

**HOUSE OF ASSEMBLY.**

Thursday, August 1, 1963.

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

**QUESTIONS.****SOUTH COAST RAILWAY.**

Mr. FRANK WALSH: During the Address in Reply debate I referred to the lack of railway services to areas south of O'Halloran Hill. As the Premier has said that he expects the population of this State to double by the end of this century, and as the roads south of O'Halloran Hill have become heavily congested, does he agree with the Railways Commissioner's closing down of passenger services beyond Marino? Further, has the Government a plan to extend the railway service to the area south of O'Halloran Hill—an area that is growing industrially and residentially?

The Hon. Sir THOMAS PLAYFORD: I am not conversant with recent happenings that have taken place during my overseas trip. I will discuss the matter with the Railways Commissioner, and I hope to have a report for the honourable member next week.

**CITY FLATS.**

Mr. COUMBE: Last night, together with other honourable members, I listened to an interesting statement made by the Premier concerning an offer to the Adelaide City Council to enable the Housing Trust to build a large block of flats within the municipality. As I have, for some time, advocated the building of flats in North Adelaide, can the Premier say whether his offer applies not only to the square mile of Adelaide, but also to North Adelaide, which is within the control of the Adelaide City Council?

The Hon. Sir THOMAS PLAYFORD: I believe—and I must check this—that slightly different Building Act provisions apply in North Adelaide from those applying to Adelaide proper. Under those circumstances I ask the honourable member to repeat his question next week, by which time I should have more detailed information.

**SOCIAL LEGISLATION.**

Mr. McKEE: During the last few months the questions of a Totalizator Agency Board system of off-course betting and extended licensing hours have received much publicity in the press, on television and radio.

Practically everywhere one goes nowadays, these questions are raised. I have received several letters from people and organizations, some supporting and others opposing the proposals. It is evident that the public seeks an early decision on these matters. Can the Premier say whether the Government will consider deciding these matters by referendum?

The Hon. Sir THOMAS PLAYFORD: A deputation from the Off-Course Totalizator Committee is to wait on me tomorrow to discuss a proposal, so I will refrain from commenting further at this stage. I have already said that an amending Bill to the Licensing Act will be introduced this session. It will deal with several matters, but the details have not yet been finalized. Discussions are proceeding. I do not expect that it will provide for a major extension of general drinking hours. I intimated that earlier. Many suggestions have been made: some are not practicable, one or two are being studied, and one or two have already been accepted. The South Australian Constitution makes no provision for referenda and these issues can be decided only by legislation.

**GREENHILL RESERVE.**

Mrs. STEELE: Some months ago I brought to the Premier's attention the activities of a concrete-mixing company operating in Slapes Gully which are causing distress and annoyance to several of my constituents living at the top end of the residential section of Greenhill Road. I have subsequently had discussions with the Premier on this topic. To obviate using the only available access road, which is not suitable for heavy vehicles and which constitutes a hazard because of its steepness, the company took the liberty of putting a road through the Greenhill Reserve without first obtaining permission. I know that this has been the subject of negotiation over a considerable period and that it poses problems because the plant employs many men on its site, but can the Premier indicate the present position?

The Hon. Sir THOMAS PLAYFORD: What the honourable member has stated by way of explaining her question is correct: there is a big problem connected with the concrete-mixing plant which, at present, is experiencing difficulty in obtaining a suitable access to public roads. The local council has, by law, declared the nearest public access road to be unsuitable, and has closed it to heavy traffic. That has meant that the company concerned has been trying to get an alternative method

of taking its products out by going through the bottom of the recreation reserve, which has met with some objection from local people. It is on these topics that the discussion has taken place. I cannot say that any solution to the problem has yet been arrived at. It seems that if everyone stands fast this industry will be compelled to close down and, as it provides employment, I do not think any member desires that. The other alternative would be to shift the plant to some other site, but that would incur a grave cost. It has been suggested that the Government has no power to allow a road to be constructed through the reserve to give access to this property, but I cannot say whether that is so or not. Members will remember that last session we debated the use of a public road that actually belonged to a reserve. The road in question has undoubtedly been on reserve property for many years, so there is some legal, as well as physical, complication. I have been working on the matter, I hope to get a solution, and I will inform the honourable member in due course.

#### TOWN PLANNING.

Mr. HUTCHENS: Section 27 of the Town Planning Act provides, in substance, that a report may be referred back to the Town Planning Committee for reconsideration in general or as regards any matter referred to in a resolution. Will the Premier say whether the Government intends, in pursuance of section 27 of the Act, to refer back the Town Planning Committee's report, which was tabled in October, 1962, for reconsideration?

The Hon. Sir THOMAS PLAYFORD: As the honourable member knows, the report was comprehensive and it took several years to prepare. Also, the various authorities concerned with it have not yet reported their conclusions. Particularly, there is still some outstanding comment by councils regarding various aspects of local government. I will check and give the honourable member a precise reply next week.

#### EMERGENCY EXITS IN SCHOOLS.

Mr. HARDING: Has the Minister of Education a reply to my recent question on emergency exits in timber frame classrooms?

The Hon. Sir BADEN PATTINSON: The Director of the Public Buildings Department has informed me that during the last three years his department has checked and installed, where required, the hopper windows at all schools in the metropolitan area, in nearby

metropolitan areas, and in country centres and adjacent districts when engaged on other work in those areas. In addition, instructions have been issued to departmental employees when working in any country centres to check the classrooms at schools in these districts for installations. It is understood also that manual training teachers in country centres have installed the emergency exits to a standard design as required in schools where they are stationed and at schools adjacent to these centres.

#### VENDING MACHINE COMPANY.

Mr. TAPPING: Recently, I was approached by a constituent who complained that in 1960 he invested £960 in the Development and Vending Corporation (of Adelaide), that after a year he received a dividend, but that he had received nothing since then. I wrote to the company concerned and eventually received a letter from a solicitor stating that this company had gone into liquidation, that a receiver and a manager had been appointed, and that the Auditor-General was investigating its affairs. Will the Premier obtain a report on this company from the Auditor-General?

The Hon. Sir THOMAS PLAYFORD: I think the appropriate authority to whom to apply for this report is the Attorney-General. I will submit the honourable member's question to him to ascertain the facts of the case.

#### ADELAIDE JUVENILE COURT.

Mr. MILLHOUSE: Has the Minister of Works a reply to a question I asked yesterday about congestion outside the Adelaide Juvenile Court?

The Hon. G. G. PEARSON: The Director of the Public Buildings Department reports that a firm of private architects has been requested to investigate the problem of congestion at the Adelaide Juvenile Court and to submit a price to carry out the building design work required to improve the conditions.

#### LAKE BUTLER BOAT HAVEN.

Mr. CORCORAN: My question concerns the Lake Butler boat haven at Robe. I believe that there is no suitable stone available in the vicinity of Robe for the construction of the breakwater necessary to this project. Because of this, additional cost will be involved and it is rumoured that the whole project will therefore be shelved. As I am most concerned about this matter, will the Minister of Agriculture clarify the position?

The Hon. D. N. BROOKMAN: The project is not being shelved. Added cost is involved in getting suitable stone for the breakwater. This was suggested by the Harbors Board when it first looked at the matter, but at the time it was not certain of the stone supplies in the area. The Harbors Board has now decided that it is essential to go a long way afield for the suitable stone required. There will be added cost, and Cabinet has approved of the increased expenditure necessary to go ahead with the project.

#### STRATHALBYN WATER SUPPLY.

Mr. JENKINS: Has the Minister of Works a progress report on and can he indicate the cost of the water scheme for Strathalbyn and district? Can he also say whether the scheme will be proceeded with during the current year and when it is likely to operate?

The Hon. G. G. PEARSON: The honourable member told me that he desired this information, and I obtained a report this morning from the Engineer-in-Chief, who states:

All the pipes required for the approved scheme have been purchased and carted to the site. A small camp has been constructed in Strathalbyn to house employees. Laying of mains was commenced early in June. To date, 8½ miles of 4in. and 3in. asbestos cement mains have been laid. A second trenching machine was allocated early in July, and work has commenced on the laying of the 12in. main from Strathalbyn to Milang. About half a mile has been laid to date. All the tank sites have been located, trial holes have been dug for the 250,000-gallon surface tank, and an inspection has been made by the geologist. Specifications for all the pumping plants are being prepared by the Engineer for Design. Expenditure on this scheme to the end of June amounted to £136,524. The approved cost of the scheme is £379,500. Further provision is being made for this work in the 1963-64 Loan Estimates.

The honourable member asked whether I could give a forecast for the completion of the scheme, and, although I am not able to do that at this stage, I think the matter is covered in the further provision being made in the Loan Estimates for this year.

#### DENTISTS ACT.

Mr. LOVEDAY: Section 40 (1) (c) of the Dentists Act was amended in 1960 to protect the livelihood of certain operative dental assistants, but section 48 (b) was overlooked in the drafting. Last session the Premier said there was insufficient time to legislate on this matter. Can he now say whether legislation will be brought down this session to rectify this?

The Hon. Sir THOMAS PLAYFORD: As far as I know, that is the case.

#### WATERVALE WATER SUPPLY.

Mr. FREEBAIRN: Has the Minister of Works a progress report on the water supply to the town of Watervale?

The Hon. G. G. PEARSON: The Engineer-in-Chief states that the Department of Mines advises that drilling operations were due to resume at Watervale this morning. Due to the wet conditions and an urgent job at another location, the Mines Department found it necessary to transfer the driller away from Watervale. The present depth of the bore is 157ft., and it is expected that the full depth will be approximately 250ft. The rate of drilling is improving, and it is expected that drilling and testing will now be completed by the end of August.

#### MENTAL HOSPITALS.

Mr. JENNINGS: Yesterday I asked the Premier a question about allegations made by Doctor McLeay, and since then considerable publicity has been given this matter. I understand that the Premier, as he promised yesterday, now has an answer to this question.

The Hon. Sir THOMAS PLAYFORD: I have a report from the Chief Secretary, signed by the Director of Mental Health, which states:

As you are aware, a report appeared in the *Advertiser* yesterday of a talk given by Dr. L. McLeay who is on the staff of Northfield Hospital to the Student Christian Movement at the University of Adelaide. As I understand it, the students had expressed a wish to undertake some practical project to help mentally ill patients and had invited Dr. McLeay to discuss this with them. Dr. McLeay is most upset at the content of the report which misrepresented the general tenor of her talk and was taken completely out of context. The *Advertiser* today published a follow-up article which I think clarified the position. However, I understand that the Honourable the Premier undertook to obtain a report as a result of a question in the House yesterday. I would like to make it quite clear that as Director I feel that unstinted co-operation and help has been forthcoming from the Government in our efforts to improve the standards of the mental health services to provide the best possible care for our patients. At present a large scale re-equipping programme is in progress at all hospitals. Additional nursing and medical staff has been provided and are in the course of being suitably trained. Much more extensive patient amenities are being catered for or are planned and, generally speaking, all possible steps are being taken as rapidly as can be.

It must be pointed out that it is not possible to do all things at once and there must be a priority system. A great deal of

planning and activity is going on, the results of which will become increasingly evident over the next few years. The mental hospitals have nothing to hide and there is a growing public acceptance that mental illness is yet another form of sickness. Informal admissions, rather than certified admissions, now account for approximately half of all admissions. The services of the Outpatient Departments recently established at Eastwood Terrace and at Enfield Hospitals earlier this year are already in growing demand. Since my appointment as Director of Mental Health, a great deal of progress has been made in all departments and this has only been possible by the help of the Government and all others concerned.

What interests me most about this report is the fact that half of the admissions to the hospital are now informal admissions. I think that is an extremely good sign, for it shows that people generally appreciate the help the mental services can give them, and that it is not necessary for patients to be certified and dragged to the hospital to get treatment.

#### LEASEHOLD LAND.

Mr. CURREN: I understand the Minister of Lands has an answer to the question I asked yesterday concerning transfers of leasehold land.

The Hon. P. H. QUIRKE: Yesterday the member for Chaffey referred to transfers of leasehold land in his area and complained of delays in those transfers. It is not correct to state that the minimum time to obtain permission to transfer is three months, as in the majority of cases consent to transfer a whole lease or agreement is available within one month. The cases referred to by the honourable member, however, are transfers of portions of leases, and these take much longer to complete as it is necessary for the existing leases or agreements to be surrendered, surveys made, and new leases or agreements prepared. I looked into the two cases to which I understand the honourable member refers and I find that, whilst some delay could have been avoided by the department, considerable delays have been occasioned by the agents or the parties themselves. I might mention that the transaction referred to as having been commenced on October 3, 1960, did not, in fact, reach the Lands Department until July 3, 1961. Action is being taken to bring these transactions to a conclusion as speedily as possible.

#### FREEWAYS.

Mr. FRANK WALSH: The Town Planning Committee's development plan contains

a map showing the routes of proposed freeways both dual and one-way, crossing the Anzac Highway, and the committee has recommended that construction commence by 1971. Two districts affected are the district I represent and Glenelg, represented by the Minister of Education. Probably other honourable members are interested. Has the Government considered the proposed freeways? If not, is it intended, because of the large areas of property involved, to make only certain valuations? Will the valuations be made soon or in 10 years' time?

The Hon. Sir THOMAS PLAYFORD: The Government has considered this matter, for in the future it will assume more and more importance because of the development of our city and State. In some instances, the Government has already secured land for some sections of freeway. During the Second World War the Government, as a matter of policy, spent considerable sums in purchasing available land for the purpose of railway and road extensions. During this period, for example, the Government purchased a strip along the highway between Gepps Cross and Gawler to enable a double-width area to be available to the Highways Department. If my memory is correct, the land was purchased by negotiation, at under £20 an acre. The Government is interested in forward planning. It also purchased a large area during the war for possible railway extensions. Some of those extensions are not now desired because changed circumstances have made them unnecessary, and some of that land will now be available for the Highways Department to implement its plans for various arterial roads. Some of the land is being made available to the Housing Trust or for sale for housing purposes. If the honourable member will give me more precise details of the area in which he is interested, I shall try to give him more up-to-date information on the programme for that area. I cannot answer, in a general statement, all the points that could be raised on this matter. If any honourable member has any place on which he has difficulty in getting a definition of policy, I should be pleased to obtain the information for his constituents, so that they might know the department's plans and their effects.

#### POISONED OATS.

Mr. JENKINS: Recently the Land Settlement Committee took evidence in the South-East from Mr. Buckland (of Ringwood, Victoria) and visited his property. Mr.

Buckland, when speaking about the eradication of rabbits, said that he purchased oats by the bag from the Victorian Lands Department, at a cost of 25s. This department used 1080 poison to poison the bag of oats at a cost of 5s., making the total cost 30s. a bag. Mr. Buckland said that if he purchased a bag of oats poisoned with 1080 from a stock and station agent he had to pay £15. Is the Minister of Lands aware of the position in Victoria, and will he investigate the possibilities of a similar scheme being inaugurated in this State?

The Hon. P. H. QUIRKE: I was not aware of the difference in prices. There seems to be a wide margin, and I will investigate this matter and inform the honourable member of the results.

#### PORT PIRIE WATER PRESSURES.

Mr. McKEE: I understand the Minister of Works has a reply to my recent question regarding the water supply at Port Pirie.

The Hon. G. G. PEARSON: This matter arose, as the honourable member recalls, from a fire that occurred in Port Pirie and the consequent problem of the supply of water to the fire brigade. I have a report from the Engineer-in-Chief, which states:

Although there are a number of unlined cast-iron mains in Port Pirie, the number of bursts which occur is not great. However, a regular programme of replacement consistent with the availability of funds has been carried out over a number of years and, on average, 6,000ft. of unlined cast-iron mains are replaced in Port Pirie each year. The main in Wilcher Street, which was laid in 1916, was included in this year's replacement programme, which was prepared prior to the fire, and the work will be carried out this year.

In a telephone conversation with the Engineer for Water Supply on July 17, the Chief Fire Officer stated that the article published in the *Port Pirie Recorder* did not state the facts and that his information was to the effect that the pressures at the main at the time of the fire were quite good and that it had been necessary to close down the fire plug because of a patch blowing off the fire hose. He further stated that difficulty had been experienced in closing down the fire plug because of a bent spindle and that the sudden close down was caused by a valve at the end of the fire hose. In a letter to the Engineer for Water Supply of the same date, the Chief Fire Officer stated that he received information from the officer in charge at the mentioned fire to the effect that a vulcanized patch on the fire hose had lifted, giving the impression of a burst fire hose. The firemen were using shut-off couplings on the branches at the fire, which could have caused back pressure

in mains, resulting in bursting of same. He also stated that the amount of hose, as stated in the *Recorder* was incorrect.

In a report to me yesterday, the Engineer-in-Chief states:

With reference to the statement in the Chief Fire Officer's letter of July 17, that a defective spindle prevented the fire plug from being closed down during the fire, I have discussed the matter with the District Engineer, who has ascertained that the fire plug was not defective. Actually, the sudden shut-off in the hose caused a pressure surge in the main which stripped the nuts on the bolts holding the fire plug to the main. Excessive leakage then occurred between the fire plug and the main, which necessitated shutting down the main at the controlling stopvalve.

#### BRIDGES.

Mr. COUMBE: I am concerned about the five road bridges that cross the River Torrens in my district between the City of Adelaide and portions of North Adelaide and Walkerville, because heavy traffic is being carried and road hazards are being created. Can the Minister of Works, representing the Minister of Roads, ascertain what progress is being made in the re-design of the Hackney bridge, and when the rebuilding of this bridge, which has been suggested for some time, is likely to occur? Now that we have heard of the offer of the Government to the Adelaide City Council regarding Morphett Street bridge, is it planned to re-align or widen the Albert bridge over the River Torrens adjacent to the Zoological Gardens in Frome Road? I realize that this is a City Council matter, but I should like some information on it.

The Hon. G. G. PEARSON: I will refer the matter to my colleague for a report.

#### TIMBER FRAME CLASSROOMS.

Mr. FRANK WALSH: Yesterday the Minister of Education said that consideration would be given to providing permanent buildings at the Urrbrae Agricultural High School to replace the several portable buildings already there. How many portable buildings are at that school? I know that the South Road, Forbes and Ascot Park Primary Schools have more than a fair share of portable classrooms, and I believe that throughout the State there are too many of these temporary buildings. Will the Minister obtain a report on the portable classrooms at the schools I have mentioned, and will he investigate the possibility of substituting solid construction buildings for these portable rooms that cause so much inconvenience and occupy so much space?

The Hon. Sir BADEN PATTINSON: I shall be pleased to do so. I have done so several times in relation to all of the schools mentioned by the honourable member. I am as anxious as he is to cease building new prefabricated classrooms and to replace existing ones with solid construction buildings. About a year ago I thought we had reached the end of the road and that we were going to build only solid construction schools in future. Unfortunately, however, the demand for new schools and for additions to existing ones is so heavy that it has been necessary to embark, in a few limited cases, on completely new prefabricated schools and also to build several prefabricated classrooms as additions to existing schools. Most of our new schools are of wholly solid construction, and we are building substantial wings of solid construction to existing classrooms. I think that all of the schools mentioned by the honourable member need attention in the future—similar to the solid construction school that we are at long last building at Edwardstown. If the Leader, as member for his district, can assist me in determining a proper priority, I shall be pleased to assist him.

Mr. Frank Walsh: That will not be difficult for me.

The Hon. Sir BADEN PATTINSON: I do not want to trespass on his district, but the opinion I have expressed departmentally is that Forbes should have the highest priority of all schools in that district. Forbes is the largest school in the State: it has an enrolment of 1,710 at present. It is far too large, as I have said to the Director and the Deputy Director of Education and the Superintendent of Primary Schools, and the time is long overdue when the enrolment at that school should be drastically reduced by several hundred through the establishment of another school. If the Leader agrees that Forbes should have the highest priority of all schools in his district, I shall give it even more urgent attention.

#### VIRGINIA WATER SUPPLY.

Mr. HALL: Has the Minister of Works a reply to my recent question about a water supply for Virginia?

The Hon. G. G. PEARSON: The Engineer-in-Chief states that although hydraulic investigations have not been carried out as yet, it is apparent that a large expenditure will be involved, as Virginia is located approximately seven miles from the nearest sizable water main. This main, of 5in. diameter, terminates

at the magazine area, Smithfield, and is at present owned by the Commonwealth Government. Negotiations are in progress for the acquisition by the department of this main, which would form a part of any proposed reticulation system for Virginia and district.

#### LOXTON LEASE CANCELLATIONS.

Mr. FRANK WALSH: I understand that some leases in the Loxton soldier settlement area have been cancelled. Can the Minister of Repatriation say whether, prior to the cancellations, an examination was made of the plantings—that is, whether the trees or vines (whichever they may have been) were suitable for the area? Further, after the lease cancellations, was any equity left in favour of those whose leases were cancelled? Can the Minister indicate the number involved, whether the properties have been re-allotted, and how the new settlers are faring?

The Hon. P. H. QUIRKE: Three agreements were cancelled and three people have had the blocks re-allotted to them. As yet they have not taken up residence. I think today is the deadline for their occupation of the properties. Every feature of these blocks is well-known. No equity was left for the settlers because of the amount of arrears involved. In each case each holding required the expenditure of thousands of pounds to restore it to a condition whereby it would be suitable for the incoming settler.

#### SUTHERLANDS ELECTRICITY SUPPLY.

Mr. FREEBAIRN: Has the Premier a reply to my recent question about an electricity supply for Sutherlands?

The Hon. Sir THOMAS PLAYFORD: The General Manager of the Electricity Trust reports:

The trust expects to begin a detailed investigation of this extension within the next month or so for the purpose of presenting firm proposals to applicants in this group. Should the proposals be acceptable, it is hoped to begin work on the extension in April, 1964, subject to other extensions on which the trust is engaged being completed by that time.

#### STEEL FURNACE.

Mr. FRANK WALSH: Has the Minister of Works obtained information for me about the installation of a steel furnace at the Islington workshops, which I mentioned in the Address in Reply debate?

The Hon. G. G. PEARSON: My colleague, the Minister of Railways, has informed me that at present the Islington workshops are not equipped with a furnace for the casting

of steel details. However, investigations have been in progress over a period of months to ascertain whether or not it will be economical to install the necessary furnace and equipment for the manufacture of cast steel. The Chief Mechanical Engineer advises that it will be necessary for him to make a complete survey before he will be able to make a recommendation.

#### CADELL SEEPAGE.

Mr. FREEBAIRN: Several months ago the Minister of Irrigation was good enough to accept an invitation from me and from settlers in the Cadell settlement to inspect seepage problems adjacent to No. 2 pumping station, and he informed the settlers that he would take steps to remedy the problems there. Is he able to give the House a progress report?

The Hon. P. H. QUIRKE: The position is to be remedied; the investigation and a report are now in the hands of the department from the engineers. There is one complication: in order to effect the drainage, necessary arrangements have to be made regarding land outside the control of the Irrigation Branch but, irrespective of what difficulties are confronted, the project will be completed. When it is in that condition or approaching that condition, I will give the honourable member a full report.

#### HAZELWOOD PARK RESERVE.

Mrs. STEELE: During the past few months informal discussions have been taking place between the Mayor of Burnside (on behalf of the City of Burnside), the Premier (as Minister in charge of the Tourist Bureau), and myself (as member for the district) regarding the future control of Hazelwood Park. Can the Premier say what the present position is?

The Hon. Sir THOMAS PLAYFORD: Some time ago the Government announced, as a general policy, that it would like to hand over to the control of local authorities many small parks which had previously been owned by the Government and which in some respects had been controlled by the Tourist Bureau (although some, I am afraid, had not been controlled at all), so that the local authorities could develop them and use them for the purposes for which they were designed. Hazelwood Park had a history that took some investigation. I believe it was purchased at a price below market value because the people who owned it were interested to see that it would be used for recreation, and some

assurance was given by the Government that it would be so used. I think it was also stipulated that it should be named Hazelwood Park. These matters have been closely investigated, and this morning I have seen the Mayor of Burnside. I shall be writing him a letter tomorrow setting out terms on which the Government will be prepared to hand the area over to the corporation and asking whether these terms are acceptable to his corporation. As far as I can see, the terms should be acceptable and, if they are, the matter will be formally submitted to Cabinet for approval and to the Crown Law Department for preparation of the necessary documents.

#### GOVERNMENT GROUP LAUNDRY.

The SPEAKER laid on the table the report by the Parliamentary Standing Committee on Public Works, together with minutes of evidence, on Government Group Laundry.

Ordered that report be printed.

#### ADDRESS IN REPLY.

Adjourned debate on the motion for adoption.

(Continued from July 31. Page 245.)

Mr. HUGHES (Walleroo): When I obtained leave to continue I was dealing with unemployment as it affected not only this State but the Commonwealth as a whole. I think I had just drawn a comparison with other States and had said that South Australia had had a reduction of only 31 in its unemployment figures between the time when the figures were made available in May and when they were quoted last week by the member for Torrens (Mr. Coumbe). The South Australian unemployment figure in July last year was 6,934. In July this year it had been reduced to 6,479, but the number of people receiving unemployment relief over the last few months has increased by 282 to 2,444 in July. Whilst there has been a reduction in the unemployment figure, there has been an increase in unemployment benefits, which indicates that some people are experiencing longer periods of unemployment and are being compelled to seek assistance from the Government.

I congratulate the member for Torrens (Mr. Coumbe) on his contribution to this debate, and particularly on his remarks about apprentices. We all know that he has a vast knowledge on this subject and that he keeps himself up to date on its effect on industrial expansion, particularly in this State.

I listened to that part of his speech with interest, and I have since read it in *Hansard*. I should like to quote one or two paragraphs from his speech and then quote from a newspaper article. I hope the honourable member will help me by saying (in an interjection) whether he thinks the press statement is correct. He spoke about the growth of newly founded factories and establishments in South Australia, and later he said:

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.

He went to to say that he had taken some figures from last month's publication of the Department of Labour and National Service, and he gave us various percentages. He said that three-and-a-half times more jobs were available than there were tradesmen for those jobs, and he went on to say:

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.

I was interested in those remarks of the honourable member because of a press statement that appeared earlier this year. For the information of the House, particularly of the member for Torrens, this was a statement by Mr. F. Birrell, who was at that time the Federal President of the Vehicle Builders' Union. He was leading a discussion on Dr. Hancock's address given at the University of Adelaide in connection with the eighth summer school of business administration. That report states:

Mr. Birrell said he thought the present unemployment position would continue and worsen if the Government continued its present stop and go policy. "I am concerned that statements from Government officers and employers blame the present situation on a shortage of skilled tradesmen, when they are the ones who should produce them," he said. The following is the point I wish to stress from Mr. Birrell's remarks:

I can count on one hand the number of firms in South Australia who have taken on their quota of apprentices.

I have been hoping that the honourable member would clarify the matter by way of interjection.

Mr. Coumbe: I am waiting for you to make a point.

Mr. HUGHES: I think I made the point. The honourable member gave us certain figures

relating to the growth of industrial expansion and said that it could receive a serious setback because of the lack of skilled tradesmen, yet Mr. Birrell tells us that he could count on one hand the number of firms in South Australia that have taken their quota of apprentices. Does the honourable member think that this statement is a correct one, and that these people should have been taking on more? I understood from the way the honourable member spoke that he thought these organizations were taking on their full complement of apprentices.

Mr. Coumbe: One of the reasons no more apprentices were offering was the high pay being offered in many dead-end jobs. After all, private companies can only take on the apprentices that are offering.

Mr. HUGHES: I do not think that is a very satisfactory answer.

Mr. Coumbe: The latter part of my speech referred to the incentives that were being offered; in recent months great improvements have been made in private industry.

Mr. HUGHES: I thought the honourable member would see my point and come out with that information, because I have read something about that. That was one reason why I thought that in the time between Mr. Birrell's statement and the present time perhaps the matter had been rectified. Am I to understand that from the honourable member?

Mr. Coumbe: A big improvement has taken place.

Mr. HUGHES: I thank the honourable member. I was concerned to hear him make the statements he did in the House last week, and knowing Mr. Birrell as I do I do not think he would mis-state the position at that time. I am pleased to know that a greater number of apprentices have been encouraged into the trades referred to by the honourable member.

Mr. Coumbe: New South Wales and South Australia are the leading States in that work.

Mr. HUGHES: I thank the honourable member for his comments. To me it was a serious thing, because I know the honourable member is serious when he talks about apprentices, and I have a great respect for his knowledge of that matter. The Public Works Committee has taken extensive evidence on the proposed deepening of the approach and berths at the Wallaroo Harbour. We were very pleased to welcome the committee members on their visit to Wallaroo where further evidence was heard. I compliment the Chairman and members of the committee;



and also the Secretary (Mr. Allan Deane) on the thoroughness of the inquiry, and I particularly thank the Harbours Board for the help it gave the committee. The scheme submitted in the report (which was tabled in this House on June 12 this year), when completed, will assist the berthing of much larger ships at Wallaroo. Ships now have to be virtually hand-picked to call at this port for grain shipments. For some time exporting authorities have been restricted in the chartering of vessels in having to allow for a second loading port. In order that maximum returns may be received by the primary producers, every avenue must be explored in an effort to reduce the cost of production. Marketing boards can play a big part in this, provided that sea freight can be utilized to the best advantage. This can only be achieved if out-ports can be used as fast, efficient one-loading ports. However, the deepening of three jetty berths to 31ft. at low water, dredging an approach channel between the patches of deeper water to provide a depth of 28ft. at low water for a minimum width of 250ft., and deepening the swinging area in the vicinity of the berths and the jetty to 28ft. at low water, as recommended by the committee, will make the harbour capable of accommodating much larger vessels. We were pleased to read in the report that the committee is fully aware that if the trend towards larger vessels continues it will be necessary to further deepen the harbour in the future.

I now wish to deal with a matter that concerns not only the people of my district but those in the upper and lower areas of Yorke Peninsula. Recently I heard a rumour that a large killing works was to be established at Wallaroo, that the power alcohol building had been taken over for this purpose, and that killing would be undertaken for the metropolitan area and the export trade. No-one would be more pleased than I and the people I represent if that were the case. We hope that ultimately that will be the position, but I am afraid that we have not yet progressed that far. The councils in my district have done a mighty job in their previous efforts to have an abattoirs established in the district, and it now looks as though they will succeed in their efforts by adopting an alternative plan to erect a community abattoirs. I sincerely hope that this will prove such a success that it will grow even beyond our expectations. However, it seems strange to me that a number of men who, I would say, have a vast knowledge of this business seem to

think that a works could be set up successfully at Wallaroo to kill for export as well as for local consumption. Recently, Mr. Hart of "Glen Devon" stud near Two Wells said:

It is gratifying to note that in a recent poll in the northern Yorke Peninsula area, the residents overwhelmingly voted in favour of the districts being declared an abattoirs area. Previous efforts to establish an abattoirs in this area have not been successful, but on this occasion the enterprise is a community one and as such is deserving of success. An abattoirs in this area would be strategically placed for supplying a quota of meat to the metropolitan area and, if need be, export lambs could be shipped from Wallaroo or even Port Adelaide. I trust the Government will give every encouragement to the establishment of this industry, which is a much needed facility.

Mr. Hall: The encouragement already exists in many respects.

Mr. HUGHES: I am pleased to hear that I have another convert in this respect. I thought that when I was speaking on this matter previously, the honourable member was against me, but apparently, with the influx of new members into both Houses, they are beginning to convince members of the Government that such a works could be established in my district. I was pleased to hear the interjection from the honourable member while I was reading a recent statement by a person elected to another place, who was urging the Government to give encouragement to this establishment, and who went on to say:

I trust the Government will give every encouragement to the establishment of this industry which is a much needed facility. This could be a positive step towards decentralization and an encouragement of community effort.

I leave it at that without further comment. In view of certain questions I directed to the Minister of Agriculture in the dying hours of last session relating to a branch of the Metropolitan Abattoirs in the country, and because the matter was introduced to him before an election and the outcome was not made known until some time later, I now give the full story, while making it clear that I hold nothing against any member of the Abattoirs Board.

On July 6 this year the ratepayers of the Corporations of Kadina, Moonta and Wallaroo and of the District Council of Kadina voted on the question of declaring the area of the four councils an abattoirs area. The result of this poll was published in the *Kadina and Wallaroo Times* on July 11, 1963, which stated:

Overwhelming "Yes" for Abattoirs. The overwhelming mandate given by the residents of Kadina, Wallaroo, Moonta and Kadina district council ratepayers at a poll taken on Saturday last, now makes it open for the committee to proceed with the initial work to submit a scheme to the Minister of Local Government, and, if he thinks fit, to issue a proclamation declaring the above district an abattoirs area; and within 12 months from when the Minister declares the district an abattoirs area, the works must be ready to operate.

The subject of the establishment of an abattoirs to serve the needs of consumers in the four areas is one of long standing. Some years ago the District Council of Kadina, in whose area most of the slaughtering houses are situated, invited representatives of the Corporations of Kadina, Wallaroo and Moonta to form a committee to investigate the possible establishment of an abattoirs. At that time the committee inspected several works and employed an architect to prepare sketch plans and to give an estimate of costs. Because of the high capital cost involved, the proposal could not be recommended. In early 1962, I lead a deputation from the Kadina, Wallaroo and Moonta District Development Committee to the Minister of Agriculture asking that a branch of the Metropolitan Abattoirs be established in the old power alcohol buildings at Wallaroo—a branch large enough for killing to be done for the metropolitan area and to be able to treat export stock when a glut occurred at Gepps Cross. The chairman of the Lamb Committee of the Northern Yorke Peninsula Agricultural Field Trial and Show Society supported the deputation. The deputation requested that a report be obtained from technical officers of the Metropolitan and Export Abattoirs Board, and that the works be ancillary to Gepps Cross. The following points were outlined to the Minister on that occasion: that an abattoirs be established in portion of the power alcohol buildings at Wallaroo to serve the towns of Kadina, Wallaroo and Moonta; that it be large enough to enable killing to be undertaken for the metropolitan area, when some stock bought by butchers and wholesalers in the area could be treated at Wallaroo and the carcasses delivered by train or truck to Adelaide (at that time, we intimated this would only be on a small scale to ensure continuity of work for a small gang, and to provide enough by-products to make the venture profitable); that export stock be treated at the works when a glut occurred at Gepps Cross; that provision be made for

a boning room so that meat could be prepared for overseas; and that all meat for export be chilled at the works and delivered to Gepps Cross for freezing and ultimate export.

We considered that the buildings at Wallaroo were suitable, and, as I said, at that time the suggestions were supported by a member of the board. Ample water was available, power was connected and railway lines were available. Proximity to the sea would enable meat to be cooled. It was considered that if an abattoirs were built in this area, a smallgoods and bacon factory could be established in another building. This would provide a service to the local area, to Yorke Peninsula in general and to the northern areas as far as Whyalla. At present, Yorke Peninsula is one of the State's largest sources of supply of livestock and is a comparatively early area for fat lambs, of which 400,000 to 500,000 are produced annually. We understand that the Metropolitan and Export Abattoirs Board loses money through overtime payments. As ample labour is available in the district we believe that such a venture could be of assistance and could be profitable. It would be easier to regulate stock movements when gluts occur, as they do from time to time.

The suggestion that a branch of the Metropolitan Abattoirs be established at Wallaroo emanated from three Kadina Rotarians: one a member of the Abattoirs Board, another a local bank manager, and the third the manager of a stock firm. These men addressed public meetings at agricultural bureaux on Yorke Peninsula, and resolutions supporting the establishment of a branch of the abattoirs at Wallaroo were carried. At that time I indicated that I was prepared to give every possible assistance to the project. I thought that we were getting somewhere. I could be excused for so thinking, if one had regard to those who advocated the venture. A person does not go around the country seeking support for the establishment of a branch of a parent company unless he has the assurance of his fellow board members that such a venture would be financially successful and acceptable. However, something went wrong somewhere along the way. After a public meeting at Kadina, the South Australian *Farmer*, under the heading "Metropolitan Abattoirs Branch Advocated for Kadina: Lip-Service to Decentralization", published the following report:

To a large degree lip-service only is being paid to the desirable and necessary principles of decentralization in South Australia. Manager of the Savings Bank branch at Kadina (Mr. Ivo Crutchett) said this at a public meeting Friday of last week at Kadina organized by the North Yorke Peninsula Industries Development Committee. With fellow Kadina Rotary Club members, Messrs. Reg Correll and John Schumacher, Mr. Crutchett was advocating the establishing in Kadina area of a branch of the Metropolitan Abattoirs. The Kadina meeting was one of a series the trio of speakers have been invited to address by organizations in various parts of Yorke Peninsula since launching their publicity campaign for the killing works a fortnight ago.

This publicity campaign was launched at a Rotary Club meeting. The Rotary Club President invited me to attend this meeting, because this matter was to be introduced. He told me that my opponent at a forthcoming election was also being invited to attend. The article continues:

Mr. Crutchett said it was essential if country towns were to survive and prosper that suitable industries be allotted wherever possible and particularly wherever conditions in the district concerned were propitious. It was necessary that opportunity for youth to seek adequate and congenial employment be created. Drift of youth to the city must be curtailed or towns such as Kadina would become devitalized, with consequent apathy and lack of youthful zest, drive and initiative.

It was necessary, too, that expansion of South Australia be even and that development be equitable. The tendency had been that some areas, when opened up and publicized, got all the amenities that older and more solid districts had sought for many years. He instanced in this regard the long period before water supply went through to Maitland and points south on Yorke Peninsula. Further, the sprawling growth of urban and suburban areas had to be curtailed and controlled.

Under a sub-heading "Basic Factors", the article continues:

Basic factors for establishment of country industries were: availability and adequate supply of raw materials; adequate transport and export facilities; a vigilant and progressive community, able to grasp opportunities and press, in the appropriate quarter, for recognition. Metropolitan and suburban expansion over the past decade had been unprecedented. Population is estimated to increase from 433,500 to 1,000,000 by December, 1963. Areas now subdivided were 10 years ago regarded as remote. He would have been a bold prophet in those days to forecast the metropolitan expansion that has subsequently ensued.

It was inevitable that land now used as stock paddocks at Gepps Cross must be acquired eventually for subdivision. With built up areas extending to, possibly, Dublin, the city creeps into the country and Kadina

comes closer to suburbia. Fast transport over the last 35 miles will be restricted. A 35-miles-an-hour limit will make the last stretch into the city a long and tiresome one. Development south of Adelaide implies extension of services by the Metropolitan Abattoirs which may fully tax its transport and handling facilities. Thus, creation of the proposed ancillary killing centre to serve the outermost northern zones also appeared inevitable. Consumption of meat had increased by 7 per cent in 10 years and now had risen to 2,000,000 lb. per week. This would go higher as population increased.

Mr. Crutchett referred to benefits that would accrue from the proposed abattoirs. He also referred to the Port Lincoln killing works and said:

The Government Produce works at Port Lincoln for 21 of the 31 years the works have been operating have shown a loss. Over the 31 years this has amounted, in effect, to a Government subsidy of 4s. per capita of slaughtered stock. It was learned that if 125,000 lambs and 69,000 sheep can be handled per annum, the works will show a profit.

"Now, in the light of these figures, can a works at Kadina lose in view of the stock population readily available and a cattle population increasing all the time?" asked Mr. Crutchett. The Government had expressed its willingness to receive meat into the metropolitan area from Port Lincoln via the m.v. *Troubridge* when that vessel was commissioned. How could Kadina fail when the economics of handling by sea were compared with the simple procedure of hooking a packed truck behind a fast passenger rail service?

I am sure members will agree that the submissions outlined in the report contain much merit. Men of high repute do not think highly of the Government's decentralization policy. I have frequently drawn the Government's attention to the very matters outlined by this bank manager, but my comments have been treated as political propoganda. That cannot be suggested of Mr. Crutchett. He had nothing to gain by giving up his own time and incurring expense. He could see that here was a district with all the potential needed for decentralization. He did not rush in where angels fear to tread; the mere fact of his position would prevent him from doing that. The whole project had been gone into with his two colleagues, who were both highly successful businessmen. One in particular, by virtue of his position, would know as much about abattoirs as any person in the State, and the other would be an authority on stock potential and stock movement. I will quote from some of the statements made by them at a public meeting held at Yorketown, which is 90 miles from Kadina,

because I do not want members to think that it was a campaign only in this particular area. Members will see that the personnel have been outlined prominently, which is a point I emphasize. The article in a local newspaper, under the heading of "Campaign now in Progress for Abattoirs on Yorke Peninsula", is as follows:

"At least two more meatworks are needed in South Australia, one in the South-East and one on Yorke Peninsula or in the mid-North. Gepps Cross is now in Adelaide's green belt, and more killing works will be necessary because of the rapid expansion of Adelaide and its satellite towns," the Deputy Chairman of the Metropolitan Abattoirs Board (Mr. Reg Correll) and Mr. John Schumacher (branch manager of the Kadina branch of Goldsbrough Mort & Co. Ltd.) said recently.

I want members to note that the Deputy Chairman of the Metropolitan Abattoirs Board, as well as his colleague, was credited with making this statement. I have not seen that refuted, which leads me to believe that it is a correct report. The report continues:

Mr. Schumacher, a member of the Kadina Rotary Club committee, which is working on the proposal, said the proposed meatworks would best serve the lamb producers on Yorke Peninsula if it was operated as a branch of the Gepps Cross abattoirs.

He went on to give the production potential, and said:

The geographic position of Kadina ensured a prolific source of animal production and supply extending roughly from Port Broughton to Crystal Brook, east to Clare, down to Balaklava and Port Wakefield, then all of the Peninsula, feeding either through Kulpara or Maitland/Moonta. Transport facilities, rail and road, were excellent. Few country towns were better served and there was a potential export trade via the port of Wallaroo. Mr. Schumacher quoted the following stock figures in the counties of Ferguson and Daly: 1,116,856 sheep, including 687,963 breeding ewes; 6,888 beef cattle, including 2,366 calves; 11,142 dairy cattle, including 1,463 calves; 17,873 pigs, including 2,780 breeding sows. Over 400,000 fat lambs were produced annually, he said.

He went on to intimate that an abattoir would attract northern stock, and said:

It was reasonable to assume that northern cattle, changing gauge at Port Pirie, could be railed via Snowtown to the earliest and best topping country in the State due to limestone and mineral content of the soil. The area is also the most prolific source of fat lambs in South Australia, and all northern stock could proceed to Kadina via the rail junction of Snowtown. Meat then killed at Kadina or Wallaroo could be packed and trucked behind the passenger trains, either morning, evening, or both, and be delivered at Gepps Cross within three hours. Meat for export would

leave on the 7 a.m. train and be at Port Adelaide at noon, the same as is done in New South Wales between Wagga and Sydney. Farmers would save two and a half hours run to the city abattoirs. It cost a lot more to carry stock on the hoof than to transport meat.

He said things about meat inspection and various other things. Perhaps I should quote something that was attributed to the Deputy Chairman of the Metropolitan Abattoirs Board. Although the report attributed the statements to him and to Mr. Schumacher, the following is the report of what Mr. Correll said:

Mr. Correll, who considered that an abattoirs would be best under local government or Government control, said that killing works of some type had to be eventually established in the district. Every town over a certain size should have meat sold for human consumption inspected before sale, he contended. At present no meat outside of the metropolitan area was inspected so that it was frequently not known if a slaughtered animal was suffering from disease.

I do not think I need read any more from the report to convince members that there must have been some merit in the proposals in the first place; otherwise, the speakers I have mentioned would not have gone around at the time—it is some time ago. There must have been some merit in the claim that in that district a branch of the Metropolitan Abattoirs could be established.

Mr. McKee: That was not at election time, was it?

Mr. HUGHES: I did not want to draw politics into this. In fairness, I should say that it was done just prior to an election, but as I referred to this in my opening remarks I will not say any more about it. After listening to and reading statements in the press made by men with a vast knowledge of stock and who understand the economics of the business, I find it hard to understand why the report that eventually came from the Metropolitan Abattoirs Board was adverse to the very proposals enunciated by one of the members of that board. I should like to bring before the House the conclusions reached by the board in its report to the Minister, and I shall say something later about getting this report. The committee, which was set up at the request of the Minister, reached certain conclusions, and reported as follows:

Alternative 6 (i)—Operation of the abattoir solely as a service to the towns of Kadina, Wallaroo and Moonta (Proposal A). It is considered that this proposal would work satisfactorily and provide a hygienic meat supply to the consumers within the three towns at a

reasonable charge. Alternative 6 (ii)—Operation of the abattoir as a service to the towns of Kadina, Wallaroo and Moonta, with added capacity to meet a regular demand from the metropolitan area, or a locally-operated smallgoods factory (Proposal B). The success of this proposal would depend solely upon the maintenance of a sufficiently high level of throughput to ensure that the resulting charges to be applied are such as would permit stock to be slaughtered at Wallaroo, transported to the metropolitan area or elsewhere, and sold at a profit. The slaughtering cost of 1.59d. a pound (exclusive of delivery for local meats) as shown in Proposal B is based upon full slaughtering capacity being maintained and any falling off in slaughtering volume below full capacity would mean an increase in cost above that of 1.59d. a pound. The point at which rising killing costs due to increasing idle capacity would prevent slaughtering for the metropolitan trade and elsewhere has not been the subject of investigation or inquiry by the writers of this report. Further, in considering the setting up of the abattoir for the purpose of meeting slaughtering demands (by which we mean the provision of labour as well as the accommodation facilities) above that required for a purely local works (Proposal A) there are other matters which require serious consideration before a decision is reached as their final determination would lay down the policy under which the works would operate.

This matter was discussed fairly extensively while the various speakers were launching the campaign on the peninsula. It goes on:

The questions arising and our views in relation thereto are: (1) If a smallgoods factory is to be set up, by whom is it going to be operated? We consider the only approach would be to encourage private enterprise. It is considered that the abattoir should not do anything else but provide the slaughtering service on behalf of a smallgoods factory, it being the responsibility of the factory to provide its own plant and equipment requirements within the power alcohol buildings. The establishment of a smallgoods factory would, however, have to mean that the factory operating on its own account is capable of being a profitable venture in order to contribute towards the continued maintenance of slaughtering volume at the abattoir to avoid increased charges from that source. Should it be decided that the abattoir operate its own smallgoods factory, this would necessitate the setting up of a selling organization to dispose of the products manufactured, and in a very competitive field against well-established brands manufactured both in the metropolitan area and interstate, it is our opinion that this venture could not succeed.

(2) In conjunction with or without the operation of a smallgoods factory is it the intention that the works is to slaughter for the metropolitan trade on its own account or on account of butcher operators? If the works is to purchase stock and sell meat on its own account, the maintenance of slaughtering

volume is more assured subject to the proviso that pre-arranged outlets are available in the metropolitan area at selling prices which at point of delivery are sufficient to cover costs. If, however, this type of operation is not successful, the producer would have to be offered less for his stock than can be obtained elsewhere, and in turn this would mean that the stock would not be made available. If the abattoir does not operate on its own account, the maintenance of slaughter volume is in the hands of outside operators who would, unless tied to a contract agreement (at a fixed slaughter charge) for pre-determined periods, only slaughter at the works when it is overall economically profitable for them to do so, and this would again mean that operations could be uneconomic. A relative aspect in both of the aforementioned considerations is that the local butcher would have to face the prospect of ever-varying charges dependent upon the success or otherwise of the other operations. With regard to the transport of meat to the metropolitan area, this could be carried out by fast rail freight or road transport and slaughtering programmes would have to be co-ordinated accordingly. This factor would require close investigation in order to avoid fluctuations in daily kills and possible congestion in chilling rooms. It is also pointed out that under either of these considerations the entry of meat into the metropolitan area would be subject to a permit being issued by the Metropolitan and Export Abattoirs Board, as the Wallaroo works in terms of Proposal A and B could not be classified as a "country meat works" defined within the provisions of section 78 (b) of the Metropolitan and Export Abattoirs Act, 1936-1958.

Alternative 6 (iii)—Operation of the abattoir to undertake killing for export in addition to the requirements outlined in Alternatives 6 (i) and 6 (ii). It is considered that the operation of a works to slaughter for export in addition to other requirements would prove uneconomic due to the necessity to considerably increase capital expenditure above that necessary for a "local" works in order to meet the demands of a seasonal industry.

The committee stated in the report that it would be uneconomic, yet the Deputy Chairman of the board surely would have been in possession of this very information at the time that he was advocating an abattoir for the peninsula. I am at a loss to understand it. The report continues:

Ignoring this fact, however, it is considered that a meat works at Wallaroo would not materially assist the Metropolitan and Export Abattoirs Board in its export operations unless a works capable of handling upwards of 10,000 to 20,000 export lambs per week was established. Experience has also shown that generally speaking the period during which export lambs are turned off at Wallaroo and adjacent areas does not coincide with the period of high intake of export lambs into the board's works at Gepps Cross.

Again I make the point that surely this man, having risen to such a high position on the board, would have had that type of evidence in his possession. The report goes on:

In respect of export slaughtering operations, it is considered that due to hygiene standards necessary to meet the importing requirements of overseas countries, the slaughter of stock for export at Wallaroo would have to be a complete operation and this would include the provision of freezer and cold store accommodation at the works. The building of an "export" works with the added capacity to relieve Gepps Cross to any appreciable extent would require much more capital expenditure than that considered justified unless a sufficient volume of killing for the Wallaroo area, Adelaide and elsewhere could be maintained. Surely this type of thing would have been known by the men who were advocating this very thing. The report concludes:

With regard to the suggestion that the Metropolitan and Export Abattoirs Board should administer the Wallaroo works, we consider this arrangement would not benefit either works. It is our opinion that in any set of circumstances the works, if established, should be separately controlled.

The report is signed by the General Manager, the Works Manager, and the Secretary. Mr. Speaker, the board must have been put to some trouble and expense to gain information to pass on to the local industries committee, when that information should already have been known to those members through their associations with those who were campaigning for the abattoirs. We appreciate the information—at least I do: I cannot speak for the councils at this stage—given in the report by this committee that was set up at the request of the Minister, because the committee has given us an alternative plan whereby under the Act we can set up a local killing works. They set it out well for us, and we appreciated it. Naturally we were disappointed at getting the report and learning that it was opposed to what we thought was economical and workable. Much time elapsed between the time the Minister received the deputation and the presentation of the report. I do not think it would have been made available if I had not persisted in asking questions. Eight months had elapsed and no reply had been received by me to the representations, and my constituents were concerned about the seeming lack of interest. On October 2, 1962, I directed the following question to the Minister of Agriculture, because I also felt that the matter was not receiving the attention warranted:

About eight months ago I introduced a deputation to the Minister of Agriculture from the Kadina, Wallaroo and Moonta Districts

Development Committee which sought his support for the establishment of a branch of the Metropolitan Abattoirs in part of the power alcohol building at Wallaroo. The deputation suggested that it be large enough to enable killing to be undertaken for the metropolitan area. Can the Minister say whether any decision has been made on the matter and, if so, when the committee can expect a reply?

The Minister replied:

I have not been approached by the Metropolitan Abattoirs Board with a proposal to establish the branch referred to by the honourable member.

The reply came as a shock to me, because it indicated that the Minister was out of touch with a large department under his administration, and a department closely associated with the cost structure of the primary producer. I was not satisfied with the reply, so on the following day I directed this question to the Minister:

Yesterday I asked the Minister of Agriculture a question regarding the possible establishment of a branch of the Metropolitan Abattoirs in the power alcohol buildings at Wallaroo. When the Minister interviewed a deputation he promised to call for a report from the Metropolitan Abattoirs Board and said that he would discuss the proposal with the General Manager of the Government Produce Department. Has the Minister called for the report, as promised, and has he discussed the proposal with the General Manager of the Government Produce Department? If so, when will the Minister be in a position to give the deputation a reply to its representations?

The Minister replied:

I discussed this matter with the General Manager of the Government Produce Department and also with representatives of the Abattoirs Board. I was not in my office sufficiently long this morning to examine the relevant correspondence, but I shall do so in order to supply a reply to all of the honourable member's questions. However, I repeat what I said yesterday: if a branch of the Metropolitan and Export Abattoirs is to be established at Wallaroo, then the request must come from the Metropolitan and Export Abattoirs Board. While I have discussed this question with representatives of the board, I have had no request from the board for any new branch. That is the present position.

The Minister told the deputation that he would call for a report from the Metropolitan Abattoirs Board, but his reply to my question indicated that the request must come from the board. I could not understand why he should answer in this way. First, he said he would call for a report, and then he said that the request had to come from the board. It seemed to me that he was severing any connection he had with the request. The next day, October 4, I asked him this question:

During the last few days I have directed several questions to the Minister of Agriculture about the possible establishment of a branch of the Metropolitan Abattoirs in the grain distillery building at Wallaroo. Has the Minister any further information to give?

The Minister replied:

Since the honourable member raised this matter earlier this week and following on the deputation that he referred to, in which a claim was put for an extension of the Metropolitan Abattoirs to Wallaroo, I have checked the position, which does not, as suggested by the honourable member, show that I have been inactive. I discussed this matter not only with the General Manager of the Produce Department but also with the Abattoirs Board, and forwarded a full statement on the matters referred to in the deputation, asking them for their views. I received an acknowledgment from the board that it would consider the matter, but I have not since heard from it. I believe the initiative rests with the Abattoirs Board; if it wishes to do anything more, it will approach me.

Again I was disappointed with the reply. It is all very well for the two Ministers at present sitting on the front benches to laugh at my disappointment, but to me, and the people I represent, this is not a joking matter, although it may be to the Ministers.

The Hon. P. H. Quirke: We were passing eulogistic remarks about your persistence.

Mr. HUGHES: I thought the Ministers were making fun of my remarks. When I say I am disappointed I include the Ministers when we do not get what we expect. I do not say that Cabinet Ministers are supermen, but when I put a case on behalf of the people I represent I do not expect to get from the front benches replies that make fun of a member who is making a genuine attempt to bring a matter before the House. I could perhaps expect it from one of the back-benchers, but not from Cabinet Ministers.

Mr. Millhouse: You did not get it from us.

Mr. HUGHES: I did not catch that.

The SPEAKER: There is no need to catch it. Interjections are out of order. The honourable member for Wallaroo!

Mr. HUGHES: I thought it was a sly dig at the representations I made on behalf of people I represent.

The Hon. P. H. Quirke: You have been wrong all along the line in your assessment of how we accept your remarks. We appreciate them.

Mr. HUGHES: It is interesting to hear the Minister say that I was wrong all the way along the line.

The Hon. Sir Baden Pattinson: You were in better form yesterday.

Mr. HUGHES: Exactly. One is always in better form when leaving certain people alone! That happens on every occasion.

The Hon. Sir Baden Pattinson: The honourable member would do better if he realized that a speech to be immortal does not need to be everlasting.

Mr. HUGHES: There is a coincidence. I heard the same remark come from a member of this House in reference to a reply the Minister gave a few days ago. That is remarkable; he must have heard it. I repeat that I was disappointed with the Minister's third reply that I read, because it appeared to me that, after receiving an acknowledgment of his request for a report, the Minister was prepared to let the matter rest unless he was approached by the Abattoirs Board. Apparently someone got busy after these questions because a full report was made available to the local industries committee that sponsored the deputation.

My point is that it should not have been necessary for me to press for a reply to our representations. I hope the Minister in charge of the House, whether it be the Minister of Education or the Minister of Lands, is listening to me, for he has a certain responsibility sitting on the front bench in the absence of other members of the Cabinet. Someone must be in charge of the House. I hope that both Ministers present will support me in what I say.

Mr. Loveday: You have found that constant dripping wears away the stone.

Mr. HUGHES: It is just as well because, if my speech this afternoon has some beneficial effect on the industrial development of my district, I shall have done some good. If the Government had been genuine in its approach to the decentralization of industry, it should have followed up its request for a report on a branch of the Metropolitan Abattoirs being established on the peninsula. It should have informed the deputation of its findings and not allowed so much time to elapse. The investigations carried out by the Abattoirs Board were completed early in September, weeks before I asked the questions in the House. The sooner legislation is introduced into this House setting up a department for the promotion of industry and with full investigating powers, the sooner will reports become available to honourable members. Such a department, of course, if set up, as has been intimated from time to

time, would be a good one because it would have its finger on the pulse of industrial expansion and requirements.

I should like now to draw the attention of the Mines Department to the serious drifting of skimps from the Wallaroo Mines dump. If some attempt is not made to prevent the dump from continually drifting, it will eventually become a serious menace to homes in the Kadina South area. For some time complaints have been received from residents in this area that on washing days the skimps are a nuisance when clothes are on the line, while others complain of skimps lodging in the gutterings of their houses. Because of the chemical reaction to iron, they soon eat through the guttering. Anyone who knows anything about skimps and dumps knows that there is a chemical reaction to iron. People living at what is known as Jericho and another little place called Matta Flat are constantly renewing roofing iron and gutterings. This concerns the Minister of Education and I hope he will listen to me on this. The Wallaroo Mines school is directly behind the dump, and skimps have caused thousands of pounds worth of damage to the school during the last few years. They lodge in the school gutterings and eat them out; then the water runs down over the walls. Ceilings have been known to collapse because of the weight of skimps that have drifted on to them. When the valley guttering is eaten through, the water comes down inside. The water once soaked down a centre wall and it was feared that the wall would collapse. That danger will be with us until the children can be housed in the new school that we are hoping to have built in a skimp-free area.

To give some idea of the seriousness of the position in and around the school, some time ago a 5ft. iron fence was erected at the back and sides of the school grounds in an endeavour to keep the skimps from the school yard and from the school itself. In a short time they banked up and blew over the top of the fence. Periodically a bulldozer is brought into operation to have the skimps removed from the school fence. The school committee some time ago worked hard to prepare a sports ground for the children in front of the school. Today it is covered with skimps a foot deep. In summer, with a strong wind blowing, the surroundings at the school are a black mass of skimps high in the air.

The Hon. P. H. Quirke: To whom does it belong?

Mr. HUGHES: I wish the Government would claim it, in the same way as it claimed much of the money that came out of the mines. Because of the depth of skimps drifting around the school for hundreds of yards, this area will be a black desert for years to come. The district council is making a genuine attempt to prevent their spreading over a wide area by sowing barley on vacant blocks nearby. The sports ground, known as the Federal Oval, and used extensively for sporting fixtures, is in serious danger of becoming a skimps dune. The only way to cope with the moving black mass is to strike at the heart of the trouble—the dump itself—which is reckoned to be the responsibility of the Mines Department. The people in the area, although they do not say that it belongs to the Mines Department, consider it to be the responsibility of that department. South Australia was pleased to share in the great wealth that was won from mother earth in this locality, therefore, it is the responsibility of the Government of the day to act in having this unwanted dump brought under control.

The Hon. P. H. Quirke: You can buy that material, can't you?

Mr. HUGHES: We will give the honourable Minister some of it if he wants it.

The Hon. P. H. Quirke: Can you give it away for nothing?

Mr. HUGHES: The Wallaroo Mines dump is practically useless.

The Hon. P. H. Quirke: To whom do you pay royalties on the other dump?

Mr. HUGHES: They use the material from the Moonta dump for roads, but I do not know who is paid for it.

The Hon. P. H. Quirke: Perhaps ownership could be proved in some way.

Mr. HUGHES: It could. I will follow that up because I know that a royalty is being paid. This material is used extensively in other parts of the State. I congratulate the Highways Department for its marking of the various roads. Anyone who drives at night realizes how dangerous this can be on a black bitumen road. The department has done a magnificent job in marking the centre of our highways to make night driving easier. It is a great encouragement to people using the roads to know that the department is contributing much to driving safety by using white lines, which are a great help at night. Further parking bays should be provided for heavy vehicles. No doubt the Minister and his department are well aware of this



need, and, on a number of roads where bends have been removed, provision has been made to enable heavy vehicles to pull in and check their loads. A special effort should be made to provide these parking bays so that lives may be saved. Often, while driving between Adelaide and Wallaroo, I have noticed heavy vehicles stopped with their offside wheels still on the bitumen. Perhaps the driver was afraid to take his vehicle off the highway but, unless he takes every precaution to let the travelling public know that the vehicle is there, it could be dangerous to others. One of the most dangerous times for driving is between sunset and dark, that is, at dusk. Recently, on the other side of the Bolivar roadhouse, I passed a heavy vehicle with its wheels still on the road but without its lights on. I know the honourable member for Barossa (Mr. Laucke) has advocated precautionary measures, but I do not know how we are going to deal with this problem.

The Hon. P. H. Quirke: It is an offence to leave a heavy vehicle in that position.

Mr. HUGHES: I know it is. A heavier penalty should be imposed on those convicted of this offence, because they are a menace to other drivers. We must urge that this matter be rectified. Most drivers of heavy transports do everything possible to help the travelling public, but the odd ones become careless. Many serious accidents have resulted from a vehicle colliding with the rear of an unlit vehicle. These heavy vehicles must sometimes stop with engine trouble or a load slide but, immediately this happens, the driver should take all precautions to let the travelling public know that the vehicle is there.

I know that, when the honourable Minister of Lands was on this side of the House, he used much time in advocating various matters that he considered were urgent both for his district and for the State, so I do not apologize for the length of time I have spoken. Incidentally, I could have concluded yesterday, but I was asked to keep speaking until 5.45 and then, at the Government's request, to continue today. So, without apologizing for the time I have taken, I support the motion.

Mrs. STEELE (Burnside): It is with pleasure, and some relief, that I rise to support the motion. This afternoon is somewhat reminiscent of the occasion of my first speech in Parliament, when I had to wait for almost two hours—the longest question time on record—to speak. I hope I do not seem

presumptuous, but perhaps it may be a welcome change for members to hear a feminine voice speaking on a different subject. I, too, express my loyalty to the Throne in the person of Her Majesty Queen Elizabeth II. It gave us much pleasure to have Her Majesty in South Australia earlier this year. I believe that the more informal nature of that visit was nearer to the ideal we would like to see during more frequent visits in the future. We look forward to the hoped-for visit of the Queen Mother next year on the occasion of the Adelaide Festival of Arts of which she is Patron. She, too, can be assured of our pleasure in having her with us once more.

His Excellency the Governor was also honoured by Her Majesty. I think that he would regard this as a tribute to the people of South Australia. In response to a letter of congratulations that I wrote to him, His Excellency said that he was happy to be a South Australian for the time being and that he was enjoying his stay amongst us.

I congratulate the other people who were honoured by Her Majesty the Queen during the visit she and the Duke of Edinburgh made here last March. I refer particularly to the Commissioner of Police and Mr. King (Under Secretary). When I wrote to Mr. McKinna I said I believed he would agree with me that the honour conferred upon him was a tribute to the members of his force, of all of whom we were most proud during the Royal Visit. The way the young police officers carried out their duties was most impressive and reflected credit on their senior officers.

When I entered this House in 1959 one of the first members to extend to me the hand of friendship and to offer his co-operation and help was the late Sir Cecil Hincks. We have all lost a very good friend, and South Australia has lost a man who rendered outstanding service not only to the State, but to the Parliament he served so faithfully for so many years and the district of Yorke Peninsula which he represented. Another member who was kind to me, and for whom I felt a very real friendship, was the late member for Mount Gambier, Mr. Ralston. He, too, extended to me great co-operation on every occasion, and was most helpful more than once. Another member I knew very well was the late Allan Hookings, a member of the Upper House. He was one of the most promising members of that Chamber. During the five years I have been a member of this Parliament, no fewer than nine members have died. We frequently hear rather facetious remarks about the easy

jobs that members have. That our public life is not as easy as it looks is borne out by the toll on members that has been evidenced in the past two Parliaments.

I am surprised, although glad (because it gives me the opportunity to refer to it), that thus far no member has mentioned the beauty of this Chamber since it has been recarpeted, re-upholstered and redecorated since last session. I am sure we all believe that we are sitting in far more dignified surroundings than hitherto and that this Chamber has been enhanced by the various amenities provided. Our good friends in the press and *Hansard* galleries show up much better against the softly panelled woodwork of the new partitions than they did against those awful old curtains that had far outlived both their beauty and usefulness. I understand, too, that the acoustic properties are much better for them now.

I congratulate the mover and seconder of this motion. In my experience, it was unique to have two country members opening this debate. As a metropolitan member I listened with interest to their speeches; so much so that I read them through the next day to make sure that I had not missed anything. It was interesting to hear their comments on such a variety of subjects as soil fertility, wheat stabilization and weed control. I was particularly interested to hear the comments of the new member for Yorke Peninsula (Mr. Ferguson) on the use of limestone in sealing roads. I also enjoyed hearing the new member for Mount Gambier (Mr. Burdon). I do not have the same opportunity to get to know members opposite as I do members on my side, and he had seemed fairly quiet, yet he spoke with great force and gave promise of in future being able to add to our debates and of contributing to the affairs of this Parliament.

Recently publicity has been given to the Public Works Committee's recommendation that the new reform school be built on the site of the old reform school at Magill. My feelings on this matter are well-known to most members, and I made my views public when it was announced that, with some reservations, the committee had recommended using this site again. I do not know whether it is a case of great minds thinking alike or whether the Leader of the Opposition so liked the points I put forward in my maiden speech four years ago that he advocated the idea of subdividing the land and using the money from its sale to buy a site elsewhere on which

to build a reformatory. I took the trouble to look at *Hansard* to see whether anyone else had mentioned that idea, and I could not find any other mention of it, so perhaps he thought it was a good idea.

Mr. Hutchens: It was said so well that he saw no need to repeat it.

Mrs. STEELE: But I said it first. In recent days there has been some talk about a suggestion to retain the old building at Magill as a museum. I have said more than once that the best thing that could happen to it is that it should be razed to the ground, so I have had to dissociate myself from a move in my own district by a group that is promoting the idea; this group knows my feelings on the matter. I think it is rather ironic that the Premier's name should be further perpetuated in the Playford Museum, a building that would have its origin in a reform school for bad boys!

Education is a subject that is always of great interest to me. My district is getting its proper share of new schools or additions to schools that are necessary in view of its greatly increasing population. At present two fine new schools are about to be opened. One is the Adelaide Technical High School, which occupies a commanding site overlooking the lovely Glenunga Oval, and, as a result of an arrangement with the Burnside City Council, that oval is to be used as playing fields and recreation areas for the school. As the Minister of Education has said more than once, this is a unique school, and I am particularly happy that it was decided it should be established in the Burnside district. It has been served by a long line of very good headmasters, one of the most distinguished of whom is the present headmaster, Mr. Cedric Cannell. This school was originally under the control of the South Australian School of Mines and, later, of the South Australian Institute of Technology; it has now become a technical high school within the Education Department. Although it is known as a technical high school, its record of academic successes in the arts and sciences has been outstanding, and it has a rather unique record in the history of education in this State.

The other new school to be opened is at Stradbroke, which is in a perfectly lovely setting on the banks of Fourth Creek. It is set amongst most glorious gums, and I hope that when new roads are constructed and new areas are opened adjacent to the school these will not be cut down, as they are among the

loveliest trees in the foothills areas. This school will serve a district that already is growing tremendously in size.

I should like to mention in passing that I am, with hundreds of thousands of parents in South Australia, glad that it has been decided that this year the Public Examinations Board will conduct its examinations in the schools and not in concentrated areas in the Wayville halls, as has been done in the past for metropolitan students. Also, I think it is a good innovation that a new course for non-academic pupils is being formulated, as this will be an advantage to the girl or boy who is not planning to go on to further academic studies or to go in for anything that requires higher education.

On our files we have the report of the Public Works Committee recommending that a new centre for adult education should be built at Gawler. Gawler, I suppose, is the home of adult education in this State. It began there 75 years ago this week, when the school was known as the Mechanics Institute. It then became the School of Mines until in the early 1900's it became a country technical school. In 1952 it became known as the Gawler Adult Education Centre. Now we know that a building to cost £170,700 has been recommended and that working drawings are in the process of being prepared at this moment.

In the post-war period the Education Department has made increasing use of these country high schools and, in fact, interest in adult classes and adult education has grown by leaps and bounds. The other day the Superintendent of Technical Education sent me a most interesting pamphlet giving statistics of this branch of the Education Department for the year ended December, 1962, and I think it may be of interest to members to have some of the information contained in this pamphlet. In 1961, 130 country towns in South Australia were served by these centres. Of the 15 centres that serve many country towns, two are in the Northern Territory (at Alice Springs and Darwin). There are 17 metropolitan centres and there are, or there were at the end of 1962, 18,334 country students enrolled. This was an increase of 3,061 over the 1961 figure, which was 15,273 people. Metropolitan enrolments totalled 7,417, compared with 7,207 in 1961, which was an increase of 210. The number of students attending adult education classes is 25,751—an increase of 3,271 over 1961. In addition, 502 full-time or part-time teachers are engaged.

Further, 13,542 students attend trade schools, migrant education classes, the South Australian School of Art, technical high schools or the Technical Correspondence School. The grand total is 39,293 students and 1,062 teachers, which I consider is a wonderful achievement in these post-war years. Over 180 different subjects are taught in the metropolitan and country education centres. They are widely differing subjects, and I shall pick a few at random—Intermediate arithmetic, blueprint reading, cinema projection, drama, dressmaking, oil painting, physics at various levels, and soil study. I could go through the whole range but I would not dare do so! I was interested to see that even judo was taught at certain of the education centres.

Mr. Bywaters: They really come to grips with their subject.

Mrs. STEELE: Yes. Even such an unusual subject as coastal navigation is taught at the LeFevre Boys Technical High School; I suppose that is appropriate. Gardening, for Botanic Garden trainees, is taught at Goodwood Boys Technical High School, and photographic colouring is taught at the Thebarton Girls Technical High School.

Mr. Bywaters: Even patristics is taught.

Mrs. STEELE: What is that?

Mr. Bywaters: It is a knowledge of the early fathers.

Mrs. STEELE: What about teaching matristics—a knowledge of the early mothers? A person can learn about the maintenance of a car or a motor scooter, if he happens to have one, at the Automotive Trades School, and from the Technical Correspondence School one can obtain tuition in Public Examination Board subjects, in art, trade subjects and journalism, to mention just a few. The variety is endless and amazing. To those responsible for the development and the administration of this section of the Education Department, and to the teachers, both part-time and full-time, I am happy to pay a tribute. I only wish I had the time—and I imagine other members probably wish they had, too—to participate in one or more of the subjects that appeal to me.

Mr. Speaker, like many other members, I have received a great number of letters from parent organizations, school committees, teachers' groups and independent bodies outside the Education Department, stressing the need for some kind of Commonwealth aid for education. Most members will be aware of the

big education congress that was held in Melbourne recently, a report of which I think was sent to most of us. At that congress resolutions were passed that some kind of Commonwealth aid should be forthcoming. I feel that if we are to maintain our high standards of education and keep up with the rest of the world in scientific trends in this day and age, the task is beyond the financial capacity of our State Education Departments, even though they are doing a magnificent job. Although they are probably getting a large proportion of the moneys allotted in the Loan Estimates, I think more help will have to come from the Commonwealth Government to meet this great demand. Perhaps out of the great Commonwealth surplus that has been advertised, a start could be made, but whether or not certain strings would be attached to some Commonwealth aid I do not know, and this would be a matter of some concern to those responsible for seeking such aid. However, people everywhere seem to be indicating that they are now prepared to accept increased taxation if these extra funds can be made available. Although they have not said as much, they must tacitly accept the fact that this must be so, because without extra taxation the Commonwealth simply could not raise the funds to provide for help in this direction.

I have the honour to represent two councils in my area—the Burnside City Council and the Campbelltown City Council—and I also represent a part of the Kensington and Norwood Corporation district. I am proud of the fact that my relationship with those councils is most cordial, and I think I can say that we co-operate very well, for I am able to help them and they sometimes are able to help me. It is most interesting to note that in the northern part of my district, out towards Campbelltown, great expansion is taking place. Figures released by the Deputy Commonwealth Statistician show that the City of Campbelltown had the greatest population increase of any council for the year ended December 31 last: in the words of the statistician, the actual increase exceeded the increase in any other metropolitan municipal area. This increase is proved by the fact that it is necessary for these new schools of which I spoke to be erected in this part of my district. Most schools in the Burnside district have either been added to or are entirely new schools. I think the only one that has not increased in any way in recent years is the Rose Park school, which is in the centre of an old and a

very heavily built-up area, although the infant school is still a demonstration school.

In the northern part of my district an amazing growth is taking place, and every time I drive out through that part I am amazed, for it seems to me that subdivision is going on almost continuously and that overnight 30 or 40 houses are in the process of being erected. Much activity is going on in that area, and both Burnside and Campbelltown councils are involved in great expansion programmes in drainage, the kerbing of streets and the provision of roads. The Town Clerk of Campbelltown told me the other day that in the past few months his council had completed five miles of new sealed roads, 1.6 miles being the Glynde Road, which is one of the main through roads in the area. This road has been completely rebuilt with funds from the council and a special Government grant. In addition, 8½ miles of kerbing has been laid. The extent to which kerbing of new streets has taken place is one of the things that impresses me most about this particular council area. It greatly enhances the appearance of the district, and I am sure it enhances the value of the very nice houses being erected there. To give some indication of the growth in house building, I was given by the Town Clerk the number of new permits granted for the year: 1,444 buildings, of which 782 were houses. In addition to that, permits were granted for 54 flat units, 12 shops, four service stations and a number of ancillary buildings, the total value of which was £2,941,312. I think that in itself indicates the extent to which this area is going ahead.

Burnside, too, is becoming very much built up, and houses are being erected well up into the foothills. The total value of permits for new buildings and houses erected up to June 30 this year or to be erected is £2,135,263. In addition, in this area 3¾ miles of roads have been rescaled during the period. Penfold Road, which is a continuation of St. Bernards-Newton Road, and also a main district road, is being completely re-made now that it has been decided by the Engineering and Water Supply Department that the new trunk main will be at a higher level than was originally intended. Before this present season, during which we have had bountiful rains that have placed us in the happy position of knowing that most of our reservoirs are about full, there has been much difficulty in the area in water reticulation. Tremendous strides have been made in the past two years and many miles of new 4in. pipes, replacing

the old 3in. pipes, have been laid, or the pipes have been recemented *in situ*. A number of new high-level tanks have been erected, which have improved the water pressure available to the people who live in foothill areas. In addition to the new pipes and the tanks, when the new trunk main comes through to the Wattle Park reservoir it will immensely improve the flow of water and make it possible for people in the foothills, who previously had a poor water pressure, to have an improved service. Here I add a note of warning, as has been done many times in the past by the Government through its Ministers and myself, as the member for the district. People should not build beyond the level to which the water can be pumped effectively. I believe that is now 820ft. above sea level. Above that level people will be in great difficulties.

Much sewerage work has been going on, particularly in the Montacute, Stradbroke Park and Glen Rest districts, and now there are only isolated pockets in the area that are not sewered. One difficulty facing people who build houses in the Athelstone area is the contour of the land, and the disposal of sewage creates many problems. Of course, this has caused much concern to the health authorities associated with the Campbelltown council. In many parts there is a health hazard, because with the fall of the land the effluent has not been getting away at all. Deep drainage is not the answer to the problem. I understand suggestions have been made by the Public Health Department to deal with the matter, and I am hoping, on the advice I have received, that the service planned for the Marden, Paradise and Campbelltown areas will within two years be taken into the Athelstone area, and so relieve the people there of great health and structural problems. I urge the Government to give consideration to this matter. It is mainly from a health point of view that I say action is urgently needed.

I received a letter from the Mayor of Burnside the other day asking me to bring to the Government's notice the difficulties of metropolitan councils with their road building programmes. As the Mayor pointed out, the number of motor car registrations is increasing by leaps and bounds, and the necessity for more and better roads as a result means that greater demands are being made on the councils, which are finding great difficulty in providing the necessary money. The letter stated:

The present rate of increase in motor vehicle registrations has never been exceeded and this must result in more and more pressures on suburban councils for road improvement works . . . At a recent meeting, Adelaide's suburban councils joined together in voicing their concern and expressing their determination to see that their problems received adequate recognition. We appreciate the difficulties confronting the State Government in the matter. We appreciate it has commitments in country areas it must continue to support. We feel, however, that the problems of metropolitan councils must receive urgent consideration or it will be too late. Over the next few months the Commonwealth Government will be framing its Commonwealth Aids Road 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 roadworks, so that road development in each capital city, including Adelaide, can be tackled effectively. My Council supports this move. Can we count on your help?

Mr. Speaker, I ask leave to continue my remarks.

Leave granted; debate adjourned.

#### ADJOURNMENT.

At 4.57 p.m. the House adjourned until Tuesday, August 6, at 2 p.m.