real danger. However, the indiscriminate use of any of these substances is to be guarded against. Any action would have to be on a nation-wide basis rather than by one State.

The full report will be made available to the honourable member.

SOCIAL STUDIES.

Mr. CLARK: On Tuesday last I asked the Minister of Education a question regarding the inclusion of teaching about voting at Commonwealth and State elections in the instruction in social studies. Has he a reply?

The Hon. B. PATTINSON: The Assistant Superintendent of Primary Schools reports:

The social studies course for Grade VII in the new course of instruction for primary schools includes a section on "The story of Parliament", the stated objective of which is "to lead children to appreciate the way in which our Parliamentary system grew up, to make children familiar with local and Parliamentary Government, and to foster a pride in our British heritage of democracy and freedom". The topics to be dealt with under this heading are:

I. Individual Government.

1. Behaviour in school, home or community.

II. Local Government.

1. Organization.
2. Functions.

III. Parliament.

1. The beginnings of Parliaments in England.
2. The triumph of Parliament.
3. The development of Parliament.
4. Parliament in Australia.

(1) State.

(2) Commonwealth.

Under III (4) the development of the topic includes such matters as:

(1) State: Governor, Legislative Council, and House of Assembly (S.A.), functions, an election, Premier, Cabinet and Minister, local Members.

(2) Commonwealth: Governor-General, beginnings of Federal Parliament, Senate and House of Representatives, Prime Minister, local Members, Commonwealth powers.

It is suggested in the course that, *inter alia*, teacher and children should discuss voting today and compare it with voting in the nineteenth century, and that consideration should be given to the part Australia played in improving the system of voting. This new Course will be used in all departmental schools next year. In the present Grade VII course, the main activities of State and Federal Parliaments are included in the topics to be treated,

In both the new and the present courses, teachers are expected to discuss current events suited to the grade. Further opportunity is provided here for teachers to explain to children the current methods of voting for local, State, and Federal elections.

ORROROO ELECTRICITY.

Mr. HEASLIP: The township of Orroroo at present has a direct current electricity supply and is one of the few towns (if not the only town) in the State still operating on that current. This puts the residents and people coming to Orroroo at a big disadvantage, because the equipment for a D.C. supply is becoming more difficult and more expensive to purchase. When this matter was brought to the Premier's notice he said he would shortly have a proposition to submit regarding a change-over for that town. Has the Premier further information on this matter?

The Hon. Sir THOMAS PLAYFORD: The investigation into the proposed change-over at Orroroo is continuing. The Assistant General Manager of the Electricity Trust is personally taking an interest in this matter. Certain equipment is required by the trust before a change-over can be effected, and inquiries are being made in other States about the possibility of obtaining this equipment. I shall let the honourable member have a full report as soon as possible.

PORT AUGUSTA WATERWORKS OFFICE.

Mr. RICHES: Is the Minister of Works able to give any information yet regarding the rebuilding of the waterworks office at Port Augusta?

The Hon. G. G. PEARSON: No, I have not yet had an opportunity to obtain a considered reply from the Engineer-in-Chief, but I shall be spending some time with him tomorrow and I hope to discuss it further with him then.

RIVERTON TO JAMESTOWN BUS SERVICE.

Mr. QUIRKE: Has the Minister of Works a reply to the question I asked on August 3 regarding the changeover in the rail bus service between Riverton and Jamestown?

The Hon. G. G. PEARSON: The Deputy Railways Commissioner reports:

At present both Clare and Jamestown are served by a morning service Mondays, Wednesdays, Fridays and Saturdays and an evening service Mondays to Sundays inclusive. Under the service to be introduced on August 27 Clare will be served in the mornings on Mondays, Wednesdays and Fridays and in the evenings Mondays to Sundays inclusive. Jamestown will be served in the evenings seven days a week.

A table giving passenger movements is included and if the honourable member wishes to peruse it I shall make it available to him. The concluding paragraph of the report states:

It will be seen from this table that the bus service to Jamestown was wholly uneconomical on these occasions. However, it is considered that the new service will provide for passenger, mails and parcels traffic adequately for the patronage offering.

Mr. QUIRKE: The concluding paragraph of the report states:

It will be seen from this table that the bus service to Jamestown was wholly uneconomical on these occasions. However, it is considered that the new service will provide for passenger, mails and parcels traffic adequately for the patronage offering.

I take exception to that statement because we cannot include mail services under the heading of "Number of Passengers". If the mail services are to be upset to that extent, will the Minister ascertain from the Railways Commissioner whether he is prepared to relinquish the mail contract in order that another agency can give a far better service?

The Hon. G. G. PEARSON: I will direct the honourable member's remarks to the Railways Commissioner through the Minister of Railways.

WHITING CATCH.

Mr. HALL: Has the Minister of Agriculture a reply to the question I asked concerning whiting catches in South Australia during the last three years?

The Hon. D. N. BROOKMAN: Estimates of the value of the South Australian whiting fishery are as follows:

1958-59	£245,900
1959-60	£273,400
1960-61	£256,200

The values given represent the approximate gross return to fishermen.

TRAIN COMMUNICATION.

Mr. BYWATERS: Has the Minister of Works, representing the Minister of Railways in this House, a reply to my question regarding radio communication on long trains?

The Hon. G. G. PEARSON: I have received the following report from my colleague, the Minister of Railways:

The Railways Commissioner states that provision has been made on the Loan Estimates for this financial year, for the installation of radio communication between the locomotive and brakevan of long trains operating between Adelaide and Serviceton and between Adelaide and Mount Gambier, and a specification for the purchase of equipment is at present being prepared.

PORT ADELAIDE GIRLS TECHNICAL SCHOOL.

Mr. RYAN: Has the Minister of Works a reply to the question I asked as to when light and power would be installed in a substitute building being used as a commercial room at the Port Adelaide girls technical high school?

The Hon. G. G. PEARSON: The Director of Public Buildings reports:

The Electrical Engineer of the Public Buildings Department inspected the wiring of the gymnasium at the Port Adelaide girls technical high school on August 4 and he does not consider it to be a dangerous fire hazard. The Director of the Public Buildings Department states that there is no knowledge of any of his officers saying that the existing fittings constituted a fire danger. Following a recent request by the Education Department that the building be made suitable for a commercial centre, an estimate of cost was prepared and this showed that an expenditure of £1,450 would be necessary to modify the building. Owing to the high cost, the Education Department has been asked whether, in view of the fact that a commercial room is included in the contract for the new girls' technical high school which is now under construction, the conversion of the gymnasium is warranted. I can also make available to the honourable member, if he desires it, a detailed report by the officer who inspected the wiring and his comments thereon.

TRAVELLING SALESMEN.

Mr. TAPPING: Questions have been directed to the Minister of Education recently about the hire-purchase of books. I have had complaints from people in my district that salesmen have been operating from a Melbourne firm selling encyclopaedias and books, and they have been very persistent. In many cases their persistency has caused domestic discord, women signing agreements to purchase these books with a deposit of £1 down and a payment of £1 a week, the complete payment being about £14 or £15. In some cases the salesman gets the woman to sign on the dotted line, even without the £1 deposit, and returns later; then discord between husband and wife eventuates. Has the Minister of Education had any complaints about this matter? In some cases the salesman refers to the furtherance of education and, by innuendo, to the Education Department. Further, I suggest that the Attorney-General consider making it mandatory for both husband and wife to sign the contract. That would overcome this trouble.

The Hon. B. PATTINSON: As the honourable member is aware, this is by no means a new

matter. Unfortunately, for the last few years I have received innumerable complaints not only from members of Parliament but from representatives of school committees, and scores of individual complaints from parents who find that they have been victimized by these salesmen who purport to be acting under the authority, or on behalf, of the Education Department. Some of them claim to be representatives of the Education Department and even name high officials of the department who allegedly recommend that they should call on these people. In nearly every instance they call in the daytime when the housewife is at home and they make these (in my opinion) fraudulent misrepresentations about the Education Department.

I have referred the matter to the Director of Education many times. He and the Deputy Director have considered it. I have also referred it to the Commissioner of Police. I remember on some occasions the Deputy Commissioner has interrogated some of these salesmen. I have also had the managing director of a large company from Victoria over to see me, and he has promised several times to dismiss these salesmen and substitute honest and reliable ones; but these complaints keep cropping up almost weekly. Frankly, I do not know what can be done. I have referred the matter to my colleague, the Attorney-General, and the advice he has received is that nothing further can be done under the existing law. I am quite prepared to refer the matter to the formal meeting of Cabinet next week to see if any action can be taken against these people, because I think it is a disgraceful state of affairs that they are allowed to continue their operations in this State.

FREIGHT RATES ON WHEAT GIFTS.

Mr. CASEY: Has the Premier a reply to the question I asked last week about railway freight charges on wheat gifts to the Myrtle Bank War Veterans' Home?

The Hon. Sir THOMAS PLAYFORD: The Returned Servicemen's League sub-branch concerned should apply to the Chief Secretary giving an estimate of the number of bags of wheat which it is desired should be transported free of charge to the War Veterans' Home at Myrtle Bank and stating whether it will be one consignment or spread over a period.

DISUSED REFRIGERATORS.

Mr. HUGHES: A sub-leader in the *Advertiser* of August 8 headed "Reducing Risks from Refrigerators" states:

A disused refrigerator cost two lives in London at the week-end. Three boys were playing in the large disconnected refrigerator at their school when the door slammed shut. When it was opened 22 hours later, only one of the boys had escaped suffocation. The story is as familiar as it is distressing. There have been almost identical tragedies in various countries, including Australia.

In view of all these sad lessons, it seems almost incredible that safeguards against accidents of this kind are not yet adequate in some States. Pointing out that New South Wales laws required the removal of handles and doorlocks from discarded refrigerators, the council of the Institute of Refrigeration Service Engineers decided last week to seek similar legislation in South Australia, Western Australia and Victoria. A measure of this sort should need no special commendation. If it will reduce the present danger of children being trapped, it should be assured of a speedy passage by the South Australian Parliament. Can the Premier say whether the Government intends this session to introduce legislation similar to that existing in New South Wales to prevent the indiscriminate dumping of refrigerators?

The Hon. Sir THOMAS PLAYFORD: As this question involves policy I ask the honourable member to put it on notice.

VAGRANCY CHARGES.

Mr. LOVEDAY: I have had brought to my notice recently one or two cases of young men who have been picked up by the police on charges of having no lawful means of support. Justices have had considerable difficulty in dealing with these cases. I shall read extracts from a letter I have received from a Justice of the Peace who had to deal with a situation of this nature. In this case two lads, 15 and 18 years of age, were picked up. The letter states:

The case of the younger lad was easily dealt with under a provision of the Juvenile Court Act which allows any country juvenile court to remand juveniles to the Adelaide Juvenile Court where full investigation into circumstances etc., can be made. In the case of the 18 year old, however, no such alternatives were open to us. Naturally, in such a case a fine or bond is impossible because of the lack of funds: the only alternative is a prison sentence which seems to me to be wrong when it concerns a man who is only down on his luck and has committed no crime.

In instances where lads are picked up near Woomera, for example, greater difficulties are presented because there is a rule that no casual

people may be employed, so that it is impossible to find employment for the young men involved. Will the Minister of Education ask the Attorney-General to examine this question to see whether some better means of dealing with this type of case can be introduced?

The Hon. B. PATTERSON: I shall be pleased to do so.

ASSESSMENTS.

Mr. LAWN: Has the Premier a reply to my recent question about the land tax on one of my constituents?

The Hon. Sir THOMAS PLAYFORD: I have a report on this question which deals, incidentally, with an individual case. Under those circumstances I doubt whether it is a matter that should be reported in *Hansard*. I will make the report available to the honourable member and he can examine the information contained therein and, if he desires, communicate it to the person concerned.

ADDITIONAL SOUTH SUBURBAN ROAD.

Mr. FRANK WALSH: Has the Premier a reply to my recent inquiry regarding another road between South Road and Marion Road for the use of buses?

The Hon. Sir THOMAS PLAYFORD: As to the proposal of assistance from the Highways Department in the construction of a heavy-duty road about half-way between the South Road and Marion Road, the position is as follows: In the southern and western suburbs, the principal north-south roads are Unley Road, Goodwood Road, South Road, Marion Road, Morphett Road and Brighton Road, forming a parallel system approximately three-quarters of a mile apart. Of these, Unley Road, South Road and Brighton Road are main roads, and the department assumes full financial responsibility for the through traffic pavements, the local authorities contributing towards the parking areas. Marion Road is now being developed to carry through, as well as local, traffic and, although a district road, it is treated financially in the same way as the above main roads. Assistance is also given for Goodwood Road and Morphett Road, which provide mainly for local traffic, on a half-cost basis. With the funds available to the department for expenditure over the whole of the State, it cannot accept any major financial responsibility for additional north-south roads in this area.

BARMERA LIBRARY.

Mr. KING: Can the Minister of Education give any details of the subsidy proposed for the Barmera public library and can he say when it is expected it will be opened?

The Hon. B. PATTINSON: Some time ago the Treasurer agreed to a subsidy for this library in accordance with the usual provisions of the Libraries Act. The district council of Barmera has let a contract for the building. The Libraries Board has been assured that the total cost, including furniture and fittings, will not exceed the estimate. The district council will pay half the cost and the Government will pay the other half by way of subsidy. All costs of library services, including books, stationery, salaries, etc., will be subsidized on a pound for pound basis. It is believed that the building will be completed in the first week in September. The Libraries Board can supply the initial book stock and staff for an opening early in October, and the board is lending, without charge, 2,500 books as an initial book stock. The board will also be supplying a librarian for the first six months of service.

DIESEL-ELECTRIC LOCOMOTIVES.

Mr. CASEY: When delivering his Budget Speech last Tuesday evening the Commonwealth Treasurer said:

We intend to have discussions with the Government of South Australia about a proposal for assistance by the Commonwealth in the purchase and construction of diesel-electric locomotives and associated rolling stock for use on the existing railway between Broken Hill and Port Pirie.

Can the Premier say whether this means that these diesel-electric locomotives and associated rolling stock will be of the standard gauge or narrow gauge type?

The Hon. Sir THOMAS PLAYFORD: The honourable member is probably aware that in recent years the Port Pirie to Broken Hill line has been considerably strengthened by removing the weaker portions of the rails, and at present the track, for a light line, is in good order. One of the projects discussed with the Commonwealth Government prior to the breakdown of negotiations was that, in order to give immediate relief for the carriage of ore from Broken Hill to Port Pirie, under the railway standardization agreement several locomotives and some rolling stock should be purchased which, although suitable for running on the present line, would be constructed so that they could immediately be converted to standard gauge when the standardization was completed.

That proposal would have given immediate relief to the line and would have brought about considerable savings in the cost of maintaining the service. Pending standardization, it would have given a considerable amount of relief to the State. The proposal was rejected by the Commonwealth Government at that time, and I have no more information except that from which the honourable member quoted. I read in the newspaper that the Commonwealth Treasurer said it was hoped to resume negotiations, but no communication has yet been received.

FIBROMA VIRUS VACCINE.

Mr. HARDING: My question relates to the introduction into New South Wales of fibroma virus, which is a counter to myxomatosis in the destruction of rabbits. The introduction and use of fibroma virus has been banned by the Victorian Government. Can the Minister of Agriculture give a report on this matter and state what action this Government intends to take?

The Hon. D. N. BROOKMAN: This matter was raised by the honourable member in the Address in Reply debate, and I have obtained the following report from the Director of Agriculture:

The desirability of permitting the use of Shope fibroma virus vaccine for the immunization of domestic rabbits in Australia against myxomatosis was raised by us at the last meeting of the standing committee in Adelaide last June. The standing committee asked the New South Wales Department to investigate the implications of its use for this purpose and report back to its next meeting. The opinion expressed by Dr. Shope to the Victorian Department of Lands serves to emphasize the misgivings we had in raising this matter. The Stock Medicines Board in this State has refused to register the vaccine pending a decision by the standing committee. This precludes its sale to the public but does not prevent its use by veterinary surgeons or others who may secure supplies in another State. There are sound technical reasons for doubting the wisdom of permitting the use of such a vaccine under any conditions which might result in its escape to the wild rabbit population. We contend that it should be prohibited until satisfactory proof of its safety can be produced. To be effective such a prohibition should apply in all States.

The standing committee referred to is a committee of technical officers (Directors of Agriculture) who meet at the time of the Agricultural Council meetings. This matter is therefore under the scrutiny of the Agricultural Council. Some weeks ago I was in touch by letter with the Minister for Primary Industry about this matter. From what he

has been told about the Victorian attitude, I think he will be well aware of all the problems associated with this vaccine.

TEATREE GULLY WATER SUPPLY.

Mr. LAUCKE: Can the Minister of Works say whether a decision has been made on a water supply to Goodes Road, Teatree Gully?

The Hon. G. G. PEARSON: A decision has been made and I shall be informing the honourable member by letter. The extension has been approved and the work will commence at an early date.

SALK VACCINE.

Mr. FRANK WALSH: Has the Premier obtained a reply to the question I asked on August 1 regarding the poliomyelitis immunization campaign?

The Hon. Sir THOMAS PLAYFORD: I have received the following report from the Director-General of Public Health:

In the five years of poliomyelitis vaccination the peak rate for continuous operation of a unit was 500 injections per day, with individual days rising as high as 1,500 injections. This required a staff of six. In the past week the demand has been so great that more than 2,000 people have been vaccinated each day, with a peak of more than 2,500 on August 2. For this a trained staff of 15, including doctors, nurses, orderlies and clerks, working more than normal hours and under much greater pressure, has been provided.

Long queues were evident in the mornings because the people anticipated the heavy demand and many arrived as long as 2½ hours before opening time. These people of necessity had a wait of at least that time. On each day the lag was progressively reduced. On August 3 the queue had disappeared by noon. The public response has been very satisfactory, and more than 10,000 people of all age groups have been added to the large numbers previously given partial or total protection. But it must be remembered that more than half of these people were eligible for injections when they were freely available and when the public were being urged by every possible means to come forward for them.

FAT LAMB EXPORTS.

Mr. HALL: Has the Minister of Agriculture a reply to the question I asked on August 3 regarding the marketing of surplus South Australian fat spring lambs?

The Hon. D. N. BROOKMAN: I have a report, which is too long to read entirely, but I will quote parts of it because I think they fairly set out the position:

Present prospects for the disposal of lamb overseas, at reasonable prices, do not give grounds for optimism. Reports received by this department from several United Kingdom sources stress the difficulty likely to be

encountered in marketing, brought about by several factors—home killed supplies; competition to sell heavy stocks of New Zealand lamb now in cold store; cold store stock position of all meats; heavily increased supply and sale of broiler chickens . . . These factors are likely to affect sales of Australian lamb in the approaching season and it appears that the main prospect for improvement may come from any increase in consumption which lower prices to the consumer bring, with a consequent reduction in stocks. Demand from Canada and U.S.A. is in grave doubt . . . Promotion of sales in United Kingdom and United States of America is in the hands of the Australian Meat Board, which body has representatives in both countries. It is understood that a campaign to promote the sale of Australian lamb in United Kingdom will be conducted by the board as soon as supplies become available on the market . . . The question of prospects for future years appears to depend upon the same factors which now exercise a depressing effect upon the market and, in addition, the outcome of negotiations for the entry of Great Britain into the European Common Market.

LEAVING HONOURS CLASSES.

Mr. CLARK: Rumours are fairly commonly current that next year the Education Department proposes to establish some Leaving Honours classes in the country. Can the Minister of Education confirm the rumour and, if so, can he give the names of the towns where it is possible such classes will be established?

The Hon. B. PATTINSON: I am not in a position to confirm any rumours in relation to this matter, because it is in a state of flux. Yesterday I replied to a question about decentralization of secondary education. Wrapped up with it are the investigations concerning the proposed alterations in the matriculation standard. Until I receive some information as to the deliberations of the Public Examinations Board and the special committee set up by the University Council, as well as information from the Education Department, I do not feel in a position to make a statement. I am hopeful that a higher standard of secondary education will be available at a number of additional country centres as soon as possible. I cannot take the matter any further at the moment.

LEAVE OF ABSENCE: MR. HUTCHENS.

Mr. LAWN (Adelaide) moved:

That three months' leave of absence be granted to the honourable member for Hindmarsh (Mr. C. D. Hutchens) on account of absence from the State on Commonwealth Parliamentary Association business.

Motion carried.

ROAD TRAFFIC BILL.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer) moved:

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution:—That it is desirable to introduce a Bill for an Act to consolidate and amend certain enactments relating to road traffic, and for other purposes.

Motion carried.

Resolution agreed to in Committee and adopted by the House. Bill introduced and read a first time.

The Hon. Sir THOMAS PLAYFORD: I move:

That this Bill be now read a second time.

In its purpose and general structure it is the same as the Road Traffic Bill introduced last year. I need not again elaborate the need for a new Road Traffic Act. It is sufficient to say that the most recent developments in road building and the use of traffic control devices, and the constantly increasing volume of traffic, necessitate further changes in our traffic laws and provide another argument in favour of a new Act. Since the Bill was laid before Parliament last year, it has been considered in detail by the Road Traffic Board, experts of the Royal Automobile Association, officers of the Police Force and the Highways Department, and numerous other persons concerned with traffic. As was expected, numerous comments and recommendations were received, and the Government is indebted to these authorities and persons for the valuable work they have done and the many useful ideas they have submitted.

In addition, the Australian Uniform Road Traffic Code Committee has recently reached agreement on practically all the principles which it thinks should be incorporated in a uniform traffic code for the whole of Australia. The actual language of the code has not been settled, and it may be that agreement between all the States and Territories on language and arrangement will never be reached. But a large measure of uniformity in principles has been accepted, and in preparing this revised Bill further steps have been taken towards bringing our law into line with that of the other States. The Government has considered all the recommendations, comments and new material submitted by the various authorities and has approved of a number of amendments and additions to the Bill. I shall give members a short explanation of the main topics dealt with.

Interpretation.—In the interpretation clause some new definitions have been included. It

is proposed to use the term “barrier line” to mean those double lines on roads which are marked as an indication that vehicles must keep on the left of the lines. It is necessary to draw a distinction between the double lines, which impose a rigid duty on drivers to keep on the left, and the ordinary single lane lines which are a guide to traffic but do not prohibit moving to the right. The marking of barrier lines on roads will (as at present) continue to be under the control of the Road Traffic Board. Another new definition is that of “dividing strip.” We now have some roads with three or four separate carriageways, and the term “median strip” hitherto used to describe the dividing strip on a double road is not appropriate for a road with three or more carriageways. It is therefore proposed to use the term “dividing strip” to cover the median strips on a double road and the dividing strips on treble or quadruple roads, and to omit the definition of median strip. The expression “dividing strip” is already in common use in other parts of the world. For a similar reason, references in the Bill to “a double road” have been omitted and the words “divided road” have been substituted.

There is also a definition of a new traffic sign which it is proposed to use in appropriate places, namely, the “give way” sign. This is defined as a sign marked with the words “give way” on the face thereof, and its effect will be that drivers approaching the sign must give way to vehicles coming either from the right or the left. I will deal with this sign in detail later on.

Road Traffic Board.—The provisions of the Bill relating to the Road Traffic Board are substantially the same as the present law, but it is proposed to give the board two new functions. One is to promulgate information as to traffic laws and regulations, as well as road safety. It is thought that whenever any important change in traffic laws or regulations is proposed, the board should take steps to ensure that it is well publicized. The other new function of the board is contained in clause 31 which empowers the board to order the removal or modification of false traffic signs. It has been found that some persons, for advertising purposes, erect imitation traffic signs facing vehicles on roads. Some of these are confusing to motorists and dangerous. The powers proposed to be conferred on the board are restricted to cases where an imitation sign is likely to increase the risk of accident.

Speed Zones.—In clause 32 a change is proposed in the method of creating special speed zones. No zones have yet been created, but preliminary investigations have been made which show that a number of them will be required, some relatively short. The exact limits of a zone may have to be determined experimentally and changes made in order to secure the best results. Under the present law, zones can only be created by regulations made on the recommendation of the board. The board has pointed out that the creation of suitable zones may be hampered and delayed if regulations have to be made for every change of a zone, however small, and has asked that it should have power to fix zones without regulations. Motorists of course will learn of the existence of a zone from signs on the road and not from any regulations. There does not appear to be a strong case for regulations in this matter, and the Government has agreed to submit the board's proposal to Parliament.

Ferryman inspectors.—In clause 35 there is a new provision to the effect that persons in charge of ferries under the Local Government Act will be inspectors under the Road Traffic Act. This provision is inserted at the request of the Commissioner of Highways who is making new arrangements for the management of ferries following on the enquiry into the accident at Kingston. The inspectors will have power to give directions to drivers as to the driving of vehicles on to or off ferries and the places to be occupied by vehicles on the ferry. In addition they may question drivers as to their names and addresses, and the nature of the loads on their vehicles, and the weight of their vehicles.

Accident reports.—In clause 43 an alteration is proposed in the law relating to the reporting of motor accidents to the police. The new provision is that an accident in which property only is damaged will not be reportable unless a fair estimate of the damage is £25 or more. At present trivial accidents in which no person is injured need not be reported, but in many cases it is difficult to decide whether an accident is trivial or not. Moreover under the present law a lot of minor accidents to property do have to be reported. This makes a lot of work for police and the public, from which no commensurate benefit is derived. Another point is that as a result of the numerous reports of trivial accidents, the statistics of South Australian traffic accidents tend to give a wrong idea of the number of accidents in this State as compared with other States where

there is a monetary limit applicable to the accidents which have to be reported. Traffic authorities throughout Australia have been working towards the adoption of a standard minimum amount of damage for reportable accidents, and £25 seems to be the standard figure. It is favoured by traffic authorities in this State and is included in this Bill. Although accidents under £25 will thus not be reportable to the police, the persons concerned in such accidents will be required, irrespective of the amount, to stop and give their names and addresses to the other parties concerned.

Penalty for dangerous driving.—An alteration is proposed in the minimum penalty for a first offence of dangerous driving. The amount is now £50. The police and certain magistrates have suggested that this is too high as a minimum and have recommended that it be reduced to £30. One reason is that the corresponding minimum penalty for driving under the influence of liquor or drugs is £30 and it is anomalous to have a difference between these penalties. But the main reason is that some cases of dangerous driving are not sufficiently serious to justify a minimum penalty of £50.

Speed limits.—Much consideration has been given to these by Government traffic authorities as well as the Royal Automobile Association of S.A. and as a result of all the investigations and recommendations, the Government has decided to ask Parliament to abolish some of the limits—namely the 20 m.p.h. limit for vehicles approaching level crossings within 50 yards thereof, the 25 m.p.h. limit over intersections, and the 10 m.p.h. limit for vehicles making a turn within the metropolitan area.

Good reasons have been advanced for each of these repeals. The level crossing limit has been very unpopular and is regarded as being unnecessary at numerous crossings where there is a clear view and few trains. Motorists feel it is unjust to be punished for conduct which they consider to be safe and harmless. The Road Traffic Board's view is that where a speed limit of this kind is necessary at a level crossing the proper course is to create a short speed zone by appropriate notices. Under this system the limit will apply only where it is justified, and motorists will be clearly warned of their duties by notices on the road. As regards the speed of 25 m.p.h. over intersections, it is well known that this is more frequently ignored than obeyed. On many roads, if this limit were observed, it would in effect reduce the standard speed limit of 35 m.p.h. in built-up areas to a limit of 25 m.p.h. A special difficulty will arise in

speed zones if the speed limit over intersections is retained. It is likely that on some main roads there will be special speed zones of 40 m.p.h. on stretches of the road where there are frequent intersections but, unless the law is altered, a 40 m.p.h. zone would be of little effect because of the duty to slow down at each intersection. The speed limit for intersections is not in force in other States, nor is it provided for in the uniform Australian Road Traffic Code. The Government is advised that this limit has outlived its usefulness and suggests its repeal.

The other speed which it is proposed to abolish, namely 10 m.p.h. for vehicles going around corners in the metropolitan area, resembles the intersection speed limit in that it is commonly ignored. If it were retained it should apply in all towns, but the advice of traffic authorities is to repeal it and rely on other provisions of the Act to secure careful driving by drivers turning corners.

Speed limits for heavy commercial vehicles.—Clause 53 deals with the special speed limits applicable to these vehicles. Last year's Bill did not alter the speeds in the present law, but after considering submissions from the South Australian Road Transport Association, the Government has decided to propose an increase of five miles an hour in the speed limit for vehicles above 7 tons gross weight on roads outside built-up areas. This will mean that the limit for vehicles between 7 and 13 tons will go up from 30 to 35 m.p.h., and the limit for vehicles over 13 tons will go up from 25 to 30 m.p.h. The new speeds are in accordance with the recommendations of the Australian Road Traffic Code Committee. An old speed limit of six miles an hour for vehicles having any metal tyres is omitted from the Bill.

Roads marked with lanes.—In the provisions of the Bill dealing with driving on the left and overtaking, some new rules are proposed with respect to roads marked with lanes for vehicles going in the same direction. Clause 54 provides that where a vehicle is being driven in a marked lane it need not be as near as practicable to the left side of the carriageway. Clause 56 provides that, where lanes are marked, drivers wherever practicable shall keep within a lane and shall move from a lane only where the movement can be made with safety. Clause 58 permits overtaking on the left on laned roads.

Mr. Quirke: Where they are marked?

The Hon. Sir THOMAS PLAYFORD: Yes. These are more comprehensive provisions than

those proposed last year and have been included in the Bill on the advice of traffic experts who consider that conditions on some of our major roads now justify a greater degree of regulation of traffic moving in lanes than was formerly considered necessary.

Right of way.—Clauses 62 to 69 deal with the circumstances in which drivers are required to give the right of way. A new principle is introduced into this law by the provision for "give way" signs which I previously mentioned. A "give way" sign at or in an intersection or junction will mean that drivers must give way to traffic approaching from either side. Such a sign may be erected either at the entrance to an intersection or junction, or inside an intersection or junction—for example, between the carriageways at an intersection on a divided road like the Port road. By the use of "give way" signs it will be possible to clarify the rights and duties of motorists at intersections on double or divided roads. In the past there has been some doubt and confusion about the right of way at these places. I think that every honourable member, if he stops to consider the great difficulty that a motorist has under the present law, will, if for no other reason, be prepared to commend and support this Bill.

Mr. Hall: That will apply only to double lanes?

The Hon. Sir THOMAS PLAYFORD: No, it applies wherever one of these signs is erected. Where there are double roads, they may be erected because of the confusion a motorist always experiences as to whether or not he has right of way.

Traffic lights.—In the present Act and in last year's Bill the meaning of all the various circles and arrows shown in traffic lights is set out in detail. It has been pointed out, however, that some of the traffic lights now in use are not in accordance with accepted standards and that from time to time changes will be made to secure greater uniformity or improvements. In order that these changes may be made without having to wait for legislation, it is suggested that there should be a code of regulations dealing with the significance of traffic lights and that the Act should merely lay down a general rule that drivers must comply with the requirements of the traffic lights as laid down by regulations. This suggestion has been accepted and, accordingly, all the details concerning the traffic lights (including the "Walk" and "Don't walk" signs) are omitted from the Bill.

Ranking and parking.—Clause 82 deals with the standing of vehicles in streets. In the past we have not had a general rule that stationary vehicles must stand parallel to the kerb. Some councils enforce parallel parking (or ranking, as it is commonly called) but others do not, and in general there has been a good deal of uncertainty in this matter and drivers often do what they like. Some dangerous situations are created by angle parking on main roads, and in the interests of safety it is desirable that there should be power to control this practice. It is proposed in clause 82 to enact a general rule that standing vehicles must be parallel to the kerb except when standing in a place appointed by a council, or a place marked with lines so as to indicate angle parking. Further, it will be open to the Government under the regulation-making powers in this Bill to prohibit angle parking in any specified areas, even if the road is marked.

Duties at ferries.—Clauses 91 and 92 contain two new provisions on this subject which have been inserted on the recommendation of the Commissioner of Highways, who has been making new arrangements for the management of ferries. Clause 91 requires a driver about to enter a ferry to obey any reasonable directions given by the person in charge of the ferry as to the order in which vehicles shall be driven on to or off the ferry or as to the position to be occupied by vehicles on the ferry.

Mr. Quirke: Have you ever tried to do what the ferryman did not want you to do?

The Hon. Sir THOMAS PLAYFORD: Yes, I have tried. Clause 92 provides that vehicles must stop at "stop" signs at or near a ramp or jetty leading to a ferry and must not drive on to the ramp or jetty until directed to do so by the person in charge of the ferry. It is proposed to erect "stop" signs at all ferries.

Driving Abreast.—Section 147 of the present Road Traffic Act prohibits driving abreast of another vehicle except for the purpose of passing another vehicle. This requirement is obviously too rigid for modern conditions and was omitted from last year's Bill, although there was a provision to prevent three cyclists from riding abreast. However, the traffic authorities in this State think that it is still desirable in the interests of safety to have a general rule that drivers must refrain from driving abreast whenever it is reasonably practicable to do so, and a clause has been inserted for this purpose. The restriction on driving abreast will not apply on a road marked with lanes, or where

one vehicle is overtaking another, and will not prohibit pedal cyclists from riding two abreast.

Riding and leading animals.—Clause 104 of the Bill provides that people are not to ride animals in municipalities and towns so that three or more animals are abreast. This rule at present applies only to roads within 12 miles of the General Post Office, Adelaide, but it is regarded as a desirable rule for built-up areas generally and the Bill proposes to extend it accordingly. The same extension is also proposed to the rule which prohibits a person who is riding an animal or driving a vehicle from leading more than two animals.

Driving on shoulders of roads.—Clause 110 lays it down that persons driving on sealed roads must, wherever it is reasonably practicable to do so, drive their vehicles on the sealed portion of the road. There is in the present law a general prohibition against driving on the shoulders of a road, but on many roads it is not at all clear where the shoulders begin and end. Road authorities have advised that in the interests of protecting roads it is desirable to retain the principle that traffic should as far as possible avoid driving on the shoulders of the road, and clause 110 has been inserted as a more reasonable way of dealing with this problem than the present total prohibition against driving on shoulders.

Lighting of vehicles.—With regard to lighting of vehicles, some changes are proposed. The first is that lighted lamps must be carried not only during the period between half an hour after sunset and half an hour before sunrise but also during any period of low visibility. A period of low visibility means a time when, owing to insufficient daylight or unfavourable conditions, persons on a highway are not clearly visible at a distance of 200 yards. This rule has been found necessary in a number of other countries of the world, and from time to time conditions in South Australia show the need for a similar rule. An alteration has been made in the clause dealing with the duty to dip head lamps. Last year's Bill provided that a driver had to dip his head lamps whenever his vehicle was on a part of a road lit by a system of public street lamps. This law is in force in some other States but the view has been submitted to the Government that a general rule of this kind cannot be justified in South Australia where some long stretches of road are only dimly illuminated by street lamps a long way apart. The proposed rule for compulsory dipping of headlights on roads with street lights has therefore been omitted. In clause

119, which provides that vehicles must have all their lamps alight where a vehicle is on a road at night or during a period of low visibility, a provision has been inserted providing that this requirement shall be subject to any exemptions prescribed by regulations.

Unloading excess loads.—An alteration has also been made in the provision of the Bill which enables members of the Police Force or inspectors to require overloaded vehicles to be unloaded so as to bring them within the law. At present the obligation to unload arises if there is an excess weight of 10cwt. on an axle of the vehicle, or if the excess of the total load is 10cwt. It is proposed to increase the tolerance in respect of the total load from 10cwt. to 30cwt. This has been done at the request of the South Australian Road Transport Association. The Government accepts the argument that, if a tolerance of 10cwt. is permissible on one axle, the total tolerance for the whole vehicle should be a greater amount.

Mudguards and mudflaps.—The Government is aware of this problem, but it cannot be solved by a simple general rule that every vehicle must have mudguards and mudflaps. Consideration will have to be given to the special requirements of various classes of vehicles and for this reason the Bill provides that the compulsory fitting of mudguards and mudflaps will be a matter for regulations. The details will have to be worked out after a full survey of the implications of this matter.

Rear vision mirrors and mechanical signalling devices.—Further consideration has been given to the question whether these should be taken into account in determining whether or not a vehicle exceeds the maximum permissible width of 8ft. The Bill proposes to allow a tolerance of 4½in. on each side of the vehicle, so that a vehicle which has a mirror or signalling device on one side only can have a total width of 8ft. 4½in., and a vehicle which has such equipment on both sides can have a total width of 8ft. 9in. These rules are being enforced in Victoria and are regarded as satisfactory by traffic authorities in that State.

Disqualification of drivers for second or subsequent offences.—I pointed out last year that the Bill extended the list of offences for which disqualification is compulsory on a second conviction, by adding failure to stop after an accident, exceeding the speed limit of 60 m.p.h. and exceeding the speed limit in a speed zone. In this Bill one additional offence is included—namely, failure to give way at a "give way" sign. As failure to give way to a vehicle on the right has always been one

of the disqualifying offences, it seems reasonable that failure to give way at a give way sign should also be a disqualifying offence.

Penalties.—The penalties in this Bill, as in last year's Bill, do not provide for any increases above those in the present law. Some reductions are proposed in the less serious traffic offences, such as those which can only be committed by pedestrians and pedal cyclists. For these offences maximum penalties of £10 or £25 are proposed in lieu of the present maximum of £50.

Experimental traffic schemes.—A new clause has been inserted empowering the Governor to make regulations for facilitating the carrying out of traffic experiments. For the purpose of making these experiments, the regulations may suspend any of the general traffic rules set out in the Act, or may lay down rules inconsistent with the Act, but any suspension or modification of the Act must be for a period not exceeding six months unless extended by further regulations. Provisions for the conduct of traffic experiments have been enacted in England and the Commissioner of Police has requested that similar powers should be available here.

General.—In addition to making a number of alterations of the traffic laws which would have to be made in any event, whether we had this Bill or not, the Bill is submitted as a necessary measure to codify the traffic laws and bring them into line with today's requirements. In the past there has never been a complete review of all the statute law affecting vehicles—by which I mean not only the road rules for drivers, but also the laws about weight, size and equipment of vehicles, and for protecting roads, and the laws setting out the powers and arrangements for the administration of traffic. Such a review has now been made and this Bill is the result. No doubt future development will lead to other laws, but the Bill will provide a better basis to start from than we have had before.

Honourable members will realize that at this stage it is impossible for me to go into details of every minor change in language or substance made by the Bill. I believe that everything of importance has been brought to the notice of members either this year or last year. However, I stress the fact that the Government welcomes full consideration of the Bill in Committee, and will, on request, provide full details of the history and effect of any of its clauses.

May I express, on behalf of the Government, all members and the public generally, our deep

indebtedness to Sir Edgar Bean. When Sir Edgar retired as Parliamentary Draftsman I do not think he had one enemy in the House. In fact, I think every member regarded him as a firm friend and was a great admirer of Sir Edgar Bean. When he retired he generously undertook to consolidate our traffic laws and I do not think any member realized then that what he proposed to do would involve almost three years' solid work. I am sure that all members, irrespective of whether they disagree with any alterations of the Act, would want me to publicly express our gratitude to Sir Edgar for the way he has carried out this task and helped codify our traffic laws and bring them up-to-date. He has put much wisdom into the task—wisdom he acquired over many years from his close study of traffic laws from other States and from this State. He has always been approachable to anyone with proposals that might benefit the community. I congratulate Sir Edgar on the job. I believe the traffic code will not only expedite our traffic problems but provide for much greater safety on our public highways.

Mr. FRANK WALSH secured the adjournment of the debate.

LOAN ESTIMATES.

In Committee.

(Continued from August 15. Page 424.)

Grand total, £30,748,000.

Mr. BYWATERS (Murray): I do not intend to take long, but I should like to mention certain matters relating to my electorate and I ask members to bear patiently with me while I do so. I hope that the Ministers heed my remarks so that they can reply when we discuss the individual lines. However, before discussing district matters, I should like to comment on the Commonwealth Budget and its relationship to the unemployment position in South Australia and throughout Australia generally. Recently, before the introduction of the Budget, the *News* carried a headline, "Here is Your Opportunity, Mr. Holt". Many people regarded it as an opportunity for the Commonwealth Treasurer to introduce means of easing the unemployment position, but unfortunately he did not do so, as members endeavoured to say yesterday, but will have the opportunity of saying today. Most people who have commented on the Budget believe that no solution to the unemployment problem was provided by Mr. Holt. Mr. R. V. Allison, the deputy president of the South Australian Chamber of Manufactures, said that

it was regrettable that the Commonwealth Government had once again shelved its responsibility to South Australia on rail standardization. The president of the Stock Exchange (Mr. C. R. McArthur) described the Budget as being colourless and disappointing and the *News* editorial called it a "stand-still Budget". Certainly, there is no stimulus to aid the unemployment position in South Australia or in the other States; and these Loan Estimates do not provide a great stimulus for that purpose. Even in his remarks the Treasurer said that the Estimates were not as he had hoped as regards relieving the unemployment position. The Commonwealth Treasurer in his speech said that unemployment benefits would be increased. This is something that has been requested by members on this side and by trade unions generally. However, men want jobs and not the dole, and therefore every effort should be made, particularly by the Commonwealth Government, to make money available to the States to enable this position to be remedied.

The Loan Estimates this year provide for a total expenditure of £30,748,000, whereas last year the total was £31,455,967, a difference of £707,967, which is unfortunate because of the increase in the number of unemployed people, despite what is said by some. The member for Chaffey mentioned that some companies had failed in their operations because of circumstances and said that although reports indicated that some companies had had failures because they were operating on unrealistic interest rates, he believed that things would adjust themselves. Investors who are losing money will take little consolation from this. Many small investors have lost money and the companies concerned have blamed largely the credit squeeze. On Tuesday afternoon one of my constituents was very distressed. He had invested in a company which has now told its shareholders that there will be no dividend this year, but hopes there will be one next year (although it could make no promise). When we visited the company we were told that many other companies were in a similar position as a result of the credit squeeze. The officer mentioned that his company was in sore straits and was losing instead of making money. This falls heavily on small investors who hope to supplement their incomes. Tuesday's *News* mentioned that the number of bankruptcy cases for the first six months of this year was 50 per cent higher than for the same period last year, and that the number for the June quarter was the highest of any quarter

since the Second World War. The chief classes of bankrupts were carriers, builders, labourers, general storekeepers, garagemen, salesmen and restaurant owners. Most of this type are in a small way of business and the State cannot afford to lose the services they provide to the public. I hope that confidence will be genuinely re-established amongst the public, although at the moment I see no great possibility of this.

This year, as president of the Murray Bridge high school council, I was informed by letter by the Minister of Education that in this year's Loan Estimates would be included provision for a substantial building for the Murray Bridge high school. He said that it was the department's intention to provide this building, which has been awaited for many years. We have had a hotch-potch of buildings built around the solid construction block, which is almost completely obliterated from the view of people passing along the roadway. We consider that we are entitled to something better, because there is no further room for temporary buildings. It was considered some years ago that a plan should be prepared to avoid this continual dumping of buildings just where it suited the Public Buildings Department; so we prepared a plan and various departmental inspectors have leaned towards our proposal. We are very disappointed that no amount appears on this year's Loan Estimates for the additional building. We consider we have been fairly tolerant in this matter and we are not taking an extreme attitude, but feel that something like this will have to be done in the near future. I ask the Minister to keep this in mind when the Loan Estimates are being prepared next year so that we are not side-stepped, because it is of major importance.

A new primary school is being built at Murray Bridge South and it is to be hoped that it will be completed in time for the opening of the next school year, although it does not look particularly promising at the moment. However, I hope the contractor will be able, as he said, to have the school ready by that time. The adult education centre has progressed apace since a full-time principal was appointed in the area. He has done a remarkable job of organization. Members will recall that I urged clerical assistance for the principal, Mr. Beaton. This was provided, and the numbers attending the school have increased even further. Only recently it was stated that there were more than 2,000 students. However, the centre is operating in an old building known as a "Loveday hut", whereas I believe that the status of this school warrants the provi-

sion of a permanent building, and this has been suggested by the department as being necessary. I hope that this will not be long delayed. The Taillem Bend schoolhouse is an old house and the head master has suggested, through his school committee, that it should be made habitable. I believe he has approached the department for renovations to be made. Although he went into the house early this year, work has not yet commenced. This is something which the Public Buildings Department should try to expedite.

This afternoon Mr. Tapping asked the Minister of Education a question regarding travelling salesmen selling encyclopaedias. On July 27 I asked the Minister if he would take up the matter with the Attorney-General and see whether this could not be brought into line with the Hire-Purchase Agreements Act so that both husband and wife would have to sign agreements, and I was pleased that the same course was advocated this afternoon by the member for Semaphore. Pressure is brought by salesmen on wives when they are on their own and it is unfortunate that because of this pressure they succumb, sign on the dotted line, and there is then no way out. As the member for Semaphore said, this causes disruption in homes which should not be allowed to happen in our society. When this matter is brought before Cabinet next week, I urge that it endeavour to see that all these things are brought into line and made uniform, so that salesmen, regardless of whether they are selling encyclopaedias or other articles, are not able to evade the requirement for a 10 per cent deposit. If this were done, women would be saved embarrassment and the unhappy circumstances that often arise when their husbands come home and find that their wives have done something against their wishes. It is necessary that the Government introduce legislation making it compulsory for the signatures of both husband and wife to be obtained on agreements to purchase all articles of a household nature.

I shall now refer to some matters that concern the Acting Minister of Lands. The first relates to extra plantings at Mypolonga, which is a settlement about 12 miles up river from Murray Bridge. It is a profitable area and has been a great asset to this State. About four years ago I spoke to the Minister of Lands regarding extra plantings for the area. Of recent years most of the area has been placed under spray irrigation, and much less water is now used compared with the time when flood irrigation was used. Although

many blocks still have flood irrigation, many people have transferred to spray irrigation, and more are transferring each year. The channel is in an area adjacent to high lands suitable for irrigation by sprinklers. After giving this matter much thought, the Minister caused the Water Board to investigate and make recommendations and the Department of Agriculture to test the soil for suitability. As the tests were successful, he recommended that another 250 acres be planted and that spray irrigation be used.

The matter was proceeding satisfactorily when in a letter the Acting Minister of Lands suggested that, because of the extra cost involved, the people coming under the scheme would be obliged to pay extra. The local board was advised that £13 10s. an acre would be necessary compared with £9 10s. an acre paid by existing settlers. The new settlers felt this was unjust because extra plantings had taken place in many other parts of the river. Recently the member for Chaffey said that extra plantings had been recommended in his electorate, and I know that is the position in other electorates along the river, but no extra charge has been suggested. When we are discussing the lines I shall ask the Minister why the Mypolonga people will have to pay extra. It was suggested that, if all the settlers in the area were prepared to pay an extra £1 an acre, that would cover the cost of the scheme. However, it is highly impractical, as people who are not in any way concerned with the extra plantings will naturally not agree to pay an extra £1 an acre. I ask the Minister to consider the recommendations made by the Water Board, which suggested that the present rates should prevail. As those rates apply throughout the river areas, I ask the Minister to try them for a year and see how this matter turns out. If it were necessary to increase rates at the end of that time, the settlers would be prepared to consider the matter. The delay is causing the settlers a good deal of concern. It was felt that last year some action would have been taken so that plantings could begin this season, but another season has passed and the settlers will be a year later in getting a return. As there are many settlers there who have sons reaching the age when they would like to go out on their own, the opportunity exists to give them blocks. They can work for their fathers until their own blocks are earning money, by which time they will possibly be married and will take over the blocks as separate units. Men who have been brought up to do this type of work and are

suitable for it, and whom we want to remain in the industry, will thereby be kept in the industry.

I shall require a definite answer from the Minister about the proposed stock and domestic water supply for the Mypolonga area, as the people there are wondering why they have been treated as they have. After many years of negotiation, last year £20,000 was placed on the Loan Estimates for the commencement of this scheme, and it was accepted that work would commence in the not distant future. After I had asked questions in the House last year the Treasurer, after a considerable time had elapsed, said that the matter had been sent back for a fresh estimate because the charges were too high, and I thought something would have been done before now. In February of this year I wrote to the Minister of Lands, but received no reply. I referred to the matter again in May, but still did not receive a reply. Early in June I asked a question and the Minister obtained a report that was brief in the extreme; he said that it had again been referred to Cabinet. The £20,000 on last year's Loan Estimates is absent from this year's Loan Estimates and the people of Mypolonga want to know why; I think they are entitled to an answer. I shall request the Minister to give some definite assurance that this work will be again included in the works of the department so as to provide this supply, which was promised some time ago.

Over a long period I have suggested here and in other places that lower River Murray areas should be developed in order to supply vegetables to the metropolitan area. An irrigation scheme under the Lands Department should be devised with the land cut up into blocks for vegetable production. House building in the metropolitan area is increasing and market gardeners are moving out into the country. I do not know how long it will be possible for the gardeners to continue to tap underground water supplies. Suitable land is available close to the River Murray. Lands Department representatives have been there and the Minister of Lands showed me a report that they agreed with all I have said on the matter but they do not feel that they have the power to carry out such a scheme. It is a matter that should be considered by the Government in the near future. We must plan ahead as the metropolitan area population increases. The lower reaches of the River Murray could be used for vegetable growing.

Frequently the Leader of the Opposition has referred to railway rolling stock being produced

at local depots. He said that the "blue bird" rail car had been satisfactorily produced at the Islington Workshops and that some of the rollingstock obtained from other States was not satisfactory, and he instanced the cracking of undercarriages. Railway workers are concerned about this matter of outside production. The Government should not purchase rolling stock from other States and overseas countries, but should make use of our workshops, where we have the necessary manpower housed under satisfactory conditions. We should use our own resources, which have proved capable of building diesel locomotives and other rolling stock. The following is an extract from a report in yesterday's *Advertiser*:

The council again expressed concern at "the growing practice of the Playford Government to let Government contracts to interstate firms, to the detriment of South Australian workers." It said this practice was reflected in reduced purchasing power in South Australia, which, in turn, caused further unemployment.

The council was referring mainly to the allocation of contracts to a N.S.W. firm for the building and supply of diesel locomotives for the S.A. Railways. The State Secretary of the A.R.U. (Mr. G. R. Hage) said it was clear from replies by the Minister of Works (Mr. Pearson) in Parliament that the quality of workmanship at Islington was superior because the underframes of the N.S.W. built locomotives had a tendency to crack. Those built at Islington had no such disadvantage. Each N.S.W. locomotive also cost about £2,500 more than the S.A. product.

In view of this, it is incumbent upon the Government to use the facilities we have in order to provide more work for our railway workers. I am concerned about the position at Tailem Bend where much more work was available than now because we formerly used steam locomotives. A large number of men were employed in the locomotive shed but only a few remain now to service the diesel locomotives. Some of the workmen have been reduced in status. For instance, fitter's mates have been reduced to cleaners and service hands. We have railway men happily settled at Tailem Bend, where there is no shortage of railway houses. In fact, some of them are at present vacant. Extra work should be provided for these railway men following on the change-over to diesel locomotives, which has resulted in a great saving to the State, but an adjustment in the position is necessary. The Government should seriously consider likely happenings when we have automation which will mean the employment of fewer men in country centres, but I have said that capable men and housing accommodation are available at Tailem Bend and the workshops

there could be easily converted. Even if it cost a little more to produce rolling stock there than in the city it would be offset by the retention of workers in the country. If they came to the city housing accommodation would have to be found for them. A dogmatic attitude should not be adopted in this matter. We should look at the overall picture.

Mr. Millhouse: How far do you think we should go when you say "Even if it costs a little more"?

Mr. BYWATERS: That is a matter for the economists to work out. I do not think Tailem Bend is too far away from Adelaide. It is only 60 miles away and I do not think transport costs would be increased greatly. In any case, it would only be a transfer within the department.

Mr. Clark: The workshops and men are there now.

Mr. BYWATERS: As I said, it may cost a little more, but that would be offset because of the housing accommodation, workshops and other facilities at Tailem Bend.

Mr. Millhouse: Have you discussed this matter with the Railways Commissioner?

Mr. BYWATERS: Yes. His general opinion is that it would cost more to do the work in the country than in the metropolitan area, and that it would not be economic to adopt the scheme. I think I am entitled to differ from the view of the Railways Commissioner, even though he is a man of high standing. I am giving my view on this matter.

Mr. Millhouse: How much more do you think we should allow the work to cost?

Mr. BYWATERS: I do not think the honourable member should ask me or anyone what we think it should be in terms of money.

Mr. Millhouse: How can we judge?

Mr. BYWATERS: Here again, I think that applies to all things we discuss in this House: how can we judge? We are not experts in this matter. I repeat that all these facets should be considered. There are more ways of looking at it than merely considering the actual cost in the first instance.

Mr. Clark: The interests of the men concerned carry more weight.

Mr. BYWATERS: Yes. These things should be considered, and at least the matter should be investigated. The very things the member for Mitcham has mentioned by way of interjection are the things I should like to see inquired into. I should like to see such figures provided by the Commissioner or his staff to prove to members whether or not it is economical overall to establish workshops at places such as

Tailem Bend. Those people are experts on these things, whereas I am not.

Another matter that I have raised is the question of radio communication between the engine crew and the men in the guard's van on long trains. I was pleased that the Minister of Works, after quite a long delay, was able to tell me this afternoon that such communication has been recommended and is to be placed in operation. I had thought that such communication was necessary on all lines in South Australia where long trains were used. Here again, the representations were not my own but those of men in the railways who had pointed out the difficulties involved through not having such radio communication. The Railways Department has now acknowledged these difficulties and has agreed to the request. The men concerned did not desire such communication only for the South-East line or the line from Adelaide to Serviceton; they felt it was necessary generally throughout the State. I am sure that this system will prove successful, just as it has been on the East-West railway, and that it will be extended to serve other areas.

The *Advertiser* of May 17 this year published under the heading "Twenty Years of One-Man Rule", an article that had appeared in the *London Times*. It stated:

Sir Thomas Playford is now enjoying himself with a writ which seeks from the High Court a declaration that the Commonwealth of Australia must honour an undertaking to standardize the Broken Hill to Port Pirie railway line before any other line. "But what," I asked, "has this got to do with your new dam on the Murray?" He grinned: "Everything." And then explained that if he won he might not press his victory home—provided, say, the Commonwealth agreed to help him with his dam (which will cost about £14,000,000 and hold 4,750,000 acre feet of water).

In view of what took place yesterday I think it is incumbent on the Treasurer to say something about this matter, because I feel that that in itself could have proved the point of Opposition members yesterday in suggesting that perhaps the Treasurer has issued this writ merely for the purpose of getting money for the dam (which I know is very important) and that the matter may never go to the High Court at all. That, in effect, is what the press correspondent said in the article from which I quoted.

Year after year I have referred to the necessity for money to be placed on the Estimates for a chlorination plant at the Murray Bridge pumping station. Only recently the Murray Bridge corporation was notified—

and for some reason or another I was not—that a tender had been let to Newton McLaren's for this work and that it would be commenced shortly. This is nothing unusual, for I seem to be left out of much information about projects in my district. I am pleased to see that the Burdett, Ettrick and Seymour water scheme, after representations over a very long period, is about to commence, and the people in that area are very pleased about it.

I recently drew attention to the question of the water supply at Tailem Bend and requested that such a supply be placed solely under the control of the Engineering and Water Supply Department. The Minister of Works promised to give me a reply on this matter, and perhaps when we get to the lines he will have some definite information about it. One of the utilities concerned in this matter is the new Lower Murray District Hospital, which is progressing very well. That hospital had to take its water from the Engineering and Water Supply main because it could not tap into the railways main which runs past its door. It was stated at the time that the Railways Department was not using this main because there was no water in it, but one Saturday afternoon a working party accidentally burst the pipe and found plenty of water. There was pandemonium for a while because water was rushing everywhere from this pipeline, which certainly had any amount of water in it. In such a case where there is duplication of services it is very difficult to get anything done. As a result of this there is no water main down the main street, which is the shopping centre. The main runs at the back of the street, and that is where the fire hydrants are located. If a fire broke out in one of the shops in the main street it would be difficult to get water there to extinguish the fire. This matter is causing concern to the residents; indeed, it was first raised when Sir Malcolm McIntosh was Minister of Works. I hope that some progress has taken place and that the Minister will soon be able to provide some definite information.

A pipeline from Murray Bridge to Adelaide has been mooted, and it was suggested that this would be laid in five years' time. I believe the Treasurer in one of his broadcasts mentioned a time of five years hence. The area that has been mentioned as the commencing point for this pipeline is known as the Hume Pipe Reserve. That area had been let to a water ski club which had carried out a good deal of improvement to it, but the club was told that it would not be compensated for

any future improvements it might make. This area is now lying idle, and I believe the club would still like to develop it, for it is a very good area. However, it does not wish to spend a great deal of money if the area is to be taken over at some time in the future. I feel that the Engineering and Water Supply Department should let the council know just how soon this work is likely to be carried out, so that the ski club or the council could perhaps beautify the area, realizing they would have a certain tenure and that they would be able to get some value for the money they had spent. I thank members for bearing with me, and I support the first line.

Mr. LAUCKE (Barossa): Within the limitations of State finance these Estimates are very gratifying. The ability of the Treasurer to submit an aggregate State works and housing programme for the current year 10 per cent in excess of that which applied last year is no mean achievement. In the first instance it reflects the success of our persistent battler for increased allocations at Loan Council meetings. He played no small part in the Loan Council's agreeing to a borrowing programme of £240,000,000, which was an increase of £10,000,000 over the previous year. He wanted more and at this challenging time in our economic history I commend him for his advocacy in this direction. This State will take its share of the extra £10,000,000, which marks the first step towards the extra 10 per cent at our disposal this year.

The story goes further than that and once again reveals evidence of good and effective husbanding by the Treasurer of the State's finances. Analysing the figures submitted I note that £4,200,000 is available through repayments to Loan accounts. This results directly from past sound capital expenditure, the fruits of which are now coming in to further assist development. The excellent season experienced, increased railway efficiency arising from dieselization, and good financial direction in the various Government departments gave Revenue accounts a surplus of £1,188,000, of which £311,000 was used to recoup last year's deficit in Revenue accounts, the balance of £877,000 being devoted to Loan projects for this year. It is pleasing to see this ability to apply current earnings to provide further capital assets.

With an anticipated deficit of £570,000, excess funds totalling £1,447,000 available from new borrowings can be spent. This, plus the use of further internal surpluses in various

Government instrumentalities, aggregates more than £38,895,000 at the Government's disposal. This is a most commendable achievement. In a young, growing country such as ours the very basis of progress is well-founded capital expenditure. Our outlay, which will result in ability to create further wealth, is of vital importance and I feel most strongly that we can make much greater use of local goods and labour to produce more wealth to create assets. It is anathema to the spirit of a young country that possesses this potential in its natural resources to be held back from the quickest and fullest exploitation of its potential. As a nation we are rearing to go and that great spirit must be encouraged if we are to progress. We have merely scratched the surface of our natural resources and potential and those scratches must become furrows, and deep furrows, quickly if we are to carry a population which will, in international eyes, give us full moral right to occupy our vast territories. We should not have unemployment and an atmosphere that frustrates our youthful zest to get on with the job.

This year's Loan Estimates assume greater importance than in any past year. It is essential that the temporary lull in the nation's economic progress should be overcome with the greatest possible expedition. It is natural that the Treasurer, imbued with magnificent spirit and purpose, should say in his speech that the moneys available were less than the Government would wish to have at its disposal having regard to the urgent requirements shown by the departmental programmes and certainly less than that desirable to mitigate the unemployment problem. In typical style he influenced the Commonwealth Government's opposition at the Loan Council meeting and sought to increase this year's allocation to the States. I warmly commend him for his consistent advocacy in the interests of his State's development. The benefits of his stand for greater allocations is evident in our expanded programme now before the House.

The volume of spending depicted in these Estimates must give a timely stimulus to industry and trade generally and we must, I feel, give him full support to bring about the greatest possible degree of development in this State. Of our working force 25 per cent is employed in the public sector of the economy and 75 per cent in the private enterprise sector. Both sections have a major responsibility to ensure continued prosperity in the State and for the nation. The public sector in this State has now taken up more than its

usual 25 per cent. In this the Government is to be commended for having increased the number of people on its payroll and for its ability to do so. For instance, over 1,000 extra hands are now employed in the department controlled by the Minister of Works.

The decision of the Government to expedite the building of the transmission lines to take electricity to the South-East at a cost of £1,000,000 is further evidence of its endeavours to promote employment. It is preferable, and indeed necessary in my opinion, sometimes to live just a little dangerously, as it were, than to wander along in an atmosphere of undue caution. The Australian character welcomes a challenging situation. When we have the existing conditions of labour going begging for a job and have locally produced materials such as steel, cement and timber that can be used to provide necessary assets such as roads, sewers and buildings, why cannot the existing labour and material be brought together for both the present and future advantage of the State?

If the State were suffering from a labour shortage the introduction of further work may be undesirable because inflationary tendencies could be generated. However, in the present state of our economy nothing but good can ensue from releasing sufficient credit to bring surplus labour and local material together. In the private sector of the economy, which employs three out of every four people and gives us overseas trade funds and balances, an important stimulus to cut production costs and thereby increase ability to expand overseas sales would be a more generous depreciation allowance on industrial machinery. I realize that this is not a matter over which this House has jurisdiction but it vitally affects this State because a higher depreciation allowance would enable industry to more quickly replace out-moded machines and reduce costs by increased productivity. In that way industry would be able to make greater inroads into overseas markets.

I shall now deal with a few matters affecting my own immediate electorate, the first of which relates to sewers and the Minister of Works' Department. The installation of sewers in the Teatree Gully district is becoming increasingly urgent as more homes are being built. At the last meeting of the local Board of Health consideration was given to a serious health problem arising from the disposal of septic tank effluent particularly in subdivided areas of the district. When one examines the building figures for the district

one can easily appreciate the problem that could arise in view of the type of soil in the district. The soil tends not to take water away but rather to bottle it up and, as a result, effluent often flows out into backyards and ultimately finds its way on to neighbouring blocks or into the waterways of the streets.

In December, 1956, there were within the Teatree Gully district council area 700 building allotments, and 500 dwellings were erected there. Four and a half years later (in June, 1961) there were 6,200 building allotments and 1,700 dwellings erected; so we have gone from 500 in 1956 to 1,700 in June of this year. As the water supply systems are being taken into the area, so is building speeding up and the inability to get water away from septic tank systems effectively is being accentuated all the time as greater numbers of houses and population appear out there.

In the main, the building allotments are each approximately 7,500 sq. ft. in area. Where there is a closely settled area in those allotments and the collective amount of effluent cannot be taken away effectively into the soil, then it is high time a major move was made to implement a system of sewerage that would remove what would otherwise become a real menace to health in that district. In the subdivision of Dernancourt, which is now mainly built up with good class houses, in one street where it has been found necessary to provide kerbing there is a constant flow of septic tank effluent down that concrete water table and, where there are no concrete water tables, there are pools of stagnating water coming from these septic tank systems, bathrooms and so on—domestic waters generally taken from homes for which there is no place for disposal. I hope the Minister will soon consider providing sewerage in that district because it is, as I have said, a most urgent requirement.

I should like to strike a blow for enterprise conducted privately in Teatree Gully in particular and in the district in general. I refer to the activities of Bowman's bus service. Since 1936 the Bowman family has provided a satisfactory passenger transport service to Adelaide from Hope Valley, Highbury, Teatree Gully, Modbury, and Gilles Plains. I shall briefly give a history of this family's activities in this transport matter as a background to a firm request to the Tramways Trust to consider more generously the continuation of Bowman's services until such time as the build-up of population at Teatree Gully itself would enable this organization to continue its business with a reasonable expectancy of

success. The history will indicate the reasons why I am asking for a more generous approach by the Municipal Tramways Trust to the continuation by Bowman's of certain services.

In 1936 Mr. D. G. Bowman commenced the business, covering Adelaide to Hope Valley, Highbury, Teatree Gully, Modbury, and Gilles Plains. In 1941 he acquired the One Tree Hill service. In 1948 the service was extended to cover the Paracombe area. Until the Tramways Trust substituted buses for trams, Bowman's catered for people beyond Felixstowe Road on the North-East Road and beyond Paradise on the Lower North-East Road. When the Housing Trust built up the Gilles Plains area about five years ago, the Tramways Trust extended its service to the Windsor Hotel, Gilles Plains.

Now, with additional housing development, it is feared that the M.T.T. will extend another $1\frac{1}{2}$ miles, taking in most of the closer settlement area. I understand that is more than a possibility, and that is why I refer to this matter today so that a review could be made of the situation and so that the proposed extension of M.T.T. services at December 31 of this year may be deferred for at least a few years pending the build-up in population at Teatree Gully because, if the M.T.T. takes another $1\frac{1}{2}$ miles extension into the more densely settled area, it will deprive this private service of 40 per cent of its loadings. Should this occur, that would be reflected in fewer services to those living at the end of the service at Teatree Gully. Were the M.T.T. to extend (as I have said it might), whereas we have an hourly service to Teatree Gully now, that could become a $1\frac{1}{2}$ -hour service as against a 35-minute service envisaged by Bowman's in the near future, should they be able to retain that first $1\frac{1}{2}$ miles of their present line. They envisage a 15-minute service from Teatree Gully at peak periods. My big point here is that, if through the economics of the service, through the loss of 40 per cent of loadings in the near city area, they are forced to reduce their services to Teatree Gully, then the residents in that part of the district will suffer badly in their ability to get to Adelaide in a reasonable time. That is why, from the point of view both of showing some reward to Bowman's for their initiative, courage and pioneering spirit through many years in building up this business, giving good service and being prepared to improve their services further, and of the public welfare at Teatree Gully, I hope that the trust will not extend as it has proposed.

In Western Australia four or five years ago the tramways organization took over certain privately owned services. Compensation was paid to those services, but here I fear there is no thought of compensation for a party that has through many years of hard work built up a service. I think that more credit should be given for the services rendered through many years by private organizations. Should the service provided by a privately-owned organization be unequal to the requirements of the local populace, the M.T.T. would have the right to go into the area. However, should the service be adequate and the M.T.T. take it over, compensation should be paid. To enable private owners to operate with reasonable security, a specified period should be determined in which they could expect to operate. I think that a two-year period would be satisfactory.

I have no quarrel with the trust. I admire what it has done in recent years. In 1952 a general inquiry was held into the trust's affairs. Certain recommendations were made which led to our present bus system and to a new approach to the question of transporting passengers within the metropolitan area. This year the trust is able to repay £22,000 to the Loan Account, whereas in earlier years it required advances from the State. This indicates the stage to which the trust has progressed. Since that inquiry the board has done a wonderful job: the administration has been excellent and last year there was a working surplus of £35,617. I pay my tribute to the excellent administration of our important tramways system, but more consideration should be given to those who have rendered good services for many years past and who could still render good service for many years without harming the M.T.T. system. But for those private services many residents in outlying areas would not have had transport and the private operators should be given a place in the sun by the trust.

I was interested to read the Treasurer's remarks that the Government's contribution for the purchase of lands required by councils for public parks would come from Consolidated Revenue whilst the councils' contributions might be borrowed from a financial institution or made available from the State Loan fund and then repaid over a stipulated period. That represents an important improvement in the financial means of purchasing land for parks and recreation areas. Initially, when the Government generously indicated that it would subsidize a council's

purchase of land for parks on a pound for pound subsidy, many councils were unable to meet their share of the purchase price, mainly because the land sought was in rapidly-developing areas. If a council could borrow its share of the expenditure from the Government and repay it over a period, it would cater for the council's immediate inability to find its share and would enable the council, through rating over a period of years, to pay for what would be an asset for its entire district. If the council had to pay for the land in a short time it would mean a heavy impost on present ratepayers who would be providing a permanent asset for posterity, but with a 30 or 40-year term loan that could be spread equitably and easily over many ratepayers who would benefit from the area. I have much pleasure in supporting the first line.

Mr. TAPPING (Semaphore): Having spoken recently on the Address in Reply debate I shall not speak at length now, other than to refer to the amount of £1,700,000 provided for harbour accommodation. Last year £1,407,000 was expended on harbours. I think all members would agree that if the amount provided were three times as great we would be grateful, particularly as at present it is necessary to provide greater employment opportunities for those seeking work. On the other hand, we should be guarded about our future harbours administration in view of the present unusual circumstances. I have tried to obtain a copy of the annual report of the Harbors Board to the end of June, but it will not be released until October: therefore, I have no current figures. However, I am concerned about the diminution in interstate tonnages. No doubt the Minister and the Harbors Board share my concern, because the tonnage in and out of Port Adelaide has decreased considerably. It is true that the tonnages for overseas imports and exports will be satisfactory for years to come, but through the rapid sale of steamers to other countries it is obvious that our local tonnages will decrease. Last year the board's report showed a slight decrease in tonnages compared with the previous year, but this year's report will, I believe, show a considerable reduction. It behoves the Harbors Board and the Government to devise means of combating this trend.

Prior to the advent of uniform taxation in 1942, and for some years previously, when South Australia's rate of taxation was higher than most States because of its geographical situation Holden's played a big part in our

manufacturing industry, and it is a fact that at one stage it was so concerned about the economics of its industry here that it spoke of going to Victoria where company taxation was much lower. In fact Victoria's rate was about half of our rate. So, the South Australian Government was apprised of this fact and as a result it made certain wharf concessions which impressed Holden's, and because of that action I believe that South Australia still enjoys a continuation of its operations here. Because of the interstate shipping position, the Government should consider the aspect of concessions. Recently, the interstate vessel *Kanimbla* was sold to overseas interests and it was only 25 years old, but the owners considered that running it was uneconomic, and I subscribe to that viewpoint. Prior to that the *Manoora*, a vessel of about the same tonnage, was sold to a foreign country and as a result of the sale of these two vessels there are no passenger boats operating only on the Australian coast, and those who desire to travel by sea to the other States may do so only on overseas vessels.

It was not only because of the loss of passenger traffic that these vessels were sold, but also because of the loss of cargo. It will be generally agreed that this was the result of interstate road hauliers taking the business. The shipping companies were the employers of much labour, such as waterside workers, seamen and storemen and packers, and if the present position continues unemployment will be increased. That is why the Government must provide some concessions to shipping companies to try to save some of the business now going to interstate hauliers. They have an advantage over the shipping companies because they can pick up cargo from a warehouse and deliver it to another warehouse in another State, but those who ship cargoes by sea are faced with the obligation to pay wharfage at both ends, and also stacking charges. It is only natural that consignors should adopt the cheaper means of transport, and thus the shipping companies have been eliminated. I ask the Government to consider calling a meeting of State Ministers of Marine to see if they can find a solution by granting concessions on a uniform basis to try to save the shipping companies; in this I also include the employees associated with these companies. Something should be done to place these companies on a basis to enable them to compete with road hauliers. It is true that the States provide good roads for hauliers, and as democrats we must agree that they have a right to operate within Australia; but we are under an obligation to the shipping

companies and those employed in waterside industries to preserve the business in future.

I believe it is essential that something should be done to grant wharfage concessions and relief in other charges throughout Australia. In addition to the interstate vessels that have been sold overseas, in Melbourne and Sydney a number of interstate cargo vessels are tied up because no cargo is available. This is having a reaction on employment and on the shipping companies and as a consequence upon the sources of revenue available to the South Australian Harbors Board. Therefore, it is our obligation to see that something is done to meet the opposition from road hauliers and endeavour to preserve the shipping interests. I must emphasize that the Government, through the Harbors Board, has a 50-year plan, which involves the expenditure of millions of pounds to provide up-to-date shipping facilities, such as modern berthing facilities, to encourage shipping to our port. I pay a tribute to the officers of the Harbors Board who have developed these excellent ideas, some of which emanated from overseas and some of which were initiated by the board. Overseas visitors often commend our port facilities, and I believe that when the proposed plan is completed Port Adelaide will comprise a port of which we can be justly proud.

On July 27 the member for Unley (Mr. Dunnage), in asking a question of the Minister of Marine, said that the local press had reported that the new ship *Canberra*, of about 40,000 tons, had by-passed South Australia because the Outer Harbour was not suitable for a vessel of that type. In his reply the Minister said, in essence, that this vessel did not by-pass the Outer Harbour because the harbour was not suitable. He spoke of economic reasons and claimed that the Outer Harbour could berth a vessel of about 40,000 gross tonnage. I am not a shipping authority, but I believe from what I have heard from experts and from my own observations that the Outer Harbour is not adequate to cater for such vessels. Overseas vessels are being built bigger almost every year, and this applies to tankers which convey oil to the various States from overseas, some of which have reached the magnitude of 50,000 tons.

So, if the Government does not do something about Outer Harbour facilities in providing a greater depth of water and a wider swinging basin, many more vessels will by-pass the harbour in years to come. I agree with the Minister that at a very high tide the *Canberra*

could berth at the Outer Harbour, but it would have no hope at low tide. It is not logical that mail and passenger vessels of this type should have to wait at anchorage until the tide is suitable. The Harbors Board must face up to this and provide a greater depth of water and a wider swinging basin. I consider that the provision of such a swinging basin would prove a greater problem than increasing the depth of water. A vessel like the *Canberra*, when swinging, would not have much room to spare because of the breakwater at the Outer Harbour and therefore we cannot blame any shipping company for not sending such vessels to this port because of the danger of berthing, as they cost millions of pounds. I appeal to the Government to give greater attention to the needs at the Outer Harbour, not so much to meet the present position, but to consider what might occur because the shipping companies are building larger vessels for overseas trade.

It has been urged by the Trades and Labor Council that it should have a representative on the Harbors Board, which at present has three members. At one stage one of the members was overseas and another was indisposed, so actually the board comprised one member for a short period. When we have in mind the plans for the development of the Outer Harbour and Port Adelaide, it is obvious that the board should comprise five members. Such a board is essential to face up to the various responsibilities. As on Parliamentary committees, there are times when some members cannot attend because of other activities or because of sickness. With a Harbors Board of five members, this would allow for one or two to be absent on occasions. Big money is involved and, although I do not reflect upon the integrity and ability of members of the Harbors Board, I believe it would be desirable to have another two members. When I was in Victoria a few years ago with the Public Works Standing Committee on investigations into harbour matters, the members of the committee were entertained by members of the Melbourne Harbor Trust and saw and learned at first-hand the advantages of that trust compared with our own board. At that time a member of the Waterside Workers Federation was appointed by the Government as a member of the trust. Although that man (Mr. Cummings) does not now occupy the position, a member of the trade union movement still sits on the board to give his opinion and as a result a highly desirable liaison between employer and employee exists.

Mr. Quirke: He was acting chairman, wasn't he?

Mr. TAPPING: Yes. That system is working satisfactorily in Victoria where the trust consists of seven members. I do not decry the work of our Harbors Board but, as this State develops, the obligation on it will be so extensive that it will require more members to deal with the improvements that must occur. The member for Port Adelaide and I, with members of the Waterside Workers Federation, the Trades and Labor Council, the Seamen's Union, and the Australian Government Workers Association, waited on the Minister of Marine, the deputation advocating the need for another member on the board. The deputation never opposed any suggestion that another man should come from the shipping interests; that would mean that the board would consist of five members instead of three. We all agreed that the board should be increased in size, but we felt it was essential that it have an employees' representative. In Victoria we were told that by having a member of the Waterside Workers Federation on the trust difficulties could be nipped in the bud. The acting chairman could take back to his federation a summary of defects that could be ironed out before troubles occurred. This practice is worth a trial and, if it proves abortive, I shall be the first to admit defeat. The Minister said in his reply to the member for Port Adelaide and me:

Cabinet feels that close accord exists between the board and the shipping companies and other waterside interests and, as the board encourages interchange of views, it is not considered that the day to day consideration of matters of policy necessitates an addition to the membership of the board at present.

What encouraged me was the final paragraph of his letter, in which he stated:

In any case, the proposal that the number of harbours commissioners be increased from three to five would involve amending legislation and, in view of the number of measures now before Parliament, Cabinet has decided that action in the direction desired will not be taken this session.

I think any member would agree that the final paragraph was encouraging, as it suggested that because Parliament was busy there was no time to devote to introducing a Bill to amend the Harbors Board legislation. I press the point again and will continue to do so; that, because of the growth of the State and the millions of pounds involved in our harbours, it would be desirable to have a board of at least five members. I support the Loan Estimates.

Mr. HUGHES (Wallaroo): The Loan Estimates outline a programme of essential works at a time when the State and its people are anxiously examining the future employment position. They are looking to those in authority to lead them in a balanced economy that will ensure a continuity of employment throughout the State. The Government claimed that it acted on unemployment long before unions or members of the Australian Labor Party actually realized that the credit squeeze was causing industry to make retrenchments. I am afraid there is a diversity of opinion about the authenticity of that claim. However, let us assume that the claim is correct and that the Government acted. Apparently it did not stage an all-out attempt to prevent the increase of unemployment; otherwise, the figures would not be as high as they are today.

The Treasurer recently said that this State put up a more determined fight than any other State regarding the allocation of moneys by the Loan Council. I give the Treasurer credit for that, but I do not give him credit for allowing unemployment to grow to such large proportions before asking other State Premiers to meet and discuss this position. If the Government can act now to relieve unemployment, why did it not take that action some time ago? Some weeks ago an article appeared in the press stating that the New South Wales Premier suggested a top level conference on ways and means to combat the alarming position. Recently in this House the Treasurer said that Mr. Heffron did not approach him to ascertain whether he would attend the conference. I accept the Treasurer's assurance, but a feeler had gone out and no doubt he had read the report in the paper. If not, I assume that one of his officers would have drawn his attention to it.

I know that some members opposite feel that there should be no place in the world for people whose views differ from theirs, that those who have views opposed to the ideology they espouse from time to time should not be permitted to voice them. If the Treasurer did not receive a communication from Mr. Heffron, he, as Treasurer of South Australia, should in a democratic way have got in touch with Mr. Heffron instead of waiting several weeks to do so (as he did). When I read the press report I was pleased to think that steps were being taken to prevent an unemployment crisis from occurring. There was a need for direct consultation with the other State Premiers with a view to securing some better understanding of the problems and

endeavouring to find an answer to them. We all know that on both sides rights and wrongs require to be canvassed and earnestly considered in an attempt to find an answer. Labor has a definite policy on employment. The very foundation of its policy is expressed in the first paragraph of the Labor Party's platform, which states:

The provision of full employment, social security and the preservation and the advancement of living standards.

Unemployment is the very reversal of Labor Party principles. A most regrettable feature is that unemployment is spreading throughout the State. I do not think it can be said that any community in South Australia is free from unemployment. I have been staggered to find the extent to which it exists in the country, quite apart from its incidence in the city and suburbs. There is a growing sense of insecurity amongst the people. What is the trend of unemployment? A dangerous position is developing. I fear much more the gradual creeping paralysis of unemployment than sudden unemployment which often can be explained and readily rectified.

The sum of £800,000 has been allocated to the State Bank for housing, but more should be made available. As our population increases so will the number of houses needed. If employment is increased more money must be made available for housing which would stimulate the demand for both materials and labour. The sum of £90,000 is to be spent on completing the railway line from Hallett Cove to the oil refinery at Port Stanvac. Altogether about £330,000 is to be spent on this work, which is a large sum for the State to provide as indirect assistance. This is one of the many projects that will result before the refinery operates.

Mr. Jenkins: It will be an asset to the State when it does operate.

Mr. HUGHES: Yes. I do not object to spending money on the promotion of industries, but I object strongly to statements made in this place that industries cannot be induced to go to the country because it is uneconomic for them to do so. It is also said that it is wrong to give financial assistance to industries to go to the country.

Mr. Jenkins: That industry has to go where there is the depth of water for ships coming in.

Mr. HUGHES: Yes, and much money is being spent to enable the industry to be established. I have already said that I do not object to expenditure to get industries to come

to South Australia, but I object to statements that it is not economic to provide facilities for industries to go further into the country.

Mr. Shannon: When was that said?

Mr. HUGHES: It has often been said, and the honourable member knows it.

Mr. Shannon: We have put water and electricity services all over the State.

Mr. HUGHES: I do not object to that.

Mr. Shannon: I do not object to your sticking to the truth.

Mr. HUGHES: That is true, and I have indicated twice already that I do not object to it. If members accept the amount set down in the Loan Estimates it will be an indirect subsidy to large industries, and without searching past records it would be difficult to analyse the exact amount this assistance represents from time to time. It would amount to a large sum, but I again emphasize that it is assistance without which industries could not function. Perhaps that will satisfy the honourable member for Stirling. Australian development really depends upon the maintenance of long lines of transport by rail, sea, road and air. Although much attention is being given throughout the world to alternative sources of energy, nothing appears to be likely to reduce for a long time the dependence of the Australian economy on petroleum products. At present Australia depends greatly on imports of crude oil for its petroleum fuel supplies. I understand that 65 per cent comes from the Middle East and about 35 per cent from the East Indies.

The establishment of the large oil refinery at Port Stanvac will present many problems, and one will be the disposal of heavy black oils. It is well-known that Australia, although not refining sufficient motor spirit for its own needs, produces more black oils than it can consume. Therefore, the question of the disposal of these oils presents a problem which is really facing all Australian refineries. It has been reliably reported that the Kwinana refinery has exported large quantities of fuel oil to Aden, which is one of the world's cheapest bunkering ports, in an endeavour to dispose of its surplus. An additional refinery is certain to make the Australian heavy oil industry most competitive. The competition to secure vessels' bunkering orders may become severe in the future.

Conveniently placed bunkering stations in Australia will become available and they will provide a simple means of disposing of the large quantities of heavy oils that might otherwise

become a liability to the refineries. According to press reports published when the Port Stanvac refinery was in its early stages, it is intended to make Port Adelaide a much more important bunkering port than it is now. Many vessels complete their overseas loadings at South Australian ports, and a large percentage of them bunker at Western Australian ports. These vessels, therefore, must represent the bulk of the greater numbers that it is hoped to induce to bunker at Port Adelaide. It is highly probable that these ships leaving Port Adelaide for overseas via Albany or Fremantle could be induced to bunker at Port Adelaide, but it is considered that this would not be so likely with vessels from the Spencer Gulf ports, namely, Whyalla, Port Pirie, Wallaroo and Port Lincoln. The delay in back tracking to Port Adelaide would in most instances offset any other advantages that could be offered to a vessel.

It is therefore on the point of more convenient situation that it is asked this afternoon that the port of Wallaroo be considered for a second South Australian bunkering port. Navigation into and out of Wallaroo is simple: tugs are not necessary, and that means an added saving for the ship owners. Vessels from Whyalla and Port Pirie would virtually lose no time in the slight diversion to Wallaroo, regardless of whether their destination was east or west from South Australia. The three ports of Whyalla, Port Pirie and Wallaroo between them handle about 800 to 900 vessels annually, the respective totals being about 400 to 500, 250 to 350, and 100 to 150. Members will agree that these figures should increase as development takes place in the State, particularly at Whyalla. As Port Pirie is a shallower port at present, most overseas vessels that use this port go to other Australian ports to complete loading. The few that load fully at Port Pirie are mostly westward bound and would normally bunker at the Western Australian ports.

A reasonable interstate trade exists, mainly to and from Hobart. Two or three vessels are engaged on this trade almost continuously. The Wallaroo trade is mostly overseas, with vessels departing mainly to New Zealand, Japan and China, although some cargoes are bound for Europe. Until about 12 months ago almost all the ships left this port fully loaded. The Wallaroo to New Zealand and Tasmania trade and the Port Pirie to Hobart vessels would appear to offer the best possibilities for bunkering sales, but the extent to which this could be extended to vessels on other runs is not really known,

and it is only through thorough investigation that the answer could be provided.

The sum of £22,000 appears on the Estimates for the Produce Department. Serious thinking will have to be given soon to providing funds to establish meatworks in country areas where the potential exists. Ever since I have been a member of this House, I have been a strong advocate for country abattoirs, because there exists in the minds of the producers on Yorke Peninsula and the surrounding areas a great desire for an export abattoirs. I understand that the number of stock on the Peninsula has increased tremendously since the arrangements for an abattoirs there fell through as far back as 1953. I have brought this matter up repeatedly in this House (I do not know that I have gained very much by doing it, but I hope I have) and I am not alone in thinking that country abattoirs could be established, for many prominent businessmen in my district have been thinking along the same lines.

Mr. Heaslip: Are they prepared to put the money up?

Mr. HUGHES: I am trying to talk a bit of sense to the Committee this afternoon and I do not welcome ridiculous interjections; if the interjections are helpful I do not mind them. I realize that the State is progressing and I should have thought that Government members realized that too.

Mr. Heaslip: I think it is a reasonable interjection. Can you erect abattoirs without money?

Mr. HUGHES: That is a stupid question. I regard it as being similar to asking the Minister of Education whether he could build a school for 1,200 children without money. I suggest to the member for Rocky River that he ask the Minister that question next Tuesday and see what answer he gets. I shall leave such questions for the Ministers to answer, because they are more capable of answering them than I am. The *Kadina and Wallaroo Times* of August 10 contains a report of the Kadina Rotary Club's recent meeting headed "Kadina Rotary Club advocates district abattoirs". I think that when the Minister of Agriculture hears some names I will mention he will take notice and realize that there is wisdom in advocating a country abattoirs.

The Hon. D. N. Brookman: I have already realized that.

Mr. HUGHES: I am glad of that, and I hope the Minister can get a convert in the member for Rocky River. I should have expected a better question than that from a man who calls himself a primary producer.

The honourable member has stood up here from time to time and spoken for the primary producers, but only recently he was trying to cut me down because I was standing up for the primary producers and advocating something in an effort to cut their costs and enable them to make more money. This afternoon when I have something concrete to put before the House he still wants to quibble. I do not know whether the honourable member knows anything about primary production at all. The report that I mentioned states:

At the Kadina Rotary Club's weekly meeting in the Kadina Hotel dining lounge on Tuesday evening, another step by Rotary to uphold their motto—"Service before self"—their main discussion being an abattoirs in the district. If successful in this, will achieve something for the district which will be everlasting. A committee of three—Rotarians Reg. Correll, John Schumacher and Ivor Crutchett will visit Boor's Plains, Wintanerta and other Bureau branches and put the proposition before its members, and it is the intention to talk "district abattoirs" among producers at every opportunity possible. Rotarians Reg. Correll, John Schumacher and Ivor Crutchett were deputized to collate the necessary information and statistics of the district's resources of stock—Mr. Correll gave the workings and capabilities of abattoirs, Mr. Schumacher compiled the potentialities of the district, and Mr. Crutchett gave the economics and decentralization side of the objective.

Unfortunately, Mr. Crutchett was unable to attend through illness and Mr. Schumacher combined the two.

Mr. Correll explained the Metropolitan Abattoirs workings and the pending difficulties of expansion and said abattoirs must be established in the country. It is an hygienic benefit for country people because at present all meat killed and consumed in the country is not under supervision and could be detrimental to health.

Mr. Correll said no other State in the Commonwealth had so few export works as South Australia—only three—Adelaide, Port Lincoln, and Noarlunga. Victoria have 17, New South Wales 23, Queensland 20, West Australia seven, and Tasmania six.

The Adelaide works do not trade in meat, it only treats it for owners for a fee per lb. All meat is inspected and shops, smallgoods factories and private boning rooms come under its jurisdiction.

Ninety per cent of South Australia's export meats are treated at Gepps Cross and the works is capable of killing 80,000 sheep and lambs, 4,000 cattle and 8,000 pigs and calves per week. The stock is purchased by butchers and wholesalers, slaughtered, chilled, and delivered to shops by the abattoir's vans; the whole service from Gepps Cross to the butchers is the best in Australia.

With each carcass is the edible offals, while the hides and skins are sold by agents for the owners. There are over 700 butcher shops in the metropolitan area, some about 37 miles from the works. Twelve years ago there

were only 350 shops, so one can see the progress over the last 12 years. They deliver over 2,000,000 lb. of meat per week.

The main essentials for a meat works to function economically, is to have a continuous supply of livestock. Yorke Peninsula has a very large livestock population and does warrant an abattoirs.

Meat trading overseas is changing and during the last few years a big quantity of meat is sent away as piece meat and as boneless meat. If a works was established on Yorke Peninsula, it would have to be an export works capable of handling 8,000 to 10,000 sheep and lambs per week. Local killings for Kadina, Wallaroo, and Moonta would only amount to 35 to 40 cattle and 350 to 400 sheep.

A works must be capable of treating all classes of producers' stock, and could be run by a council or a board similar to a number of works in New South Wales—Wagga, Goulburn and Gannadah, and all exporters and wholesale butchers could use the establishment. Private works would only treat their own stock. Sheep and lambs lose considerable weight and quality while waiting slaughter—for the first 48 hours nil, but after three or four days they drop considerably, also the quality goes off. A local works would allow for better regulated supplies. With an abattoirs on Yorke Peninsula there would need to be a weekly sale, perhaps conducted by all stock agents. This should give producers good competition, especially if Adelaide wholesalers and even butchers could have free entry of this meat into the metropolitan area.

"I am firmly convinced," said Mr. Correll, "that with the rapid expansion of Adelaide and its satellite towns, two more meat works at least will be required in South Australia—one in the South-East and the other in the Lower North on Yorke Peninsula. The expansion at Gepps Cross is limited."

Mr. Schumacher handled the economic and statistical side and in his usual humorous manner gave an excellent impression why an abattoirs should be established in this district.

Mr. Schumacher said the stock figures in the counties of Ferguson and Daly which takes—(Ferguson) from Arthurton to the bottom end of the Peninsula and (Daly) from Arthurton up to approximately Clement's Gap over to Redhill and down to Snowtown, Lochiel, Kulpara to the Spencer Gulf coastline, contains the following:

Sheep—1,116,856, including 687,963 breeding ewes.

Beef cattle—6,888, including 2,366 calves.

Dairy cattle—11,142, including 1,463 calves.

Pigs—17,873, including 2,780 breeding sows.

400,000 fat lambs are produced annually.

I now come to the transport differentials which are most interesting because I believe that they will go a long way towards providing evidence supporting the establishment of an abattoirs on the peninsula. The article continues:

Mr. Schumacher pointed out the large savings to producers in road freight with an abattoirs at Kadina:

Warooka to Adelaide—4s. 6d. head.
 Warooka to Kadina—3s. head.
 Minlaton to Adelaide—4s. 2d. head.
 Minlaton to Kadina—2s. 9d. head.
 Arthurton to Adelaide—2s. 7d. head.
 Arthurton to Kadina—1s. 3d. head.
 Wudinna to Adelaide (375 miles)—12s. 6d. head.
 Wudinna to Kadina (293 miles)—7s. 6d. head.

The railway freight, which there must be 100 sheep to a van:

Crystal Brook to Adelaide—3s. 4d. head.
 Crystal Brook to Kadina—2s. 7d. head.
 Redhill to Adelaide—2s. 8d. head.
 Redhill to Kadina—1s. 4d. head.
 Snowtown to Adelaide—2s. 3d. head.
 Snowtown to Kadina—1s. head.

These figures alone are most interesting and provide a good argument for the establishment of an abattoirs in that area. Mr. Schumacher gave the figures applying in other States and they, too, are interesting, but I suggest that any member interested should read the article in the *Kadina and Wallaroo Times* to obtain that information. The article continues:

Mr. Schumacher said an abattoirs in the district could give employment for about 30 persons, it would also create more spending in the towns. At present, producers take their stock to Gepps Cross and back-load with merchandise for use on the farms, but if an abattoirs was in the district all the farmers' requirements would be purchased in the three towns. More people would be employed in stores as well as stock firms and thus help to give employment for the school leaving boys and girls.

That is something for which I have agitated for four years in this House and the late member for Wallaroo (Mr. Heath) also advocated it. He believed, and argued, that an abattoirs should be established in Kadina or the surrounding area and it was a great disappointment to him to know that certain people backed off in their support for an abattoirs when it was to have been established there in 1953. The article continues:

It was reasonable to assume that northern cattle would come this way to abattoirs as this district offers excellent fattening paddocks. In refrigerating rail vans, meat for overseas could leave here on the 7 a.m. train to Adelaide and would be at Port Adelaide at noon, the same as is done interstate from Wagga to Sydney.

So it is no good any honourable member trying to suggest that it cannot be done. I know the honourable member for Onkaparinga (Mr. Shannon) in his usual good form interjected not so long ago when I was advocating a meat

works and asked whether I would be willing for the housewife to pay another halfpenny or penny more. I said at that time I was not convinced it would cost that much more.

Mr. Harding: Have you the population for Wagga and district there?

Mr. HUGHES: No, but I can get that information if the honourable member wants it. However, that does not enter into the argument. It does not matter how many vans there are: if the train is coming this way, as it does from Kadina to Adelaide every morning, it will not cost the Railways Department much more in fuel to add a couple of vans on to the back; so I do not think that argument is worth considering. Mr. Schumacher went on to say:

Farmers would save the 2½ hours run to the city abattoirs and it cost a lot more to carry stock on the hoof than as a carcass.

I want the member for Onkaparinga to listen because he doubted my word on this. This is a prominent economist attached to a stock firm and he knows what he is talking about. I may make statements in the House from time to time because I am not conversant with the economies of this, but this man is.

Mr. Heaslip: And I am not!

Mr. HUGHES: I do not think the honourable member is, judging by the questions he asked this afternoon. That is my candid opinion. So here Mr. Schumacher is saying that it costs much more to carry stock on the hoof than as a carcass. How true that is! The honourable member behind me (Mr. Casey) being a primary producer would know that. Mr. Schumacher went on to say:

The time is not far off when all cut up meat will be in windows for purchase. A weekly abattoirs market in the district would also create employment—

and that is what I am interested in—

—yardmen would be needed, branding to be carried out, slaughtermen, and the by-products would be a big factor. Mr. Schumacher stressed the point of foresight and future progress and asked all Rotarians to interest themselves in abattoirs—it was one industry that could be established here, because producers have the raw material.

I do not want to take up any more time. I support the first line.

Progress reported; Committee to sit again.

ADJOURNMENT.

At 5.30 p.m. the House adjourned until Tuesday, August 22, at 2 p.m.