

**HOUSE OF ASSEMBLY.**

Thursday, July 25, 1963.

The SPEAKER (Hon. T. C. Stott) took the Chair at 2 p.m. and read prayers.

**PETITION: SOOT NUISANCE.**

Mr. TAPPING presented a petition signed by 2,003 residents of the Taperoo, Osborne and Largs Bay districts. It stated that health was endangered and property was subjected to damaging effects from the discharge of smoke, soot and gritty particles from the Osborne powerhouse, and it urged the State Government to arrange the installation of the necessary machinery and equipment in the existing stations at Osborne and in those to be constructed in order to prevent such conditions, and to consider this project sufficiently urgent to be allocated priority over other Government schemes connected with the development of LeFevre Peninsula.

Received and read.

**QUESTIONS.****COMMONWEALTH FINANCE FOR ROADS.**

Mr. FRANK WALSH: I have received a letter—and probably most members have received copies of it—regarding Commonwealth finance for roads. The last paragraph states:

Over the next few months the Commonwealth Government will be framing its new Commonwealth Aid Roads Act which will operate until mid-1969. The Lord Mayors of Australia's capital cities have proposed that this new legislation should provide a specific allocation of road funds over and above the existing level, to State Governments throughout Australia for metropolitan road works so that road development in each capital city including Adelaide can be tackled effectively.

Will the Premier, when he next visits Canberra, or earlier if possible, urge for a greater allocation of road money for South Australia before the framing of the new Commonwealth Aid Roads Act?

The Hon. Sir THOMAS PLAYFORD: Normally—and I exclude special grants by the Commonwealth Government for beef export roads—road money is supplied to the States as their share of the petrol tax reimbursement, and the States have to provide a matching amount. The Commonwealth Government has stated in the agreement that a certain sum must be applied by the State to outside rural areas. The Lord Mayors consider it desirable that the agreement provide for a percentage of the money to be spent in the centre of each capital

city, but I believe that the big problem in South Australia concerning communications is not in the city of Adelaide but as regards road construction to benefit industries in the country areas and to enable goods to go to other States, and this probably has a high priority. The matter does not really arise because the agreement under which we are working is not, I think, subject to amendment for another 18 months or two years. Therefore, this matter will not be considered at least until the next Premiers' Conference and Loan Council meeting.

**ELECTION PAMPHLET.**

The SPEAKER: Yesterday the member for Hindmarsh directed a question to me regarding a pamphlet issued during the recent Grey by-election campaign. I now have to report that the general authority for Parliamentary privilege as it affects the House of Assembly is contained in section 38 of the Constitution Act, which provides that the privileges, immunities and powers of the House of Assembly and of its committees and members shall be the same as, but no greater than, those of the House of Commons as at October 24, 1856 (the date on which the assent to the Constitution Act was proclaimed in South Australia), whether such privileges, immunities or powers were so held, possessed or enjoyed by custom, Statute or otherwise. To ascertain, therefore, what are the particular privileges, immunities and powers of the House of Assembly, it is necessary to advert to the House of Commons journals and authorities to establish what its privileges, immunities and powers were in 1856.

The law of Parliamentary privilege is not without its complexities, and it would be useless in the present circumstances to attempt to enumerate every act which might be construed into a contempt, nor does the duty devolve upon me as Speaker to declare what the law is in any particular case. However, I consider it pertinent to point out that in 1701 the House of Commons resolved that to print or publish any books or libels reflecting upon the proceedings of the House was a high violation of the rights and privileges of the House, and indignities offered to the House by words spoken or writings published reflecting on its character or proceedings had been constantly punished by the Commons upon the principle that such comments tend to obstruct the House in the performance of its functions by diminishing the respect due to it.

Reflections upon members, the particular individuals not being named or otherwise being

indicated, are held to be equivalent to reflections upon the House. The imputation upon a member to come within these principles must relate to something which he has done as such; that is to say, incidentally to and as part of his service to Parliament. It was for the House to decide whether any particular publication constituted such an affront to the dignity of the House or its members as amounted to a contempt of Parliament.

This statement of the law of Parliamentary privilege is relevant to, but should not be construed as a judgment upon, the matter raised by the honourable member for Hindmarsh yesterday, for such adjudication is not within the province of the Speaker to make, nor do I wish to influence the action, if any, to be taken in this matter. Standing Order No. 158 sets out the procedure to be followed in complaints of this nature. It provides:

Any member complaining to the House of a statement in a newspaper as a breach of privilege shall produce a copy of the paper containing the statement in question, and be prepared to give the name of the printer or publisher, and also submit a substantive motion declaring the person in question to have been guilty of contempt.

It will be seen, therefore, that this is a matter in which the initiative rests with members and not with the Chair.

#### SUTHERLANDS ELECTRICITY SUPPLY.

Mr. FREEBAIRN: Will the Premier inquire from the General Manager of the Electricity Trust when the Sutherlands single wire earth return system will be commenced?

The Hon. Sir THOMAS PLAYFORD: I will get the information and enable the honourable member to have access to it.

#### ENGINEERING TRADE SCHOOL.

Mr. HUTCHENS: Has the Minister of Education a reply to a question I asked yesterday about the purchase of a property for a proposed Engineering Trade School?

The Hon. Sir BADEN PATTINSON: Yes. I noticed that a somewhat similar question was asked yesterday in another place, and I also received a similar inquiry from the President of the South Australian Institute of Teachers on behalf of the executive of his association. This morning I refreshed my memory by reference to the Deputy Director of Education and the Superintendent of Technical Schools, and, as this is a matter of some public interest, in connection not only with this particular school but with the practice of purchasing existing properties, I will reply in some detail.

For some years the accommodation of the Engineering Trade School in the Kintore

Avenue premises has been difficult because of rapidly increasing enrolments and the need for trade work of a higher standard at the fourth and fifth years. The Engineering Trade School has been prevented from developing advanced trade courses, for which there is a vigorous demand, because of lack of accommodation both in workshops and in classrooms.

Consistent with the policy of decentralization of trade schools the Building and Furnishing, the Electrical, and the Radio Trade Schools have been, or are being, housed in suburban areas. It has always been envisaged that the Engineering Trade School, which now has an enrolment of 1,474 individual students (representing 6,260 subject enrolments), would become too large for one school and would either split into a number of schools, as is the case in the Eastern States, or smaller engineering schools of the "feeder" kind would be set up in the major industrial directions of south, west and north and the present Engineering Trade School would probably teach only advanced work and students would be fed into it from the other suburban schools.

At the time of the purchase of a large site at Mitchell Park Boys Technical High School it was stated that there would be room on the site for what we expected to be the first of such "feeder" schools. However, the opportunity to purchase the property belonging to Grove and Sons to the south (near Daw Road hospital) was taken and this, it is planned, will provide for the first engineering school of the kind described above. The property purchased comprises two buildings on an area of approximately four acres, all of which is graded and drained. The buildings are only two years old and comprise:

- (1) An office block measuring 122ft. x 35ft. sufficient to house the administrative parts of a school and still provide small classroom space. The internal division of this building provides excellent toilets and offices and is capable of very simple changes as the partitions in practically all the cases are of light construction. The building is of a very pleasing appearance.
- (2) The workshop at the rear is of Besser block construction with saw-tooth roofs with windows facing south and comprises an unbroken area of 204ft. x 140ft.; that is, about 28,000 sq. ft. The building has a new appearance and is excellently provided with double doors for the introduction of

machines with a solid cement floor over the whole area. It is well supplied with electrical power sufficient for our purposes.

The workshop area follows the plan which would be used if this department had built an engineering trade school from first premises, and it is considered fortunate that the buildings are so easily adapted to our purposes.

#### TOTALIZATOR AGENCY BOARD.

Mr. LAWN: The front page of today's *News* contains the following report:

A Royal Commission on off-course betting was demanded today by the South Australian Jockey Club, all other South Australian racing and trotting clubs, and the South Australian Off-Course Totalizator Committee. In a joint statement, they condemned the Premier, Sir Thomas Playford, for his "apparently cavalier attitude" over the new betting proposals.

In addition, in an item in the stop press Mr. Durward, secretary of the Country Racing Clubs' Association, also condemns the Premier's "dictatorial attitude". Will the Premier state the Government's attitude to the request of these people for a Royal Commission into off-course totalizator betting?

The Hon. Sir THOMAS PLAYFORD: It is not the policy of the Government to answer supposititious questions. Any consideration Cabinet would give to this matter would be to see whether there were any grounds for the appointment of a Royal Commission. Incidentally, a Royal Commission does not decide any question: it merely provides information. If there was any question of fact that had not been established, then the Government would take such steps as were appropriate, not necessarily by appointing a Royal Commission, to establish the facts. As I pointed out yesterday, the Government has already established the relevant facts regarding this matter. Other States are trying this experiment, and the Government would like to see how cold the water was before it jumped in. We jumped in once before as a prime mover and established betting shops, and I think every honourable member will agree that we were all very pleased to be able to get out of it. I am sure honourable members here would not be prepared to forgo their function of deciding a matter by handing it to some outside authority. Regarding the appointment of a Royal Commission, the Government would see what grounds there were and what new facts could be elicited by any inquiry of that type. Until there was some *bona fide* request

by somebody prepared to submit something in detail for consideration, the Government would not normally take any action. Cabinet has not considered it. A complaint was made only yesterday by a member in this House. That complaint came to me in the first place in the form of a demand for a Royal Commission. The Government did not take much notice of that demand.

Mr. CASEY: Will the Premier lay on the table of the House the report he mentioned yesterday as having been made by South Australian authorities after examining the Victorian system? I am told that this report was prepared by Inspector Brebner, and if it mentions reasons for the failure of the T.A.B., as suggested yesterday, surely the Premier would be happy to have it made public.

The Hon. Sir THOMAS PLAYFORD: I think honourable members will appreciate that it is not usually the Government's practice to make available reports that have been prepared on a confidential basis. These particular reports have been prepared by competent and qualified people who have made their inquiries fairly and openly. As everyone seems interested in this topic, might I say a few words about it? Firstly, a standing Royal Commission appointed by Parliament is already operating. The Betting Control Board has all the powers of a Royal Commission. It has the duty of taking evidence on off-course betting and the power to license off-course betting where it believes such is necessary. Indeed, it licensed off-course betting at Port Pirie because evidence indicated that it was desirable in that town.

The real problem with the T.A.B. system—and this is confronting other States—is that it cannot exist unless it has several offices established in the metropolitan area close to racecourses. It would be impossible for the system to operate profitably in the country. The T.A.B. system has been approved in Queensland, but small country areas cannot be served by it. The T.A.B. flourishes in the metropolitan area. When established in the metropolitan area, it immediately causes a reduction in the attendance at racecourses. Large centres of population are essential to meet the extraordinarily heavy running costs of the T.A.B.

The Government does not believe it desirable to table confidential reports. If the T.A.B. is to be successful financially it must be established close to racecourses in the metropolitan area. Our experience with betting shops was

that when betting facilities were established close to racecourses, attendances at racecourses were gravely affected. The attendance at some Victorian race meetings—and Melbourne has a population of 2,000,000, compared to Adelaide's 560,000—since the introduction of the T.A.B. system has already, on a per capita basis, dropped well below the attendance at Adelaide courses.

Mr. LAWN: A report in the "Stop Press" of today's *News* states:

President of the S.A. Racehorse Owners' Association, Mr. T. C. Stott, said the Government was denying Parliament its undoubted right of democratic privilege to determine such social questions as T.A.B. by refusing to present legislation on T.A.B. Members had a right to vote according to their own opinion. I agree with that. It goes on:

Totalizator Agency Board should not be resolved by eight men instead of 39 members of Parliament.

Can you, Mr. Speaker, say whether any such Bill introduced would be regarded as a money Bill? If it was, I take it for granted that any member of this House would be debarred from introducing such a Bill.

The SPEAKER: The introduction of Totalizator Agency Board betting in South Australia, in my opinion, involves taxation or some revenue to be collected from the people indulging in that system, and that revenue would go into the Treasury. I therefore assume that any such Bill would be a money Bill, and therefore could be introduced in this House only by a Cabinet Minister.

#### BLACKWOOD ROADS HAZARD.

Mr. MILLHOUSE: Last Monday evening I attended a meeting of the Blackwood Progress Association, at which were raised the question of the present danger to children attending the Blackwood High School, and the greatly increased potential danger to both high and primary schoolchildren when the new Blackwood Primary School, which is alongside the high school, is completed and occupied. The danger arises from the unsatisfactory state of Cliff Street and Shepherds Hill Road which many hundreds of children must use to get to these schools as they are virtually the only access routes to the schools at present. I understand that representations have been made to the Highways Department for some action in regard to Shepherds Hill Road, which is a main road, to widen the carriage-way and improve the paths for foot traffic, but so far without success. The matter is urgent because of the risk to the lives of the children using this route. Will the Minister

of Works ask his colleague, the Minister of Roads, to look into the matter personally to try to get some action on it?

The Hon. G. G. PEARSON: Yes, I will do that.

#### CRAYFISHING.

Mr. CORCORAN: I believe that at the present moment Mr. Bogg, the Director and Chief Inspector of Fisheries and Game, is in the South-East and has to date attended a number of meetings of fishermen at Kingston, Robe and Beachport, discussing certain matters with them, one of which concerns the prescribed size of crayfish. I believe an increase from 10in. to 11in. in the case of a male crayfish is being advocated. Another matter discussed was the number of pots that an individual fisherman might work. Can the Minister of Agriculture give me any information on this matter and tell me what has prompted the thought that any alteration to the regulations is necessary?

The Hon. D. N. BROOKMAN: Mr. Bogg has been prompted in this matter by meetings between officers of Fisheries Departments in other States, and he is now discussing some of these matters with fishermen; but I point out that, other than that, there is no suggestion at present of any alteration to the regulations. That is a matter of policy. In order to formulate policy, one naturally wants the best advice possible, and the advice that will be given by Mr. Bogg will no doubt be influenced to some extent by the views of the fishermen with whom he discusses the problem. That will not be the only point at issue but these things are considered important and that is what he is doing at present.

#### EGG MARKETING.

Mr. LAUCKE: I am concerned that criticisms are being levelled at the Minister of Agriculture on the assumption that he is opposed to the stabilization plans of the council of egg marketing authorities in Australia. I personally do not think that these criticisms are correctly founded and believe he would support the desires of most egg producers in this matter. Can he say what steps he has taken to obtain the views of producers regarding the proposals?

The Hon. D. N. BROOKMAN: I appreciate the honourable member's sympathy in this respect. It is easy to be misconstrued at times. Although I preface almost every comment on this proposed plan with the statement that I am strongly in favour of a successful stabilization scheme, it is perhaps natural

that there will be criticisms levelled by those who want me to hurry. Some of the leaders of the industry have changed their minds in this matter within the last few weeks, many of them at least once and some more than that. I have found these changes difficult to follow. At the moment, the policy of the Government is the same as has been stated earlier, that it is in favour of a workable stabilization scheme and one that will be introduced at the request of the producers and not against their will. To obtain the producers' views, I am listening and receiving much advice, principally from the leaders of the poultry sections of the primary producers' organizations. Unfortunately, this must not be taken as conclusive evidence of the wish of the poultry producers, because I am also receiving much contrary advice. It is estimated that there would be 20,000 people in South Australia who would be termed "producers" under the proposed scheme. There is no way of approaching them at present as there is no register of their names. I foreshadowed earlier that a Bill was being drafted for consideration regarding the election of producer members of the board but, before this can be introduced, a register must be obtained and possibly that would help in this matter.

#### PREMIER'S DEPARTMENT.

Mr. BYWATERS: The Premier will remember that during his policy speech prior to the last State elections, and also in the Governor's Speech of last year, reference was made to setting up a special department within the Premier's department to assist industries, particularly country industries. Last year I asked him, on two occasions, when this legislation would be introduced. The Premier's first answer was that he thought it would be introduced last year; the second time he said he thought it would be introduced this session. Does the Government intend to bring down legislation this year to set up this department, which was promised by the Premier in his policy speech last year, and which was also mentioned in the Governor's Speech last year?

The Hon. Sir THOMAS PLAYFORD: The Parliamentary Draftsman has been working on this legislation and has completed a draft for submission to Cabinet. I should think it would be one of the early matters submitted to Parliament this year.

#### VICTOR HARBOUR PRIMARY SCHOOL.

Mr. JENKINS: Recently, the Inspector of Primary Schools, Mr. McLay, recommended the

purchase of certain land for the extension of the grounds and for the future building of a two-storey solid construction building at the Victor Harbour Primary School. Can the Minister of Education say whether any progress has been made in this matter?

The Hon. Sir BADEN PATTINSON: Yes. Some of what I have to say is good and some is bad. I am well aware of the conditions at the Victor Harbour Primary School. Indeed, I visited it on two or three occasions in company with the honourable member, and I think the present buildings are uneconomically spread over a very limited area. I have great sympathy for the staff in that they are not living and working in an up-to-date school. At the same time I am impressed with the high tone of the staff and scholars. I have considered the provision of a new school and will continue to do so in future, but I cannot promise that it will be included in the next programme because of more urgent requirements in other localities. However, Cabinet approval was given on July 22 for the purchase of an allotment with a frontage of 67ft. to Crozier Street and negotiations to complete settlement are now proceeding. A proposal to purchase a second allotment on Crozier Street has not been recommended departmentally because on it stands a solidly built house of nine rooms containing four self-contained flats. The property has been offered to the Education Department previously but has been declined because the condition of the building does not justify demolition. The department has no need for the building itself as living accommodation for teachers. That is as far as I can take the matter at present.

#### CHOWILLA DAM.

Mr. HARDING: The proposed Chowilla dam area comprises about 400 square miles, including about 45 square miles in South Australia. I have a report which states:

Red gum timber on the site of the proposed Chowilla dam should be recovered before it is inundated, a meeting of Region 5 of the Murray Valley Development League was told. The meeting was told that a huge amount of good quality red gum timber could be lost when the dam fills with water. It was felt that recovery of the timber should be a major consideration. It was pointed out that recovery of the timber would be a big financial undertaking for a private company with big costs involved in felling, carting and storage. Because of the high cost the Government should be asked to assist.

Can the Minister of Works say whether the Government has taken steps to have suitable

timber milled and red gum saplings cut and treated by impregnation for posts, trellising or any other useful purpose?

The Hon. G. G. PEARSON: It is normal practice when a reservoir is being built to remove timber below the waterline before the reservoir fills. That was not the practice years ago, but it has been found highly desirable, because the decaying timber, when covered with water and within the area of movement of water levels, creates a problem and sponsors and encourages the growth of algae which has to be dealt with chemically in a reservoir. The Chowilla dam, of course, will not be a reservoir in the same sense of the word when applied to reservoirs in the Adelaide Hills. Nevertheless, water from it will come down the river and will be pumped, as required, into the reticulation system. The Engineer-in-Chief has advised me that when the exact limits of the Chowilla water spread have been marked on the ground a careful examination will be made for the purpose of deciding the areas that should be cleared. In some of the shallow water areas it may be considered advisable to allow timber to remain for protection against wave action.

Permits for the removal of timber will probably be issued by the Lands Department in respect of Crown leases and by the Engineering and Water Supply Department in respect of freehold land. That is the broad policy at the moment and, of course, it will apply essentially within South Australia. We have no timber rights in areas beyond our State borders, but within the State there is a considerable quantity of good timber. I have personally inspected the site of the water spread, and, as I have said, the general policy will be to utilize as much of the timber as can be economically utilized, and to remove, in addition, such timber as it is considered desirable to remove in the interests of the water supply itself.

#### DECIMAL CURRENCY.

Mr. LOVEDAY: The Commonwealth Government's proposal in the change to decimal currency is to make the major unit of a royal equal to 10s., and the basic unit of one cent equal to 1.2d. Only present values that are a multiple of sixpence would be equal to an even number of cents, so manufacturers and retailers are likely to take their new values as being the even number of cents above its actual conversion value. For example, a box of matches now costs 2d. Converted to cents this would be 1.67 cents. It can be shown that the

average increase on all articles is likely to be .42 cents, or a halfpenny in present terms. A family of two adults and two children would purchase at least 150 articles each week, representing an increase in prices of 6s. a week. For more than 3,000,000 wage and salary earners in Australia this represents £50,000,000 a year. Mr. Ricketson, the well-known financial commentator, has been reported as saying that the proposals are highly inflationary. Will the Premier examine an analysis of this matter prepared by Mr. J. Loveday, which I have with me, and consider making an approach to the Commonwealth Government requesting that the major unit be valued at 8s. 4d. instead of 10s., so as to prevent the inevitable inflation that will arise if the present proposal is adopted?

The Hon. Sir THOMAS PLAYFORD: I am conscious of the problem mentioned by the honourable member in this change of currency, particularly as it involves a change in the small unit. It is highly probable that in the change-over the fractions will go against the consumer. I have not made a close study of the matter because, as the honourable member knows, it is a Commonwealth matter, but I would be pleased to have the analysis mentioned by the honourable member and send it to the Commonwealth Treasurer for his consideration. It is inevitable in a change of currency of this description that unless great care is taken it will be inflationary in its operation.

#### HARBORS BOARD COMMISSIONERS.

Mr. RYAN: On several occasions I have raised with the Minister of Marine the matter of increasing the number of the Harbors Board Commissioners. The Minister informed me previously that it was inopportune to raise the matter then and that it would be better to discuss it at the expiration of the terms of the present Commissioners. These terms vary in accordance with each individual. The first to retire by effluxion of time is Mr. Verco. His term expires on January 7, 1964—within a few months. Can the Minister say whether the Government has considered increasing the number of Commissioners or, alternatively, has the Government considered abolishing the board and replacing it with a director responsible to the Minister?

The Hon. G. G. PEARSON: The honourable member's statement in regard to the termination of Mr. Verco's appointment is correct. On further investigation he would find that the Chairman, Mr. Crawford, is due to retire 12 months later. I am not sure of the date for Mr. Meyer.

Mr. Ryan: The same time.

The Hon. G. G. PEARSON: I have had several discussions on this matter with the Chairman, one as recently as this week, and the honourable member can be assured that it is under active consideration. I have also had conversations with the Public Service Commissioner, and the honourable member's proposal has been considered. The Harbors Board fulfils an important function. It has wide powers within its own jurisdiction, and has many matters to consider, which, in its own authority, it is able to determine. Usually, however, where expenditure is involved, the matter has to go to the Minister, and to Cabinet if necessary, for approval. On the general matter raised by the honourable member the answer is "Yes". The matter is under active consideration at present, and although I do not expect legislation to be introduced this session it could be possible, but I have not had discussions with Cabinet at this point.

#### BUS STOP SHELTER SEATS.

Mr. JENNINGS: On June 13 last I asked the Minister of Works a question regarding bus stop shelter seats, and referred to negotiations between the Enfield Corporation and the Tramways Trust. I read a letter I had received from the General Manager of the trust. The Minister may remember the question because in his reply he accused me of becoming intoxicated by the exuberance of my own verbosity. I considered that rather unfair, coming from a Minister who is not unknown for his prolixity. I have said this to enable the Minister to identify the question. He promised that if the Enfield Corporation gave specific instances where it wanted seats provided he would take up the matter with the Chairman of the trust. I now have a further letter from the Enfield Corporation in which this information is set out. I do not think it is necessary to read it to the House, because it is only of local interest. If I give the letter to the Minister, will he take up the matter with the Chairman?

The Hon. G. G. PEARSON: My answer on this occasion will be in plainer language, and it is "Yes".

#### STATE ELECTION.

Mr. FRED WALSH: In this morning's press there is a report that the Premier opened a State election campaign on behalf of an L.C.L. candidate, Mr. J. McLeay. As the State election would normally be held in February or March, 1965, and as the Premier opened a

campaign last night, can he say whether the Government contemplates holding the State election before 1965?

The Hon. Sir THOMAS PLAYFORD: The Government has not yet decided the date of the next State election. On occasions of this description certain people are always anxious to get going, and in some instances they may perhaps beat the gun a little. I do not deprecate this because it is a good thing to be prepared and I give all members, including members opposite, that advice.

#### LOW-DEPOSIT HOUSING.

Mr. CURREN: Has the Premier a reply to a question I asked yesterday about extending low-deposit housing to country districts?

The Hon. Sir THOMAS PLAYFORD: At Berri, the Housing Trust has 85 occupied rental dwellings. It is now building four semi-detached houses and four timber houses, which will be available for rental and sale. Waiting time for applications for rental is about 12 months. At Barmera, there are 44 occupied rental dwellings, and five houses from Radium Hill have been and are being re-erected. Waiting time for a rental vacancy is about six months. At Renmark there are 56 rental houses, and there is a waiting time of about six months. The Radium Hill houses in each of these towns are already committed for sale on low deposit (as low as £50), so it follows that the rental-purchase scheme has already been applied.

#### USED CAR SALES.

Mr. TAPPING: From time to time members of the Opposition have complained about misrepresentation by some secondhand car dealers in South Australia. Recently I was told about a dealer who sold a used car to one of my constituents who finally found that the speedometer had been put back 15,000 miles. He discovered that after going to the Motor Vehicles Department and paying a search fee of 3s. to identify the previous owner. This type of thing is occurring too often. Members of my Party believe that a registration scheme similar to that applied by the Land Agents Board should be adopted so that these people could be dealt with. I assure the House that only a few dealers do these things, but their actions reflect on *bona fide* dealers. Will the Premier introduce legislation, similar to that which applies to land agents, to deal with this matter?

The Hon. Sir THOMAS PLAYFORD: I cannot assist in the way the honourable member suggests. This matter has been discussed

recently by me, and I believe there is a way in which some safeguard can be given to a motorist without much legislation. The Registrar of Motor Vehicles does not give everyone the right to check the ownership of a vehicle or to get details of a vehicle. He has given the right to certain categories for certain purposes but he has not given a general right for a person to get full information about a vehicle merely by paying a low fee. The reason for that is that the fee in South Australia is much lower than that in any other State, and probably the department would be put to considerable expense if it made the facilities available. I have not yet taken the matter to Cabinet, but my personal view is that a satisfactory solution to the problem is to raise the search fee to a sum sufficient to pay for the services provided and to take away all restrictions on a person seeking information about a vehicle. If a person were prepared to pay the five shillings charged in other States, he would be able to get the history of the vehicle and, if he wished, he could ascertain from the previous owner what service the vehicle had had. I believe that would give a good protection because, although I am not a lawyer, I would think that where a false statement was made in a transaction of this description the person would be liable at least to have the deal upset and possibly to even further consequences. If a person knew there was a method of checking his statements, I believe that would be a serious deterrent. The matter will go before Cabinet in due course, and I believe my recommendation will be that the search fee be increased from the nominal fee now charged to about the fee charged in other States and that there then be no restriction upon a person's getting information about a vehicle.

#### BUS SIGNS.

Mr. DUNSTAN: Recently, the Kensington and Norwood Chamber of Commerce approached the Tramways Trust to ask whether the buses which are routed along the Parade at Norwood and go to Kensington could have the words "via Parade" on their destination signs. Many people who want to go to the Parade, which has become a considerable shopping area, do not know that in order to get to the Parade they have to catch a Kensington bus. In fact, there are many ways to get to Kensington other than by the Kensington bus. Many requests have been made to members of the Kensington and Norwood Chamber of Commerce that slight alteration be made to the

destination signs on buses going along the Parade to indicate that those buses, in fact, go along the Parade to reach their destination. The approach was made to the trust, but the General Manager replied that he thought everyone's sense of geography was sufficient for them to know that the buses went along the Parade. Will the Premier take up this matter with the General Manager to see whether this slight but useful alteration could not be made?

The Hon. Sir THOMAS PLAYFORD: I shall have the matter examined. I presume that, if this matter were dealt with in the way requested by the member for Norwood, it would probably lead to a similar request from the member sitting to his left for a similar concession regarding another shopping area, and to many other requests along those lines. However, I will see whether it is possible for passengers to have information easily available to them as to the route of the particular bus.

#### SNOWTOWN ELECTRICITY SUPPLY.

Mr. HALL: Has the Premier a reply to my question concerning the Snowtown No. 1 single wire earth return electricity scheme?

The Hon. Sir THOMAS PLAYFORD: Yes. The programme of the Electricity Trust provides for the single wire earth return extension, referred to as Snowtown No. 1, to be completed in the current financial year.

#### OCCUPATION CENTRE.

Mr. BURDON: I recently asked a question of the Minister of Education regarding the purchase of a property for an occupation centre at Mount Gambier. This land was offered to the Education Department for £2,000, and I have been informed that the department has since made a counter offer of £1,760, which is at the rate of about £800 an acre. In other words, the counter offer is £440 below the price asked for the property in question. The land in this area has been subdivided; a road has been constructed and bituminized on one side and the other side has been formed and is ready for bituminizing. The measurements of this land are such that about 10 building blocks could be obtained, and I have been informed by a reputable agent that blocks in this area would bring about £350 each. Therefore, I believe that the Government's offer for this land is unrealistic.

The Hon. Sir BADEN PATTINSON: First, let me repeat what I have already stated: I am anxious to establish an occupation centre at Mount Gambier. I consider that a number



of girls and boys there cannot receive a proper education in a normal school, and I am more interested in endeavouring to assist children who are handicapped either physically or mentally than those who are normal in every respect. We have been trying for some time to obtain a suitable block of land on which to erect the school, but for a variety of reasons we have not been able to obtain one. However, recently one was offered to us; we considered it was suitable and referred it to Cabinet, and Cabinet authorized the department to negotiate for its purchase on the valuation of the Land Board, which is the established authority in South Australia for the valuation of land and other property. According to what the honourable member has stated, there is apparently a gap between the lowest price the vendor will take and what the Land Board has stated to be the true price. The honourable member has been good enough to supply me in the House with further information concerning this property, and, although I cannot say that I am an anxious buyer of this property, I am an anxious buyer of some property in Mount Gambier for this highly desirable and necessary purpose, and I shall be only too pleased to submit the further information to the Land Board and in due course to Cabinet to see what the final decision will be.

#### PORT PIRIE WHARVES.

Mr. McKEE: Earlier this month I wrote to the Minister of Marine regarding the erection of an amenities block on the Broken Hill Associated Smelters' wharf at Port Pirie, and I understand the Minister now has a reply.

The Hon. G. G. PEARSON: I have seen the docket in this matter within the last day or so. The Harbors Board has plans and specifications well advanced and expects to call tenders for this work shortly.

#### PUBLIC SERVICE SALARIES.

Mr. LOVEDAY: Can the Premier say when the increases for lower-paid public servants will be made available, and whether all the increases to public servants will be made retrospective in the same way and to the same date?

The Hon. Sir THOMAS PLAYFORD: I do not have that information with me. I will get in touch with the Public Service Commissioner and check on the position. If the honourable member will ask me the question on Tuesday I hope to have the information for him.

#### URANIUM.

The Hon. B. H. TEUSNER: In view of the increasing number of nuclear reactors being established throughout various parts of the world for the generation of nuclear energy, can the Premier say whether there is likely to be a greatly increased demand for uranium oxide, which is involved in the creation of this energy, and, if so, what the prospects are for the resumption of uranium mining in South Australia to meet such demands?

The Hon. Sir THOMAS PLAYFORD: At present there is no market overseas of any consequence for uranium oxide. The stocks available already are very high and, I believe, sufficient to last for many years. The only sales recently have been at prices that would be only one-fifth of what would be the lowest possible cost we could achieve at Radium Hill.

#### SCHOOL BOOKS.

Mr. MILLHOUSE: During May I wrote to the Minister of Education after I had received a complaint from the parent of a child at the Blackwood Primary School to the effect that the Grade IV English word book was not available. The Minister replied to me by letter, saying in part:

It is now expected that the printing of these books will be completed by the end of this month—

the letter was dated May 29—

and should be ready for distribution to schools early in June.

The same parent has been in touch with me again during the last few days, saying that the books are still not available. As a result of that, I presume, his child's results in English have been extremely bad and, naturally, he views the matter rather seriously. I therefore ask whether the Minister will look into the matter again to see whether there is any chance of these books, which he expected to be available in June, being available at all this year.

The Hon. Sir BADEN PATTINSON: Yes, I shall be pleased to do so.

#### PETERBOROUGH HIGH SCHOOL.

Mr. CASEY: Recently, the Peterborough High School Council wrote to me expressing concern about the rapidly deteriorating state of the school paved area. An application to have this area repaired and top-dressed was sent to the department in May, 1962, at the direction of the Public Buildings Department's inspector. The council has indicated to me

by letter that, if this work is not carried out soon, the department will incur considerably more expense to have the area brought up to the required standard. I understand that the work on the area has been approved. Will the Minister of Education find out and let me know when the work is likely to commence? Also, will he ascertain when work is likely to commence on the new toilet facilities at the Peterborough High School (for which I understand plans have been completed by the Public Buildings Department) as they are absolutely necessary because of the increased attendances this year?

The Hon. Sir. BADEN PATTINSON: I shall make inquiries on both matters from the Public Buildings Department and let the honourable member have a reply next Tuesday.

#### NARACOORTE ADULT EDUCATION.

Mr. HARDING: Has the Minister of Education a reply to a question I asked on Tuesday about the establishment of an adult education centre at Naracoorte?

The Hon. Sir BADEN PATTINSON: Yes. At present adult education needs in towns south of Keith, including Naracoorte, are serviced by Mount Gambier Adult Education Centre; and in towns to the north, including Keith, by Murray Bridge Adult Education Centre. The towns concerned are at the extremities of the areas of both these centres and, with the continued expansion of classes in these areas, the maintenance of adequate control, supervision and administration is becoming increasingly difficult. In 1961 enrolments at Naracoorte reached 198, whereas the present enrolment is 470 students in 27 classes at Bool Lagoon, Bordertown, Frances, Keith, Kingston, Naracoorte and Padthaway. Since early 1962 residents in Naracoorte have indicated a growing interest in the possibility of the establishment of a centre there. The old Naracoorte High School site is ideally situated in the centre of the town and will become vacant when the new school at Naracoorte South is occupied. Accordingly, I have approved the establishment of a Naracoorte adult education centre and the dedication of the old Naracoorte High School for this purpose.

#### COPPER.

Mr. BYWATERS: The Premier is aware that tests have been made in the Callington-Kanmantoo area for copper. I understand that a firm has the rights to mine in that area and

has set out some pegged areas; also, that it has carried out extensive geophysical surveys. Has the Premier any knowledge of the activities taking place in this area and whether any definite promise has been shown that copper might be mined there at some future time?

The Hon. Sir THOMAS PLAYFORD: I have not had a report on this matter for the last few weeks. The geophysical results in the early stages of the investigation were interesting but, when I last heard about it, the working had not proved to be quite what had been hoped for. However, I will get for the honourable member an up-to-date report because, as he will know, overnight the whole complexion of a problem of this description can easily change for better or for worse. Until I had an opportunity of checking on the most recent information, I should not like to answer this question.

#### MILLICENT COURTHOUSE.

Mr. CORCORAN: Has the Minister of Works further information about the alteration of the frontal appearance of the Millicent courthouse?

The Hon. G. G. PEARSON: The Director, Public Buildings Department, reports to me this morning that the Assistant Principal Architect (Mr. Ralph) was to have gone to Millicent today but a meeting of the Public Works Committee has prevented this. He will go within the next few days and submit a recommendation.

#### DEAN RIFLE RANGE.

Mr. LAUCKE: For a considerable time certain landowners near Mount Gawler in the Hundred of Para Wirra have been living under a cloud about the future tenure of their lands because of rumours that they will be acquired for the resiting of the Dean rifle range and for military training purposes. Will the Premier clarify the position in this regard?

The Hon. Sir THOMAS PLAYFORD: The rifle range at Port Adelaide is now in an area required for other purposes, which necessitates its removal. The land is desired by the Harbors Board for expansion of the port area. The Commonwealth Government has agreed in principle to allowing the range to be removed, and alternative sites have been examined. The most favoured is an area near Humbug Scrub—which, I presume, is the area referred to by the honourable member, though

not by such a high-flown name. Be that as it may, I think that project will go forward. I will check precisely where the area is. If the landowners' land is acquired, under the Constitution of course they must be paid an appropriate amount for it. I assume that they would be adequately compensated for any dispossession.

#### PLAYBOY.

Mr. MILLHOUSE: In the last few days I have had complaints from two separate sources about a magazine called *Playboy* and have been handed the April number of that magazine, an American publication. I have looked at it. It certainly contains far too many pictures of youngish girls with nothing on and I am told, although I have not read the letterpress, that the stories are even more suggestive. The complaints I have received are along the lines that this publication should not be permitted to be sold in South Australia. If I let the Premier have a copy of *Playboy* will he get the Chief Secretary to look into the matter with a view to taking action?

The Hon. Sir THOMAS PLAYFOED: Yes. If the honourable member will give me a copy in a sealed envelope, I will see that the Chief Secretary gets it.

#### HIGHGATE PRIMARY SCHOOL.

Mr. MILLHOUSE: Last year, by question, I took up with the Minister of Education the obtaining of additional land for the Highgate Primary School. In his reply on August 7 the Minister said, amongst other things:

His (the owner's) elderly mother lives in the house on the property and is reluctant to leave it.

I am now informed that that lady has died and that the property is for sale. Will the Minister again look into the question of its purchase to increase the size of the grounds of the school?

The Hon. Sir BADEN PATTINSON: Yes. I am sure the department has already anticipated this question. I understand that it was informed of the death of this lady and is now in communication with the executors or the appropriate people. As soon as I ascertain the position I shall be pleased to inform the honourable member. It is highly desirable that the extra land should be secured if possible.

#### ADDRESS IN REPLY.

Adjourned debate on the motion for adoption.

(Continued from July 24. Page 143.)

Mr. COUMBE (Torrens): It is with pleasure that I support this motion. I add my expressions of loyalty and my congratulations to those that have already been made. I also add my word of welcome to our new members, and my regret at the passing of two valued and respected colleagues. We heard two fine speeches: the first from the mover of the motion, the member for Rocky River (Mr. Heaslip); and the other from the seconder, the new member for Yorke Peninsula (Mr. Ferguson). Both were thoughtful speeches that contributed much to this debate. The speech of the member for Yorke Peninsula was one of the best maiden speeches I have heard for some years, and it augurs well for this Parliamentary institution and for the representation of Yorke Peninsula. We also listened to the Leader of the Opposition's speech.

Mr. Ryan: That was good.

Mr. COUMBE: I am glad the honourable member thinks so. It consisted, in the main, of some mild criticism of the Government and of a fair dose of propaganda for the electors. Yet, in almost the same breath, the Leader complained that the propaganda machine of this side of the House was well organized. When the Leader mentioned that popular Wednesday evening show on a commercial television station to which so many people look forward, I thought there was a note of jealousy in his voice. Amongst the extraordinary things the Leader said was this statement:

I wish to direct attention to matters where the Government has failed in its promises to the people of this State.

I sincerely remind the Leader that every promise made by this Government prior to the last election either has been fulfilled or is being implemented.

The Leader mentioned other matters but implied that this Government had failed to keep its promises concerning the Torrens Island power station, the rail standardization scheme, the Chowilla dam, the reform school, and Government accommodation. As we all know, the preparatory work on the jetties and access roads has been completed for the Torrens Island project. Some earthworks are being proceeded with and the design and tenders are being prepared for the plant. The purpose of the Premier's recent overseas trip was to investigate details of this power station in

order to proceed with its erection. The suggestion that the promise regarding Torrens Island has not been fulfilled is completely fanciful.

Referring to the Leader's remark that rail standardization was promised at the last election, I remind the Leader that for some time now advertisements calling for tenders for this work have appeared in newspapers and I believe tenders are being considered at the moment. The Premier and his officers have now successfully concluded the agreement for the Chowilla dam, so we should see some progress in this matter soon. The important thing is that agreement has been reached between the Governments of South Australia, the Commonwealth, and the other two States. This has all been done since the last election.

Regarding the reform school, the Public Works Committee received a reference from the Government and has reported on this matter. I believe the report has been laid on the table of this House. Instead of one reform school there will be two: one for senior and one for junior boys. Does the Leader object to that? I should think he would not. Government accommodation has been referred to the Public Works Committee and reported on favourably. A complete new large office block is to be erected in Victoria Square.

Mr. Frank Walsh: If you paid attention to what I said, you would know to what I was referring.

Mr. CUMBE: I listened to the Leader's comments, and to make sure that I would not misunderstand him, I read them. May I suggest, perhaps facetiously, that the Leader, rather than delivering a "Peck" punch, indulged in a bit of niggling. His Excellency's Speech followed the usual line of such speeches, in so far as he reviewed the activities for the previous 12 months of various Government departments, and foreshadowed some expansion and also legislation that was to be introduced. Perhaps it is fitting, after reviewing the past 12 months' activity, that some praise should be given to the Government for the administration of the State's affairs. There has been much expansion, not only in Government activities, but in private industry, which has been encouraged by the Government.

Last Tuesday, the Premier briefly summarized his overseas visit. This was not the first time the Premier had travelled abroad seeking new industries and developments for this State. The statement he made to the House

and the subsequent investigation into the use of atomic power, may well be one of the most significant contributions to our future development and way of life. The Premier's statement was appreciated by all persons who listened to it and I consider it to be one of the most significant statements made since I have been in this House, bearing as it does on the complete development of power generation for the future. Out of this development will grow many benefits. Apparently this State is to keep abreast of the latest and most modern techniques now being developed overseas so that we can plan ahead and use those methods to the best advantage of this State. As changes and advances in atomic research are occurring rapidly, we must not be caught napping.

It is not yet 20 years since the first atomic bomb was exploded, yet today power stations, submarines and other forms of transport are being developed with this energy. We must plan for the future. If the proposal for a nuclear power station is worth while, we must proceed with it. If it is not yet economically possible, we must wait until the costs are more reasonable. I believe that South Australia could be the leader in this field, because nuclear power is the power of the future. From what the Premier said it is obvious that a nuclear power station will not have to be situated near a port, nor will it have associated with it fumes, soot and smog. The member for Semaphore referred to this problem today, and the member for Stuart has frequently complained about fumes from conventional stations. I understand that a nuclear station can be built adjacent to a residential area without any danger of air pollution. I hope that there will be a significant break-through in the cost structure of these stations, particularly as our consumption of electricity is increasing rapidly.

The Torrens Island project approved last year provides for two conventional units, each of 120,000 kilowatts, one to commence operating in 1967 and the other in 1968. However, these will provide for our needs only until 1969, so we must plan ahead now. The time factor is tight. It is highly desirable that the staff of our Electricity Trust should be trained in this field of research, and I compliment the trust on its efficiency, organization and forward planning. I publicly thank the Premier on behalf of the Parliament and the people for his work. Without laying it on, I believe that without his energy, drive, clear thinking and willingness to undertake an extremely arduous trip at short notice, investigations into nuclear power would

not have advanced as they have done. I marvel at his returning so fresh and fit from a trip that would have knocked out many younger men.

I have frequently spoken about Government developmental works and the part industry plays in this concept. My country colleagues can speak with first-hand knowledge of primary production, so I shall not intrude into that specialized field, but secondary industry plays a significant role in our affairs. It is interesting to refer to paragraph 8 of the Governor's Opening Speech, which states:

During 1962 the number of people in civilian employment in this State increased much faster than the average for the whole of the Commonwealth, whilst the percentage of persons registered for employment was almost the lowest in the Commonwealth.

We have seen a remarkable increase in export earnings from manufactured goods arising from the inspired drive and leadership of the Department of Trade in Canberra, encouraged as it is by an enlightened system of incentives and rebates, including payroll tax remissions. I trust that this section of our export income will continue to expand. I firmly believe that primary and secondary industries are correlated and complementary. If primary industry suffers, secondary industry suffers. We rely heavily on primary production for export income, so anything we can do to increase our export income from secondary industries must be to the benefit of the nation as a whole.

The increase in factory production means that we are less dependent upon imports of manufactured goods. This naturally assists our balance of payment problem and creates employment, enables us to absorb immigration, and certainly to increase our living standards. The part that secondary industry plays in our community is not generally appreciated, particularly in a predominantly primary-producing State like South Australia. It tends to be regarded as a poor relation. Figures taken from the Commonwealth Bureau of Statistics for the June 1963 quarter show that the net value of all production in South Australia for 1961-62 was £308,000,000. The total primary production—made up of agricultural, pastoral, dairying, forestry, fishing, mining and quarrying and sundries—accounted for about £134,000,000, whilst factory production accounted for about £173,000,000. In other words factory production exceeded primary production by about £40,000,000. For the purpose of comparison, factory production does not include the building industry, transport, finance, commerce and retail trades. The significant con-

tribution made by factories to the welfare of this State is revealed in the manner in which the payroll is distributed. In 1961-62 almost 100,000 people were working in factories, and the annual payroll was £100,000,000, whereas rural workers, including temporary hands, totalled about 46,000 with a payroll of £10,500,000.

I have deliberately mentioned the vital part played by industry to lead to my next point. In recent years the Government has actively and consistently encouraged—and, indeed, almost induced—industries to settle in South Australia. We are glad to have them here. The Government has assisted in their establishment through departmental activity in connection with roads, transport, housing, water, sewerage, power installations and the like. In addition, it has provided much technical assistance to industries. Today we can see a number of newly founded factories and establishments and we have been told of others to come. Some of them are sizable establishments. We know of plans for the expansion of older established factories. The Chrysler plant at Tonsley Park comes to mind, and there it is expected that the work force will be increased to more than 4,000 men and women. In addition there will be some mushrooming effects and side developments. Undoubtedly much confidence is abroad and there appears to be money available for this type of expansion. However, I believe there is one factor that will slow down this rate of growth. I refer to the shortage of skilled tradesmen, of which all members are aware. Today we are faced with an acute shortage of such tradesmen. A small force of unskilled labour is available, but not skilled men.

I obtained some figures to support my statement that the position is critical and that our industrial growth will be seriously impeded. This is the last thing we want. I have taken some figures from last week's publication by the Department of Labour and National Service, issued in Canberra. It discloses the relationship between the tradesmen available and the tradesmen wanted. It sets out the various State figures, which are interesting. In New South Wales there are .9 jobs to each tradesman available. That means a fraction more jobs available than tradesmen. The figure for Victoria was 3.5, Queensland .6, Western Australia 1.1, Tasmania 1.3 and South Australia 3.6. In this State there are 3.6 jobs available for each tradesman, compared with the Australian average of 1.5. In other words, three and

a half times more jobs are available than tradesmen. That highlights the acute shortage of skilled tradesmen in this State, and, as I have said, it could seriously slow down the rate of growth in the industrial field. If we consider these figures in conjunction with figures released last week by the Minister for Labour we find that the South Australian unemployment figure is the second lowest in the Commonwealth. It is 1.9 per cent of the work force, and females represent one-third of the number. The South Australian total includes the figure for the Northern Territory. In South Australia we must be fairly close to rock bottom with our employables.

Mr. Hughes: There is room for improvement.

Mr. COUMBE: I did not say there was not. The figures show the South Australian position. We must realize that the percentage must be related to the total number. As the population increases the percentage will be significant, especially when compared with what it was. If we consider the 1.9 per cent and the fact that three-and-a-half times more jobs are available than tradesmen, the position is highlighted. It shows, when females are taken out, that the 1.9 per cent becomes smaller, yet it may be difficult to provide work for the people concerned. This shortage of tradesmen has another natural effect. It leads to much overtime being worked. Of course, overtime must be worked in many factories in order to keep to factory schedules.

The statement by the Minister for Labour reveals that in factories working overtime South Australia is percentage-wise far ahead of any other State, which bears out what I have been saying. The South Australian figure was 38.3 per cent for overtime worked by all employees in factories. The Australian average was 30.6 per cent, which means that the percentage figure for some States must have been low. South Australia easily had the highest percentage, and I believe this to be the direct result of two factors. First, there is the expansion that has been going on and, secondly, the shortage of tradesmen. Insufficient tradesmen are available to work the overtime needed to fulfil factory schedules. No doubt tradesmen like to work overtime. I would if I were a tradesman because it would mean an increase in the pay envelope that I took home each week. The figures I have quoted are significant and cannot be passed over lightly. They must be considered seriously because they affect the future growth of the State.

A *perusal* of the number of persons registered as seeking jobs and the number of vacant positions registered always provides a significant comparison. First, I take the engineering and electrical trades group. Numerically and technically it is probably the strongest and possibly the most important group and in saying that I make no disparaging comparison with other groups. This engineering and electrical group works under the Commonwealth Metal Trades Award. If we take the figures for persons registered for work and the number of vacancies registered, we find in this group that in South Australia 4.7 more jobs are offering than persons registered for work. The New South Wales figure is 1.5. South Australia has by far the highest figure.

Mr. Hughes: What figures are these?

Mr. COUMBE: The Department of Labour and National Service figures, so they are official. I do not think this position will improve for a long time; in fact, I fear it may well become worse when some large projects commence. It has been said that the Port Pirie to Broken Hill rail standardization project is now going to tender, and many unskilled men, as well as many tradesmen, will be used. This project alone will affect the position vitally, and, apart from this, as mentioned by the Leader yesterday, the house construction trades are once again being revitalized.

Mr. Loveday: In other words, the labour force is becoming increasingly out of balance.

Mr. COUMBE: I am not sure what the honourable member means.

Mr. Loveday: I mean that you must have the skilled men to employ the unskilled.

Mr. COUMBE: Exactly. This will get further out of balance with house construction. I pose this problem deliberately, because I believe it is a real problem that is not generally appreciated by the average person. It is becoming increasingly acute and we should consider what can be done to overcome it. Migration to this country can help to a small extent, but only if we are more selective on a national level in giving preference to tradesmen and their families. However, that is only scratching the surface. Traditionally, we draw tradesmen from the apprenticeship system. Many of our present leaders in industry served their time as apprentices, improved themselves, and reached the top. For some time it has been apparent, not only to me but to many people, including many members of this House, that the existing apprenticeship system has not been meeting the

State's needs, especially in the engineering and electrical trades.

Mr. Millhouse: They are the ones you know best.

Mr. COUMBE: They are and, as I have said, they are among the most important groups.

Mr. Loveday: And they are becoming increasingly so.

Mr. COUMBE: Yes, particularly in the Whyalla area, which the honourable member represents.

Mr. Jennings: There is no shortage of lawyers.

Mr. Millhouse: That is what you think. There is, and lawyers are overworked and underpaid.

Mr. COUMBE: Perhaps they charge too much.

Mr. Millhouse: That is today's funny story!

Mr. COUMBE: Apprenticeship jurisdiction and technical training are entirely State matters. Recently, with the advent of the Commonwealth into certain aspects of secondary and tertiary education (I refer to university grants, technical grants, and research grants), the Commonwealth Government for the first time has shown some interest in this problem, which has been traditionally and constitutionally a State matter. As a result, the Minister for Labour (Mr. McMahan) early this year convened a meeting of interested parties. I was pleased it was called. The Minister was in the chair and the meeting was attended by representatives of various employers' organizations concerned with these two trades (it was confined to them), representatives of employers, senior members of the Australian Council of Trade Unions, and trade representatives, so it was a round-table conference. After several meetings an important agreement was reached, and I think it will have far-reaching effects on apprenticeship training. I go as far as to say that it will be a new deal in relation to this type of education. One of the most valuable suggestions to come from the conference regarding training for skill and to relieve shortages was confined to the electrical and engineering trades, and it was that there should be a shortened indenture period and a later start for training. These points were definitely agreed upon. This would mean that a lad could stay at school and start training at 17 instead of at 15, 16 or 16½, and he would be exempted from six months of training if he had the Intermediate certificate and 12 months if he had the Leaving certificate,

with passes in mathematics and science subjects. Lads entering the trade would start with the advantage of having an immeasurably higher educational standard and, as they were a little older, perhaps they would have made up their minds more definitely on what they wanted to do.

Mr. Millhouse: When is it too late for a lad to change?

Mr. COUMBE: I think after he is 17. If a lad starts his apprenticeship at 17 and there is a shorter training period, he must generally stick to the trade. If a lad starts at 16 and finds he has made a mistake, he can change. Those with sufficiently high vocational aptitudes would undertake a continuous course of instruction of 20 weeks at a technical college, but this would be confined to the boys with a sufficiently high educational standard.

Mr. Nankivell: Does that 20 weeks reduce the time of indenture?

Mr. COUMBE: No. To overcome the loss to employers during the training period, the Commonwealth has agreed to pay an allowance to reimburse them when they have increased the number of apprentices. They will get an allowance of £3 a week while the lad is undergoing the special course. The Minister of Lands will be interested to know that additional sums will be paid to country apprentice masters and that a living allowance of £2 12s. 6d. will be paid to enable the students to undergo a continuous course of technical education.

Mr. Nankivell: Will living allowances be paid for country students who have to come to the city?

Mr. COUMBE: If a student has to come to the city he will be paid a living-away-from-home allowance. Normally, if he is living in the country he undertakes this course by correspondence. In my opinion this is a significant break-through from the old type of thinking. We will definitely get a better type and a more highly qualified apprentice, and, in the end, a better type of tradesman.

At this moment there is a significant increase in the intake of apprentices following the introduction of this system. This, of course, is looking at the matter on a long-term basis. We cannot get big increases overnight, but I hazard the opinion that in three, four or five years' time we shall have a significantly greater number of journeymen becoming available to these trades, and that is just the thing we are looking for. The usual indenture system, as we know it, is still in operation,

and the boys are still being trained under that system; but for the brighter boy who has exceptional educational and vocational skills, and the older boy, these special provisions apply. The overall effect will be that we shall get more apprentices and more and better tradesmen. I am sure that all members in this House will approve of that system.

Mr. Loveday: Many of those boys won't remain tradesmen for long: they will become technologists.

Mr. CUMBE: I agree with that, but from what better source could we get our technologists of the future than from those trained apprentices? I consider that this is a frank and realistic approach to this problem. This group has faced up to a very real problem, and I am happy to see the result of it. The South Australian Apprenticeship Board has been most active in supporting this scheme, and I hope that it will continue to do so. The Chairman of the Apprenticeship Board is the Superintendent of Technical Education, Mr. Bone. I do not recall the names of the other members at this stage, but I know that Mr. Alby Thompson was a member; I do not know whether he still is.

Mr. Frank Walsh: What about Mr. Kneebone?

Mr. CUMBE: Mr. Kneebone was on the board, but I do not know whether he is still a member. I know that the members are all competent men and that they represent a variety of interests. I am very pleased to see the interest shown by our own State board in this matter. The State Education Department itself, through its Technical Branch, is now training many of these youths, and if expansion of the buildings and the equipment for this scheme is required and proposed, as I hope it will be, I trust that members here will support the Estimates in this regard. When we look at the figures we find a significant increase in the activities of the Technical Branch of the Education Department. In the last six years this branch alone has doubled its expenditure, and I consider that that is a significant contribution to the training and welfare of the people of this State.

Mr. Millhouse: Do those figures allow for depreciation in the value of money?

Mr. CUMBE: I would say that the rate of increase would far outstrip that depreciation. The Government has also greatly expanded its Adult Education Branch, particularly in trade subjects. I believe that only this week members received a brochure on this subject from the Superintendent of Technical

Education. Whereas many of these trade subjects were at one time regarded perhaps as hobbies or as part-time activities, they are now being taken up by many men and women wishing to improve their own techniques and their own skills with a view to taking on new jobs and bringing themselves up to date on new techniques that have been evolved. We find today that many students are working after their normal hours to increase their knowledge and to keep up to date on new techniques. I commend the department for the expansion that is occurring. We also find that many large industrial concerns today are introducing their own schemes of apprenticeship training, and that is something to be commended. I believe the Broken Hill Proprietary Company at Whyalla is foremost in this type of scheme, and I know that the large automotive industries do a great deal of work in this regard.

The Institute of Technology, too, is aware of this problem and is introducing special classes to train technicians, technologists and graduates. Many of these apprentices will become technologists, and no doubt many will become Bachelors of Technology. I know that only last week one apprentice who is now undertaking this new course said that it was the greatest thing that had happened to him; he wishes to take a Bachelor of Technology course, and he finds that this is the best way of achieving that goal.

I wish to correct one or two comments that have been made on this subject. I was pleased to hear the Minister of Education, when replying to a question today by the member for Hindmarsh, say that plans are being made for the establishment of a large engineering school at Daw Park. That is the sort of thing we want to hear. I know that the Leader of the Opposition will not mind my commenting upon the remarks he made yesterday. The Leader stated that the Trades School was almost non-existent. He was talking then of the building trades.

Mr. Frank Walsh: Particularly about brick-laying and plastering. I did not mention carpenters or plumbers.

Mr. CUMBE: I have had a look to see what the position was. The report of the Minister of Education for 1962 gives figures of apprentices enrolled at the Trades School. In 1955 there were 3,325 pupils enrolled, and in 1962 there were 5,334 pupils. In the 1962 figure, 8.9 per cent represents enrolments for the fourth and fifth years, and they are of lads who are bright and who have voluntarily gone back for the fourth and fifth years.



We see that in that seven-year period there is a significant increase of about 2,000 students. Although the Leader said that the Trades School was almost non-existent, I point out to him that the total new enrolments for the Building Trades School for 1960-61 was 162, which figure takes into account the building trades as a whole. The building trades include bricklayers, plasterers, painters, timber workers, carpenters and the like.

Mr. Frank Walsh: Does it take in plumbers?

Mr. COUMBE: Yes. I suggest that the enrolment of 162 new students in one year does not indicate that the trades school is non-existent; far from it. I did not read the Leader's remarks as applying entirely to bricklaying and plastering. The point I wish to make is that 162 students coming into a school each year does not line up with the statement that the Trades School is almost non-existent.

Mr. Frank Walsh: Would you inquire whether there were even two apprentice bricklayers attending the school?

Mr. COUMBE: I shall certainly inquire about that.

The SPEAKER: The honourable member cannot carry on a private conversation.

Mr. COUMBE: I shall be pleased to do so at the first opportunity. I am happy to note that the Governor's Speech mentions the Government's intention to introduce during this session a Bill to amend the Industrial Code, copies of which, I understand, have been distributed to members. This was promised last year, and here it is. The Bill which is to come before us and which I appreciate I cannot discuss at this stage is a measure that could have been introduced many years ago. It is of many years' standing. Some sections are outdated and have not kept pace with changing conditions. I am sure we all appreciate its introduction in a new form and the explanatory notes that have been issued to members to assist them in evaluating the changes that have occurred in the measure. I do not pretend that this Bill will give us all we desire, but at least it will be a genuine effort to improve the existing position.

My last point is on a more domestic note. I am pleased that the Governor's Speech foreshadows legislation involving grants to senior citizens clubs. Many members of this House are associated with this worthwhile movement, which has a great future and should evoke the sympathy and support of every well-meaning citizen. In my district we have one very good club that recently collected enough

money among its members to start its own clubroom. In other districts, councils are assisting these clubs. The Government proposes to assist by subsidy the building of accommodation for these clubs. No more worthy cause can be thought of unless one goes to the other extreme and considers youth clubs, which are equally, or even more, important. I noted with pleasure the Government's recent announcement that it intended to give a subsidy to certain youth clubs, one of which was the Y.M.C.A. club at Walkerville. The senior citizens clubs fulfil a useful function in our community among the elder folk, who, their labours being over, can rest from the heat and burden of the day. Anyone going to these clubs will be amazed at the conviviality enjoyed by members, so the announcement of a scheme to assist these clubs pleases me. Some of us here may be looking for membership in a few years' time.

The few points I have made are, in my humble opinion, important though they may not appear so to others. Apprenticeship and the shortage of tradesmen is a real problem that must be resolved. The advent of atomic power to this State can be expected shortly. We all appreciate the Premier's going abroad at such short notice to get information on that for us. This House will welcome the final decision on that matter. I appreciate the work done by the Government during the past year in my district and in the whole State.

Mr. BURDON (Mount Gambier): In this, my maiden speech, I support the motion for the adoption of the Address in Reply. I desire to take this opportunity, Mr. Speaker, of mentioning the passing of and paying my respects to Allan Hookings, a member of the Legislative Council for Southern. I had known him personally for over 30 years and his sudden death was a shock to many people. I extend to members of his family my sincere sympathy. I refer also to the death of my friend Mr. Ron Ralston, who, unfortunately, served only a little over four years in this House as the member for Mount Gambier. But during that time he served the district with distinction and success and endeared himself greatly to the people, not only those he so ably represented but many others. He championed the South-East on all possible occasions and loved the district he was privileged to represent. My sympathy is extended to Mrs. Ralston and members of his family. I did not have the pleasure of knowing the late Sir Cecil Hincks but I extend to his widow and family my sympathy.

I thank the people of Mount Gambier and district for electing me as their Parliamentary representative in this House of Assembly and, by so doing, permitting me to have the privilege of presenting the just claims of this progressive city of the South-East in this Chamber. I want to take this opportunity of assuring all sections of the community in the electorate of Mount Gambier of my co-operation and assistance at all times. My aim will always be to serve the people of my electorate and the State of South Australia generally. To the members of the Australian Labor Party and its legion of supporters who worked so hard and successfully on behalf of the Party and myself I extend my sincere thanks and appreciation. To the two unsuccessful candidates and their friends, who conducted their by-election campaign courteously and fairly, I express my sincere appreciation.

The campaign conducted in Mount Gambier by the Parties, both Labor and Liberal, was strenuous. The Liberal Party, particularly, tried to turn the minds of the people from the type of representation they had been given by a Labor representative to the glib promises and glorious uncertainties they would get if they elected a Liberal member. Promises to the South-East at election time by the present Government have become rather a joke with the question, "What will be the next one?" We have had paraded before us the wonders of Australia's first atomic powerhouse at Lake Leake and the establishment of a deep-sea port in various areas along the South-Eastern coast, about the only place not suggested for it being in the Blue Lake. Four days before the by-election a spokesman for the Government announced that the Government was going to erect in Mount Gambier a building to house the various Government departments, and a new courthouse. But the people remembered and gave their overwhelming vote to the Labor Party on December 15.

In the years prior to the Second World War, the South-East, including the district I am proud to represent, was mainly a primary-producing area, and primary production is still a major industry. But, with the approaching maturity of the vast man-made forests established in the South-East, we have seen in the intervening years the establishment of large Government sawmills and also private mills, the establishment of Cellulose (Aust.) Ltd. and Apcel Paper Mills at Snuggery, near Millicent, and the corestock and particle board factories at Mount Gambier, which use the timber (radiata pine) from the forests there.

The establishment of the Mount Burr sawmills took place in 1931, and later, just before the Second World War, the Nangwarry State sawmill was established. These sawmills, during and after the war, proved beyond doubt the virtues of radiata pine. So popular has this timber become that in 1957 Australia's largest sawmill commenced operations in Mount Gambier, and with private sawmills using the most up-to-date machinery, radiata pine is today established as Australia's most versatile timber, producing all classes of building timber, flooring, weatherboard, lining, scantling, fascia board, box and crating timber, fencing posts, poles, etc. I have seen treated radiata pine fence posts used all over the South-East, Mid North and Yorke Peninsula, and I have no doubt in many other places this versatile timber is being accepted as the timber of infinite uses. It is used extensively in the furniture trade. Forestry officers, private sawmillers, Government sawmill officials, men and women who have settled in the forest townships, and many other workers have given their best to produce a first-class article that is processed from radiata pine. This State can well be proud that we have people who have given and are still giving their best to this industry.

Over 530,000 tons a year of radiata pine from Government forests and about another 100,000 tons from private forests are carted over district roads. This traffic produces many difficulties in maintaining good roads in council areas. Both private and forestry interests are planting at the rate of about 12,000 acres a year in anticipation of a pulp mill being established near Mount Gambier. The establishment of this new mill is vital, because the industry has reached the stage when a fully integrated industry is required to utilize to the full the material which today can only be regarded as waste. A pulping industry will increase the usability of trees from about 35 per cent to 90 per cent, and will permit the felling of more select timber than is now possible. It will also permit the marketing of a greater quantity of select building timbers of every description.

In the wake of industrial expansion has come the demands on education. Both primary and secondary school buildings must be provided, and while some of these necessary buildings have been provided in Mount Gambier, there is still, and I emphasize "still", a great urgency for a new infant school to replace the old school in Helen Street, and also for a new high school. The present high school was

established in 1914 for 120 students. Additions have been built and prefabricated buildings erected to accommodate 610 students this year. In 1964 this figure will grow to an estimated 670, and there will be an extra class, Leaving Honours, with an estimated 35 students. In 1965, with the estimated increase in population of 7 per cent, the figure will be about 740, and by 1966, when fifth-year matriculation is adopted, this figure will rise to over 800 students. What will be the limit?

I strongly suggest to the Government and the Minister of Education that consideration be given to another secondary school being planned immediately the old school is replaced. I am basing these figures only on an estimated 7 per cent annual increase in population, and not on any large-scale industrial growth that would be brought about by the establishment of a pulping industry. What is the position of other schools? East Gambier Primary School urgently needs another classroom and will possibly have 1,000 students in 1964. The new technical school is designed to accommodate 550. This figure will probably be exceeded by 1966. North Gambier Primary School has 700 students and conditions will soon become critical with the expected Housing Trust building in this area. Reidy Park has 529 students. I refer to the adult education centre, where buildings are urgently required. A motor mechanics course is conducted in the school yard between the infant school and ladies' toilets, which is a highly undesirable situation, because lady teachers and young women and girls have to pass through this area on their way to the toilets. Plumbing classes are at present being conducted in an old shed away from the centre. There is an enrolment of 2,976 students at the Mount Gambier Adult Education Centre, and, contrary to figures I have seen, the Mount Gambier centre has the largest enrolment of any country centre in South Australia, and has been praised by authorities as a model centre for the scope of its activities and for its efficiency. There is an average weekly attendance of about 1,900. I believe the total enrolments last year were about 3,300. Whilst I have mentioned the motor mechanics course being held in the yard and plumbing classes in a shed, there is a great demand for ladies' hairdressing classes to be conducted, and from inquiries made, it would appear that there would be a class of about 25 within a 35-mile radius of Mount Gambier. Also, as Mount Gambier is the centre of the sawmilling industry, a class for wood technology is one subject which would have a wide appeal.

If facilities for a ladies' hairdressing class were provided, it would not be necessary for apprentices to travel to Adelaide to do a fortnight's concentrated study every year. Apprentices in some cases receive a raw deal, as some employers object to their going to Adelaide, and I believe in one instance the fortnight in Adelaide was regarded and paid as annual leave. I make an urgent appeal to the Government to consider, if it has not already done so, plans to build a two or three-story building for the adult education centre in Helen Street on the site occupied by the old infant school. The removal of the Helen Street infant school, which is in the grounds of the adult education centre, is urgently needed, because 248 infants at this school have practically no playing area left, as virtually the whole area is covered with buildings for the adult education centre and the situation, to put it mildly, is chaotic. I have a photograph that illustrates the congested area at the infant school, and that photograph is available for any member to see. Surely something can be done to get the new infant school built. The Government has had a site available for several years.

Education, in all its forms, is an urgent matter, and I plead with the Government to exert every influence and bring all possible pressure on the Commonwealth Government to obtain sufficient money for our educational needs. Every day wasted in not adequately educating our youth is a crime for which we may yet pay dearly. Tuition fees for adult education have been arbitrarily increased this year. I protest, and plead that they be reviewed and decreased soon. The increased fees have forced many young workers on low wages to stop studying. It is a crying shame that nowadays young people—including young married people—should be deprived of study because of increased fees. Some students at adult education centres receive free tuition. I believe in free tuition for everyone, but many who want to study are deprived of so doing because they are not within the exempted class. Mount Gambier has three private schools—Mater Christi College for girls (with 602 students), St. Mary's Primary School at East Gambier (with 143 students), and the Marist Brothers Agricultural College (with about 450 students). These schools play a vital part in educating the youth of Mount Gambier and their running costs equal about 20 per cent of the Government's expenditure on education in Mount Gambier.

I wholeheartedly agree with my Party's policy on decentralization of industry. How

can we keep people in country areas when the concentration of new industries in the metropolitan area, coupled with the attractions of city life, results in building up the metropolitan population at the expense of the country? To overcome this problem we must look beyond the Government's present policy. Why should country people be treated differently from those who live in the city? Water rates, electricity charges and sewerage rates are all loaded against the country dweller. Mount Gambier has a natural source of water in the Blue Lake, yet the Government bases our water rate on a 9½ per cent annual assessed value compared with a 7 per cent annual assessed value for Adelaide. What did it cost the Government to provide water for Adelaide? Nature provided Mount Gambier's supply. Taxpayers, including taxpayers from Mount Gambier, had to pay for Adelaide's water supply. Someone will probably say, "Well, you pay no more for your 1,000 gallons than the city dweller does." Mount Gambier is wetter than Adelaide, but on an annual assessed rate of £140, the Mount Gambier resident pays £13 6s., whereas the city dweller pays only £10 10s. It is a crime to waste water in Adelaide. Not only do city dwellers have to rely on reservoirs, but water has to be pumped from the River Murray to supplement the supply, and last year pumping cost over £1,500,000.

I do not deery the methods that have been used to supply water to Adelaide, Whyalla, Yorke Peninsula and the Mid North, because that supply has made living conditions much better for people, but I protest at the disparity in the charges at Mount Gambier compared with those in the city. I ask the Government for a fair go. Adelaide has sewerage, and sewerage is being provided for Mount Gambier. Does anyone suggest that the toilet habits of city dwellers are different from those of country people? No! Yet, country people are being "slugged", because on an annual assessed value of £140, city people will pay 1s. 3d. in the pound (£8 15s. a year) and Mount Gambier residents will pay 2s. 3d. in the pound (£15 15s. a year). If this is justice to country people, then I have a false idea of justice.

Electricity is a necessary commodity that is enjoyed by city and country dwellers alike, but why should country people be singled out by this Government, which imposes a 10 per cent higher rate in the country and charges a connection fee ranging from £200 to £400 over a 10-year period? I believe that country people

should have all these amenities, not as a privilege but as a just right, and I appeal to this Government to recognize the injustices of the charges imposed on country people and to bring about a more equitable charge. I make this plea for every constituent in my district, irrespective of political affiliation.

The decentralization of industry is vital for country towns, and, whilst it may not be possible to establish industries in every town and village, efforts must be made to settle industries in the larger country towns. Our population is increasing, and with young people who leave school searching for jobs the greatest service we can undertake is to provide work for them in country towns. If work is not available, parents must leave for the city with their children, or let their children leave home when home life is their greatest need at that age. Industrial expansion in country areas is the only means whereby children leaving school can find employment. The alternative is a greater concentration of population in the metropolitan area.

At a public meeting prior to the Mount Gambier by-election last December I said that one institution I wanted removed from Mount Gambier was the Mount Gambier gaol. Why the Government has spent about £20,000 on modernizing this eyesore in the face of public opinion I shall never know. It had a golden opportunity to remove this building and establish a more modern institution on the outskirts of Mount Gambier. The old gaol is an eyesore: it is surrounded by a high old stone wall and is adjacent to the playing fields and playground of the Reidy Park school. It is in full view of patients of the Mount Gambier Hospital and of surrounding householders. The removal of this institution to another site would have made available an area for urgently needed sports fields. What is better than seeing the youth of any town playing sport in preference to hanging around street corners? Shame on the Government for not making the change when it had the opportunity!

Four days before the Mount Gambier by-election the Government promised to build new public buildings to house various Government departments in Mount Gambier, including a new courthouse. I asked a question on this topic on June 13 and the reply illustrates the long drawn-out procedure these matters pursue. I urge that every step be taken to expedite the erection of these buildings. The conditions under which court officials work

are primitive compared with conditions that are accepted as imperative for efficient working. It is hoped that when the Government erects this new building provision will be made for two courtrooms. They are necessary, because with the expansion of the district, the increased work of the Supreme Court clashes with the work of magistrates and justices.

The need to have a building to house various Government departments should require no pleadings from me. Ministers with offices in Mount Gambier should know the conditions under which their officers work. They now occupy a hall partitioned with flimsy material. The building was built 88 years ago. I ask the Government to make an early start on the building and to provide an office for the Registrar of Motor Vehicles or, failing this, give early consideration to opening a branch of the department in Mount Gambier, as this would provide a unique opportunity to further decentralize Government administration in a rapidly expanding area. There is density of population to make it a worthwhile move for the convenience of the motoring public. The bicycle is no longer the working man's mode of transport. Nobody denies that the average man has a motor car. In these days it is the accepted thing and the mode of travel for all people, irrespective of position.

The paying time for the community generally is the end of the month, so the average householder or car owner has to plan and budget that way. The minimum period for which a car can be registered is six months, and the fee is half the annual fee, plus 10 per cent. Country people, when registering motor vehicles, must forward their remittance to the city. For registration and third party insurance the amount for a popular car is £17 15s., with a further £19 11s. 6d. for comprehensive insurance in the first year, making a total of £37 6s. 6d. Many people in their budgeting, through various circumstances, find it difficult to have the money available early in the month. I know the usual answer in this matter, but should not the Government help people to enjoy life? One practical way to do this would be to decentralize the administration of the Motor Vehicles Department. City people can walk into the Adelaide office and pick up their registration discs with a small amount of lost time, but country people have to wait up to a fortnight and possibly longer. In the meantime they lose the use of their money. About 397,440 motor vehicles are registered in South Australia, of which 225,866 are motor cars.

The balance is represented by motor cycles, station sedans, utilities, trucks and panel vans.

The Royal Automobile Association has a membership representing 68 per cent of the motor car population. It has established 11 district offices and placed a full-time office staff in Mount Gambier. So popular was the move by the R.A.A. in establishing the Mount Gambier office that the office space had to be doubled within 12 months. There is no reason to suppose that an office of the Motor Vehicles Department will not be as popular with the motoring public. I acknowledge the difficulties that decentralization would bring. For instance, it would introduce a difficulty in procuring insurance certificates, because the issue of the certificates is usually restricted to the head offices of the companies. However, this is not an insurmountable difficulty, because it has been overcome in other States by nominating the insurance company at the time of registration. I ask the Government to give earnest consideration to the implementation of such a policy.

Earlier in my remarks I referred to the difficulties encountered through heavy forest traffic in district council areas. This traffic has caused considerable concern to local government authorities. The Mount Gambier District Council has endeavoured, with a fair amount of success, to build good roads for the use of its ratepayers, only to see the roads damaged by the heavy traffic. Councillors and others realize the great benefit of the timber industry to the Lower South-East. In the past there has been some dissatisfaction with the allocation of money for the proper maintenance of these district roads. I believe the Minister for Roads fully appreciates the difficulties, and I commend him for recently arranging for a senior officer to visit Mount Gambier to discuss some of the problems. I trust that through this action many of the problems facing the council will be resolved. I realize that these engineers are extremely busy men, but I suggest regular visits by senior officers of the Highways Department to discuss road traffic problems with district councils, because this would lead to greater co-operation and benefit to both the department and the councils.

Another matter that concerns some constituents in my district is the unfinished appearance of North Terrace in the city of Mount Gambier. Many years ago at the suggestion of the Highways Department a building line was declared on the northern side of the terrace. The line was set back 34ft. to make it a 100ft. roadway with the idea of having

a two-lane highway. About four years ago the department built a single lane through the terrace from Penola Road to Suttontown Road. In the years since the roadway was constructed and the building line set back many new houses have been built, and the agitation to have the terrace completed with a second lane has only brought from the department the reply that traffic counts do not warrant the work being carried out for possibly 10, 15 or 20 years. Most of us will agree that these people have a grievance and a problem. Old houses must be maintained, sewerage connections are imminent, and there are estate problems. I believe that the Town Planner, the district council and the Highways Department are considering building a by-pass road north of this roadway. If this is so, it is possible that North Terrace may never be needed for a two-lane highway, and if that does eventuate I suggest that the present bitumen highway be widened by several feet to the old kerbing line. Then many of the problems on the roadway would be overcome,

its appearance would be improved, and the side streets leading to it would be properly constructed and sealed. Here again I have reason to believe that with some tolerance, and a calm appreciation of the problems of each other, a happy solution of the problem will soon eventuate. I thank the Minister for the courtesy he has already extended to me in discussing these matters. I appeal to this Government to consider fully the interests of country people, who are the backbone of this country and of this State.

In conclusion, I thank members for their decorum and for the courtesy they have extended to me. I appreciate the assistance, co-operation and courtesy extended to me by all members and by the staff since my election to this House. I ask leave to continue my remarks.

Leave granted; debate adjourned.

#### ADJOURNMENT.

At 4.51 p.m. the House adjourned until Tuesday, July 30, at 2 p.m.