

## HOUSE OF ASSEMBLY.

Tuesday, August 6, 1963.

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

### QUESTIONS.

#### POLICE FORCE.

Mr. HUTCHENS: Recent press reports have indicated an unusual number of resignations from the Police Force, but have suggested that the Police Commissioner is not disturbed as recruits for the force are up to standard. Will the Premier ascertain from the Chief Secretary whether the Police Force is suffering to any great extent because of resignations and whether enlistments are sufficient to enable the force to adequately maintain law and order?

The Hon. Sir THOMAS PLAYFORD: The maintenance of law and order in South Australia has been up to the Australian standard. We have had problems recently with safe-blowings, but that is not because the Police Force is not efficient or adequate; rather, it takes time to catch this type of criminal. I will obtain a report on the strength of the force and let the honourable member have it in due course. Because of the number of recruits offering, the Commissioner has been able to set a higher standard for entry to the force. In the interests of obtaining greater efficiency the force has also been made more mobile, which enables a better service for the detection of offences.

#### RAILWAY YARDS.

Mr. BOCKELBERG: About two years ago the Chief Engineer of the Railways Department arranged for the repair and renewal of the railway yard at Yeelanna. This work has not been done and several station yards on Eyre Peninsula—including Yeelanna and Lock—require attention. Will the Minister of Works ask the Minister of Railways when the work of renewing fences around the railway yards will be done?

The Hon. G. G. PEARSON: I will get a report.

#### FISH PROCESSING FACTORY.

Mr. LAWN: In a recent press article the Attorney-General was reported as saying that the State Government was discussing with the Commonwealth Government whether a building

could be erected for use by both Commonwealth and State courts in Adelaide. The article also stated:

“It is a long-term project also aimed at providing for the requirements of the Adelaide Local Court and the South Australian Supreme Court,” Mr. Rowe said. “Ultimately it will be necessary to erect more buildings on the site of the Supreme Court Hotel, Gouger Street.”

A petition has been signed by property owners and ratepayers near King William, Wright, Gouger and Mill Streets, to be presented to the Adelaide City Council, as follows:

We, the undersigned property owners and ratepayers in the vicinity of King William, Wright, Gouger and Mill Streets, earnestly ask you as members of the Adelaide City Council to outright refuse the application of the South Australian Fishermen's Co-operative Limited to further add to their fish processing factory in Mill Street, Adelaide. For a considerable time we have suffered from the horrible smells emitted from the present structure and we are certain its presence has a detrimental effect upon the value of our properties. It is well known that the Governments of the Commonwealth and State intend building Supreme Courts on the corner of Gouger and Mill Streets and that the State Government owns the land on the eastern side of Mill Street, opposite the area now proposed to be built upon by the South Australian Fishermen's Co-operative Limited.

The South Australian Government has already spent on new Supreme Court buildings at the rear of the Supreme Court at the corner of King William and Gouger Streets approximately £300,000. There can be no doubt that the judges, litigants, counsel and staff will be seriously affected by the smells from the proposed fish factory in Mill Street, which is only a few feet away. We believe that this work would have been put into effect long ago but for a fear that the City Council would continue to give permission to fish factories to build in the area. The smells from the present factory have undoubtedly affected our health, and the City Council has had to send special inspectors to the area of Coglein Street so that business people could drive their cars to their business premises due to fish hawkers and others attending the present factory. What will be the position with the larger factory proposed with traffic congestion now that the South Australian Fishermen's Co-operative Limited has several very large semi-trailer motor vehicles calling at their present factory? We sincerely ask for your protection against this fish factory being enlarged in our area.

Will the Premier, having in mind the proposal of the State Government for the whole of this corner to be built upon and used as a court, indicate the Government's attitude to a fish factory being situated alongside or opposite this building, and will he make representations to see that a fish factory is not erected so close to the proposed court building?

The Hon. Sir THOMAS PLAYFORD: I shall have the matter examined and advise the honourable member.

#### CITY FLATS.

Mr. COUMBE: Last week I asked the Premier a question about a proposal by the Housing Trust to build flats in the City of Adelaide, and he said that he would have a reply today. As this morning's *Advertiser* announced that the Housing Trust intended to build a block of flats within the square mile of Adelaide, will the Premier reply to my previous question and say whether for future purposes North Adelaide (which is part of the City of Adelaide Corporation area) will qualify for the building of a block of flats such as are proposed by the Housing Trust?

The Hon. Sir THOMAS PLAYFORD: The information I gave the honourable member last week is substantially correct. The position under the Building Act as applying to the city—as defined by the terraces—is different from that which applies in North Adelaide and other parts of the metropolitan area. The difference concerns the percentage of an area that can be covered by a block of flats. I will get a report for the honourable member. In fact, I am having the matter generally examined.

#### ADULT EDUCATION FEES.

Mr. CLARK: For some time I have been rather concerned about the increase of fees for adult education classes. My interest was reawakened on reading an article from the *South Australian Teachers' Journal*. The part I wish to quote is as follows:

More people dropped out of adult education classes in the first part of this year than in the corresponding period last year. The overall drop in enrolments at the end of the first month of this term was in some cases higher than 30 per cent, more than 10 per cent greater than last year. It appears that a basic reason for the large "fall-out" is the recent increase in fees, for this is really the only variable factor. In most cases, for example, the instructors are the same as last year, and other conditions are virtually the same. Early this year fees for adult education classes were increased by 70 per cent, and it has been suggested that the increase was made to bring the fees for the classes into closer relationship with those charged by the Institute of Technology.

Can the Minister of Education say, first, whether the increased fees were designed to bring them into line with those charged by the Institute of Technology, and, secondly, will he obtain, if possible, a report to indicate to what extent the increases in fees have affected enrolments for adult education classes?

The Hon. Sir BADEN PATTINSON: I can say "Yes" to both questions. I do not believe in uniformity merely for the sake of uniformity, but four different agencies engage in adult education, namely, the Adult Education Department of the university, the Education Department, the Institute of Technology, and the Workers' Educational Association. I think it is all to the good that there should be all those bodies, but I consider that it would be in the best interests of the community if there were a certain degree of uniformity in their charges. I have already had discussions with the Deputy Director of Education and the Superintendent of Technical Schools on this matter, and I shall be only too pleased to let the honourable member and the House have the benefit of reading the report which I shall obtain and study. If I agree with the report I will naturally approve of it; if not, I will send it back for further investigation and report. I think the whole position should be clarified and rectified as soon as possible.

#### USED CAR SALES.

Mr. MILLHOUSE: On July 25 last the Premier said that he intended to recommend to Cabinet that the practice of the Motor Vehicles Department be altered to allow anyone to search the particulars of vehicles but that this would probably entail a rise in the search fee, which I understand is now 3s. (I think the Premier mentioned a fee of 5s.) He made this statement in answer to a question by the member for Semaphore (Mr. Tapping) regarding misrepresentations by some used car dealers. My attention has been drawn to an article on the motoring page of the *Advertiser* of July 30, which reported the question and the answer. The article went on to suggest the introduction of the English system, under which a registration book for each vehicle is issued by the authorities when the vehicle is first registered, and appropriate entries are made subsequently on each change of ownership. As this system apparently works well and would, I think, be the answer to some extent to the legitimate complaint raised by the member for Semaphore, will the Premier, when he refers to Cabinet the other scheme he had in mind, also ask Cabinet to consider the introduction of the English system?

The Hon. Sir THOMAS PLAYFORD: I am not aware of the conditions under which the English system operates, but nothing could be simpler than what is proposed here. The details of the plan have now been substantially

worked out. It is intended to give the freest information about the history and the registration of any vehicle. It is not intended, however, to give information which is required to find the whereabouts of any person. Frequently people inquire at the Registrar's office with the object not of finding out something about a vehicle but rather of finding out the address of a particular person. That has nothing to do with the registration, and obviously those inquiries should be addressed to the police, if they have any real meaning behind them. On advice the Government is not prepared to give information concerning the whereabouts of people, many of whom may not want their whereabouts disclosed. Where information is required about the history of a vehicle it will be available upon the payment of a fee of 5s., and I am assured by the Registrar that that will pay for the service we intend to provide, and that the service can be reasonably good under those circumstances. Anything connected with the registration of a vehicle will be readily available, but there is the reservation that this procedure is not to be used to trace persons.

#### TOTALIZATOR AGENCY BOARD.

Mr. McKEE: Will the Premier report to the House on his meeting on Friday with the Racehorse Owners Association regarding its request for a Royal Commission on a Totalizator Agency Board system of off-course betting? If the request for a Royal Commission was refused—and as the Government can introduce a referendum to ascertain public opinion on this matter—will the Premier say whether he is planning to test public opinion on this issue by way of referendum?

The Hon. Sir THOMAS PLAYFORD: The position is that the Off-Course Totalizator Committee submitted to the Government a concrete proposal for a Royal Commission, but the terms of the proposal were extremely wide—in fact, so wide that they actually went into all sorts of questions apart from the suggested T.A.B., even including the control of racing and the composition of the Betting Control Board. The three persons suggested by the committee are all prominent and highly reputable citizens, but all are at present engaged on other duties on behalf of the Government. This matter was considered by Cabinet yesterday and I think I can best give honourable members information concerning it by reading the following letter I sent to Mr. Reid arising out of the deputation:

Referring to the request made by the deputation from the Off-Course Totalizator Committee which waited on me on Friday, August 2, 1963, the proposed terms of the reference appear to Cabinet to be so wide, including the constitution of the Betting Control Board, and even, it would appear, the control of racing by the South Australian Jockey Club itself, that it is highly unlikely that any Commission could make recommendations within a reasonable time. In any case, many of the recommendations could be based upon opinion only. I have always understood that the request of the racing and trotting clubs was that we should introduce into South Australia a Totalizator Agency Board similar to that which operates in Victoria, and upon conditions under which that board functions. Under these circumstances, Cabinet believes that it would be more practicable to closely examine the off-course operation of the totalizators interstate, and particularly in Victoria. The persons suggested by the deputation have the highest reputation, but all of them at the present time are undertaking other duties on behalf of the Government. It is doubtful whether these gentlemen would be able to undertake a protracted commission of the nature suggested by the deputation in the extremely wide terms of the reference proposed. Under these circumstances, Cabinet has approved the Betting Control Board, which is the authority already commissioned under Act of Parliament, to make a careful independent examination of the results which have been achieved interstate and particularly in Victoria. This will provide members of the South Australian Parliament with authentic factual information on these matters. The investigation will be undertaken as promptly as possible, and the report when received, will be tabled in Parliament. In connection with the other matter, namely, additional turnover taxation on interstate betting, with the purpose of providing the racing clubs with higher incomes, this will be forwarded to the senior Treasury officials for examination and report.

#### ADELAIDE TECHNICAL HIGH SCHOOL.

Mrs. STEELE: Has the Minister of Education an answer to my recent question about zoning for the new Adelaide Technical High School at Glenside?

The Hon. Sir BADEN PATTINSON: This school will be transferred physically from the Institute of Technology to the Education Department on or before September 1 and, after consulting with the Director and Deputy Director of Education and the Superintendent of Technical Schools, I have approved the following zoning:

- (a) For boys, bounded on the northern side by Greenhill Road and bounded on the western side by Unley Road.
- (b) For girls, bounded on the north by Greenhill Road and bounded on the west by Fullarton Road.

- (c) The area of the City of Adelaide will be common to all technical high schools.
- (d) In accordance with standard practice in secondary schools, brothers and sisters of any student attending this school at the time of enrolment will be accepted regardless of address.

As the honourable member is aware, the Adelaide Technical High School will be the only co-educational technical high school in the metropolitan area, and indeed, apart from Whyalla, the only one in the State. It will offer the same curriculum as boys' and girls' technical high schools elsewhere. That is to say, there will be internal examinations at the Intermediate and Leaving levels, leading to the Intermediate Technical and Leaving Technical certificates, and also external examinations at the Leaving and Leaving Honours level, leading to the corresponding certificates of the Public Examinations Board. It is intended to inform the parents of all children intending to enrol from 1964 onwards accordingly. All students at present attending the Adelaide Technical High School will continue the courses for which they originally enrolled.

#### GILES POINT SURVEY.

Mr. FERGUSON: Has the Minister of Marine a report on the survey at Giles Point for the proposed establishment of deep-sea loading facilities for southern Yorke Peninsula?

The Hon. G. G. PEARSON: On July 8 I wrote to the honourable member and to the member for Yorke Peninsula in another place, outlining what had been done. I now have a further report from the General Manager of the Harbors Board in which he refers to the problem that has been encountered on the survey work at Giles Point. In relation to the difficulties that were experienced, he now reports that the board has been able to purchase the drilling rig from the contractors and that this is being mounted on one of the board's hopper barges. This work will be completed in about a month and it is hoped to carry out the drilling operations at Giles Point late next month.

#### REGENT DEVELOPMENTS (S.A.) LTD.

Mr. FRED WALSH: In last Sunday's *Mail* appeared an advertisement in the top press news in red print in a space normally occupied by an advertisement from Reid Murray Developments (S.A.) Ltd. I shall not read the whole advertisement, but part of it states:

We love you to see our spacious Para Hills homes—so we want more rain (with made roads,

kerbing, stormwater drains and homes built on the slopes rain doesn't worry us at Para Hills: a bit.)

The advertisement appears above the firm name—Regent Developments (S.A.) Ltd., Homes Centre, 3 Rundle St., Adelaide. 51-3876. Licensed Land Agents. Reg. Office: 73 Pirie St., Adelaide. Can the Premier say whether this company is in any way associated with Reid Murray Developments (S.A.) Ltd. which has an agreement with the Engineering and Water Supply Department concerning water and sewer connections at Para Hills and has been negotiating for connections at Seaview Downs?

The Hon. Sir THOMAS PLAYFORD: If the honourable member will repeat the question tomorrow, I will have the information for him.

#### RECREATION AREAS.

Mr. LAUCKE: Can the Premier say whether consideration will be given to appointing a committee to investigate the Town Planning Committee's recommendations relating to the reservation of recreation areas and the financing of the purchase of such land?

The Hon. Sir THOMAS PLAYFORD: I believe a question on the Notice Paper deals with this matter and I do not want to show discourtesy to the member who is to ask that question later today. However, the Government has a long-standing policy regarding assistance for the purchase of recreation reserves, and during the last six to eight years large areas have been obtained. Under the scheme the Government provides half of the Land Board's valuation as a gift to the local authority for acquiring the land, where acquisition is recommended. I know that pressure has been put upon the Government to provide all of the cost but, if that request were acceded to, it would ultimately lead to fewer purchases than at present. The Government's resources are not unlimited in this respect, and the requirement of some local support keeps the position in order and provides for larger areas of land being purchased.

#### WHYALLA AERODROME.

Mr. LOVEDAY: I understand that a survey of the old aerodrome at Whyalla has been commenced, but I do not know the stage it has reached. The results are being anxiously awaited by at least one sporting organization which has been waiting for months to develop part of that area and whose plans are consequently being delayed. Can the Minister of Lands say whether the survey can be expedited and the results made known to the City of Whyalla Commission as soon as possible?

The Hon. P. H. QUIRKE: I do not know the stage the survey has reached but I will try to find out so that I can reply tomorrow.

#### REAL PROPERTY ACT.

Mr. SHANNON: The law relating to survivors under the Real Property Act is not as clear as is desirable in the light of modern transport. It is not unusual nowadays for a husband and wife to die simultaneously in an accident and the courts are called upon to determine who is the survivor. Under English law I am informed that it is assumed that the male is the survivor in such circumstances. This simplifies the administration of estates and results in reduced legal costs. Will the Minister of Education ask the Attorney-General to consider amending our law to conform to the English law?

The Hon. Sir BADEN PATTINSON: I shall be pleased to discuss the matter with my colleague, the Attorney-General. It is a long time since I have considered this matter, but I think that what the honourable member has stated is correct: the law presumes that the male is the survivor in such a case. It seems to me that that is an archaic and out-dated law because in modern times the female of the species is undoubtedly the stronger.

#### FOSTER CLARK (S.A.) LTD.

Mr. CURREN: Some time ago I noticed that tenders were being called for the stock and plant of Foster Clark (S.A.) Ltd. Tenders closed on July 31. Can the Premier say whether a satisfactory tender has been received?

The Hon. Sir THOMAS PLAYFORD: No, but I will inform the honourable member tomorrow.

#### INSULATORS.

Mr. HALL: Has the Minister of Works a reply to my recent question about the Electricity Trust's use of secondhand insulators?

The Hon. G. G. PEARSON: I have a lengthy report from the General Manager of the Electricity Trust. Summarized, the honourable member's remark that insulators from the Municipal Tramways Trust were being used was correct. However, the insulators are of a high specification and are suitable for installation on 33,000-volt lines and should be satisfactory for the 19,000-volt single wire earth return service. They were used in order to expedite the completion of certain country s.w.e.r. lines as the trust had run short of its standard insulators (which are of

a higher specification) because of the late delivery of an order by a firm that had contracted to supply them. They were used in the first instance only to avoid delay in completion. Some trouble was experienced in flashovers, and the trust has taken steps to replace the insulators with standard type insulators. Those replacements are complete in respect of one or two extensions where the other type of insulator was used and, shortly, all the lines concerned will have the insulators replaced with standard insulators.

#### AUBURN CROSSING.

Mr. FREEBAIRN: Has the Minister of Works obtained a reply to my recent question concerning the railway crossing on the Main North Road immediately north of Auburn?

The Hon. G. G. PEARSON: My colleague, the Minister of Roads, reports that following on investigations by the South Australian Railways Commissioner it was found impracticable to proceed, as originally intended, to cross the railway line on a better alignment, but practicable at an acute angle to the line, with the provision of warning signals. Further investigations are proceeding to improve the crossing having in mind the traffic counts for both road and railway, and accident statistics.

#### RAILWAY STANDARDIZATION.

Mr. CASEY: Has the Minister of Works obtained a reply from the Minister of Railways to a question I asked last week about railway gauge standardization on the Port Pirie to Broken Hill line?

The Hon. G. G. PEARSON: My colleague informs me that it is expected that the route between Paratoo and Cockburn will follow the existing route, with minor deviations only. Between Port Pirie and Jamestown, surveys and detailed plans have not yet reached the stage at which the route may be defined throughout. My colleague has supplied, for information, a copy of the plan submitted to the Public Works Committee in connection with the proposal for regrading the Port Pirie to Cockburn line, which shows the proposed route of the standard gauge line between Jamestown and Paratoo. In addition, he has supplied a further plan for placing on the notice board of this Chamber for the benefit of members.

#### MILLICENT COURTHOUSE.

Mr. CORCORAN: Has the Minister of Works a reply to a question I asked recently about steps to be taken to alter the front appearance of the Millicent courthouse?

The Hon. G. G. PEARSON: As I informed the honourable member recently, the Assistant Principal Architect of the Public Buildings Department (Mr. S. Ralph) visited Millicent last week, and as a result of his inspection he suggested an entry porch, paving stones and flower beds in front of the building, the re-arrangement of fencing and gates, and the painting of roofs. Estimates of cost for the improvements involved are now being prepared, and on receipt of the Director's report thereon the matter will receive further consideration.

#### COPPER.

Mr. BYWATERS: Has the Premier a reply to a question I asked on July 25 about geophysical surveys for copper carried out in the Callington-Kanmantoo area by a certain company?

The Hon. Sir THOMAS PLAYFORD: An exploration company—Mines Exploration Proprietary Limited—has taken out mineral claims in the Callington-Kanmantoo area and has carried out extensive geophysical surveys. As a follow-up to this work, diamond drilling has been in operation for several months. It is much too early in the exploration programme to be able to indicate the results of the work, which is expected to continue for at least another 12 months.

#### EAST GAMBIER SCHOOL.

Mr. BURDON: Has the Minister of Education further information about the provision of sunshades and the building of a classroom at the East Gambier Primary School?

The Hon. Sir BADEN PATTINSON: I hope to have the information available on Thursday.

#### THEVENARD HARBOUR.

Mr. BOCKELBERG: On many occasions I have approached the Minister of Marine about improvements to Thevenard harbour. In view of the provision of bulk handling there and the great improvement in the quantity of gypsum likely to be shipped from that port, can the Minister say what improvements are likely to be made there?

The Hon. G. G. PEARSON: The Harbors Board has been examining the question of improvements at the Thevenard harbour relating to three particular matters. The examination has been made necessary by representations from the authorities shipping gypsum overseas from that port, which desire as a matter of urgency that the harbour be deepened and improved in other ways so that

it may load larger ships. The three matters under consideration are the lengthening of the berthing facilities at the jetties to allow longer ships to tie up; the erection of beacons and lights along the channel to enable ships to negotiate the channel at night-time when the tides are rather more full than in the day-time; and the overall deepening of the approach channel itself. The first two matters, although costly, are not of such great importance financially as is the deepening of the approach channel. The Harbors Board has furnished me with information about the three matters, particularly about the first two. I will ask Cabinet to consider these two matters within the next week or two and, following on that, I may be able to inform the honourable member in more detail. The honourable member will understand from what I have said that the matter is being actively investigated. Some announcement may be expected in due course.

#### EXAMINATION FEES.

Mr. LANGLEY: Last week the Minister of Education, in reply to a question asked by the Leader of the Opposition, said that he would refer to Cabinet yesterday the matter of increased fees for public examinations. Can he report on any decision made by Cabinet?

The Hon. Sir BADEN PATTINSON: No, except that I referred the matter to Cabinet yesterday and that Cabinet was busy on some more urgent (I do not say more important) matters and it did not get around to a final discussion of this matter. I have no doubt that it will do so next Monday, if not before, and I will report to the honourable member.

#### RUBBER MILLS.

Mr. HUTCHENS: Last Friday's *Advertiser* contained a brief report to the effect that the Housing Trust had disposed of a substantial area at Elizabeth to the South Australian Rubber Mills for the erection of a factory that was expected to employ 400 and, later, some thousands of employees. Can the Premier say whether this is a new works additional to that operating on the South Road, or whether a part or the whole of the South Road works is to be transferred to Elizabeth?

The Hon. Sir THOMAS PLAYFORD: So that there will be no confusion in the honourable member's mind, I can say there are two projects going forward for the establishment of tyre production in South Australia. At Elizabeth, the Dunlop and Olympic Companies have joined together and purchased 20 acres, I think,

from the Housing Trust to erect a factory on which they intend to spend about £500,000 for the production of tyres in this State. Hitherto there has been no tyre production in South Australia. At the same time there is another project by a composite company comprised of the South Australian Rubber Mills and an American company, United States Rubber, which has purchased 100 acres on a site adjacent to Salisbury, where it intends to spend millions of pounds to establish a heavy rubber industry. I believe that neither of those projects will compete with the one the honourable member referred to, on the South Road.

#### BRIDGES.

Mr. CUMBE: Last week I asked the Minister of Works whether he could obtain information about bridges over the River Torrens, particularly regarding the rebuilding and widening of the Hackney Bridge. Has the Minister an answer?

The Hon. G. G. PEARSON: The Minister of Roads informs me that it is proposed to construct another bridge alongside the existing Hackney bridge. The design is in hand, and it is expected that tenders for the construction of the bridge will be called towards the end of this calendar year. The Highways Department has no information on the Albert bridge.

#### LOW-DEPOSIT HOUSING.

Mr. CURREN: Last week I asked the Premier a question regarding the extension to the Upper Murray towns of the £50 deposit rental-purchase housing scheme. Has the Premier a reply?

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

The need in most river towns has been met by the re-erection of Radium Hill houses, which have been sold on deposits as low as £50. On the termination of the supply of these houses the trust has let a contract in Berri for four of its standard houses and will investigate the possibility of further similar contracts in both Renmark and Barmera. The trust has experienced considerable difficulty in arranging the extension of the rental-purchase scheme to country areas generally because of the need to negotiate acceptable contract prices.

#### POWERLINES.

Mrs. STEELE: I understand that the Electricity Trust intends to erect a new powerline between the Magill substation and the city, and to this end it has asked the Burnside City Council for permission to erect it over a route that includes Alexandra Avenue. I point out that Alexandra Avenue traverses a residential

portion of Toorak and Rose Park and has also at one end of it a double street with a beautiful plantation in the middle, with lawns and lovely trees, and the war memorial is situated in those gardens. The councillors for the ward objected to this route, and the Burnside council then sought further information from the trust and asked whether an alternative route could be taken. The trust replied that it had also sought permission from the Adelaide City Council to put the powerline across Victoria Park Racecourse but this had been refused. The trust also stated that it could not, as suggested by the council, take the powerline down Kensington Road because of the presence of Postmaster-General's Department's cables, as I understand that the greater the length of line near the P.M.G. cables the greater the interference with those cables. Additionally, there is a co-axial cable in Hewitt Avenue, which runs parallel with Alexandra Avenue. Will the Premier ask the trust whether it can suggest to the Burnside council an alternative route? Naturally, the council is most reluctant to see a cable go down this beautiful tree-lined street, although the trust has said that the lines themselves could go above the level of the trees and that therefore the trees would not have to be lopped. Unfortunately, trees grow—

The SPEAKER: The honourable member cannot debate the question.

Mrs. STEELE: I am sorry; I am just coming to the question. I am emulating my colleague, the member for Onkaparinga, who does very well. Will the Premier obtain from the trust a report on this subject and ascertain whether an alternative route can be suggested?

The Hon. Sir THOMAS PLAYFORD: Yes, I will see whether I can get a report from the trust that will enable me to reply to the interesting debate we have had.

#### WHYALLA BRIDGE.

Mr. LOVEDAY: Has the Minister of Works an answer to my recent question regarding Whyalla bridges?

The Hon. G. G. PEARSON: My colleague, the Minister of Roads, states that it is not practicable to grade a temporary track to divert traffic from the Playford Avenue bridge. The Highways Department is at present completing the approaches to the second bridge over the tramway at Playford Avenue, and when these approaches have been completed it is expected that congestion will be lessened.

### PARA HILLS SCHOOL.

Mr. HALL: Can the Minister of Education say—and if not, will he ascertain—when it is expected that the Para Hills school, comprising temporary buildings, will be replaced by a permanent structure?

The Hon. Sir BADEN PATTINSON: No, I cannot give the exact date. However, I am just as anxious as the honourable member to see that work is started at the earliest possible moment. As soon as I can get clarification I shall let the honourable member and his constituents know.

### OUTER HARBOUR FACILITIES.

Mr. TAPPING: A recent press statement under the heading "Plans for Terminal" states:

Better shipping facilities and an improved appearance are planned for the Outer Harbour sea terminal. The plan, prepared by the Harbors Board, seeks to make Outer Harbour a more attractive place for ships' passengers, picnickers and visitors. Outlining the plan the Minister of Works (Mr. Pearson) said the improvements suggested were of a major nature but had to be regarded as tentative at this stage. He was in touch with the shipping companies and their agents to see whether the proposed improvements were satisfactory and what use was likely to be made of them.

The Government would need some assurance to justify extensive improvements.

Has the Minister of Marine a progress report on this matter?

The Hon. G. G. PEARSON: I have had replies from, I think, all the shipping companies of whom I inquired. One or two may still not have been received but, generally speaking, they have replied and have welcomed the proposal to improve Outer Harbour facilities. However, so far I have not had any undertakings from the shipping companies that they would increase their use of the port if the improvements were effected. They welcome the improvements and suggest that they would be a substantial help to them when their vessels called, but they have not agreed so far to reorganize their schedules to make Outer Harbour a calling port for vessels on both inward and outward voyages. The plan generally is being developed and will be considered by Cabinet in due course, not as a total proposal in the first instance, but at least to improve those things that most need improvement. I have not yet had any detailed plans from the Harbors Board or any estimate of cost beyond an early approximation that is really a guess, because until the plans are further advanced and the basis of the planning is determined, it is not possible to obtain an accurate estimate.

My point is that the matter is not quiescent: it is being actively pursued. The Harbors Board is considering proposals for stage-by-stage development, and when these matters are further advanced, I will take them to Cabinet for its consideration. I think that any proposals will be referred to the Public Works Committee for examination.

### UNIVERSITY ENROLMENTS.

Mr. MILLHOUSE: Has the Premier a report from the University of Adelaide about its refusal to admit Mr. M. T. Hewitson as a student at the university?

The Hon. Sir THOMAS PLAYFORD: I have a report. There is much correspondence, but if I read the report on the case of Mr. Hewitson and the covering letter sent by the Registrar, that should suffice to answer the honourable member. The letter from Mr. Edgeloe (Registrar) states:

I refer to your letter of June 17 which I brought before the council of the University at its meeting on Friday last. The council directed me to send you, for the Minister's information, the attached statement of facts relating to Mr. Hewitson's case and late enrolment generally. Three Parliamentary members of the council were present when the matter was discussed, and they will be aware that the consensus of opinion of the council was that all the circumstances of the case being taken into account, the decision to refuse Mr. Hewitson's late enrolment was the proper one to have been taken. No doubt, if the matter is raised in Parliament again, the Parliamentary members will be able to convey the general feeling of the council on the matter.

In the case of Mr. Hewitson, Mr. Edgeloe added the following details:

The enrolment period is prescribed annually by the council. For 1963 it was February 4 to 25 for students in the Faculty of Arts. The enrolment period is published in a leaflet entitled "General Information for Students" and in the public press early in each year. The university also publishes annually a leaflet entitled "Instructions for Enrolment." This leaflet gives details about enrolment procedure and periods. It gives a whole section to late enrolment which concludes with the following paragraph:

"No entry will be accepted after the first day of term (in 1963: March 11—except for Technology and Applied Science students, for whom it is February 18), save in very exceptional circumstances and with the consent of the Dean of the Faculty concerned and of the Chairman of the Education Committee. An application for such acceptance must be in writing and must explain why the enrolment was not made earlier."

Mr. Hewitson applied for enrolment by letter to the Registrar dated March 30 (a Saturday) and received in the Registrar's



office on Monday, April 1—five weeks after the prescribed last day, three weeks after the first day of term, and a fortnight after lectures had begun. The reason that he gave for his late enrolment was that “until last Wednesday I was not aware of the existence of the Master of Education degree at Adelaide University.”

The regulations establishing the degree of Master of Education had been submitted to members of the senate (of which Mr. Hewitson is one) in November, 1960. The establishment of the degree was well known throughout the teaching profession.

On Wednesday, April 3, Mr. Hewitson interviewed the assistant to the Dean of the Faculty of Arts with his enrolment form, and submitted the form to the university office as a provisional enrolment on that day. In doing so he had taken only one of the four steps required in the normal enrolment procedure. Mr. Hewitson was notified by letter dated April 5 from the Registrar that his enrolment for 1963 had been refused. This decision had been reached by the Dean of the Faculty of Arts and the Chairman of the Education Committee after consideration of Mr. Hewitson's statement of his reason for seeking late enrolment. The time taken to consider Mr. Hewitson's application and to notify him of the decision reached was thus five days.

In permitting Mr. Hewitson to attend a class prior to enrolment and another pending enrolment, the Professor of Education made it clear to him that such permission was without prejudice to the official decision of the university whether permission would be granted to him to enrol so late. Mr. Hewitson will be eligible to enrol in February, 1964, for subjects in the course for the degree of Master of Education. He needs to complete four subjects, two of which are offered each alternate year, and then write a thesis. There is no prescribed order in which the four subjects must be taken.

Eighty-four late enrolments were received between February 25 (the last day for enrolment prescribed by the council) and March 11 (the first day of term). Of these 84 enrolments 48 were from new students and 36 from students who had previously enrolled in the university; all were accepted. Twenty-seven applications for enrolment were received later than March 11. Of these, the reasons given for their late submission in 19 cases were accepted by the Dean of the Faculty concerned and the Chairman of the Education Committee and the enrolments allowed. In the other eight cases (including Mr. Hewitson's) the reasons given were deemed inadequate and the enrolments were rejected. The enforcement of the rules relating to late enrolment made in 1959 has reduced the number of late enrolments from about 600 in 1959 to a little over 100 in 1963, although the total number of enrolments has increased by about 1,500 over that period.

#### GAWLER BY-PASS.

Mr. FREEBAIRN: Has the Minister of Works, representing the Minister of Roads, a reply to my recent question about dangerous intersections on the Gawler by-pass road?

The Hon. G. G. PEARSON: I have a brief report from the Minister which states that “give way” signs were erected at all intersections and junctions on the Gawler by-pass on July 23, and that it is not intended to erect “stop” signs.

#### NEW INDUSTRIES.

Mr. HUTCHENS: I confess that my question may appear to be an endeavour to steal some of the glamour of the Premier's weekly telecast. It has been rumoured that an announcement will soon be made of a substantial new industry being established in this State. Can the Premier say whether this rumour is correct and, if it is, what is the nature of the industry, and whether it is the result of negotiations he conducted overseas?

The Hon. Sir THOMAS PLAYFORD: I regret that at this stage I am unable to announce the nature of the industry. Preliminary investigations have shown that the industry is possible, but it depends to some extent upon a decision by the Commonwealth Government. This matter has been referred to the Prime Minister, as I intimated to the Leader of the Opposition last week, and I await a decision. At the appropriate time I shall be pleased to make an announcement—in this House if the honourable member so desires—about the nature of the industry and to indicate what its establishment will mean to South Australia.

#### HIGHWAYS CAMP.

Mr. HALL: Has the Minister of Works a reply to the question I asked on August 31 about the future of the highways camp now situated on the road between Mallala and Balaklava and serving the men now rehabilitating the Nine-Mile Road?

The Hon. G. G. PEARSON: My colleague, the Minister of Roads, informs me that funds have been provided for 1963-64 to complete the reconstruction and sealing of the Two Wells to Balaklava road and the Owen to Pinery main road. After this work is completed it is proposed to commence the construction of the Port Wakefield to Saddleworth main road between Balaklava and Halbury. The construction of district roads in that area is at present not planned.

#### ABORIGINES.

Mr. CURREN: Can the Minister of Aboriginal Affairs say when it is proposed to proclaim the Upper Murray area exempt from the provisions of the Licensing Act relating to Aborigines, and can he state the areas already proclaimed?

The Hon. G. G. PEARSON: After His Excellency the Governor, in Executive Council, issued the recent proclamation I made a press statement that was intended to set out the Government's plans for proclaiming further areas. The area at present proclaimed exempt from the provisions of the Licensing Act and the Aboriginal Affairs Act is that area known as the metropolitan area, as defined in the Local Government Act. Briefly that can be described as those corporation areas that comprise the metropolitan area. I said that the position would be examined in six months' time with a view to making a decision soon thereafter as to what other areas should be proclaimed. As far as I know, the recent proclamation commenced operating smoothly. As I expected, I have had no reports of problems arising from it. The whole position will be observed during the next five to six months and a decision will be made as to which further areas may be proclaimed. The area the honourable member represents will be considered then.

SCHOOL CANTEENS.

Mr. McKEE (on notice):

1. How many high school canteens are there in South Australia?

2. Are these canteens required to submit balance sheets to the Education Department? If not, why?

The Hon. Sir BADEN PATTINSON: The replies are:

1. Thirty-three.

2. The account books are inspected annually by the Inspector of High Schools on behalf of the Education Department.

TOWN PLANNING.

Mr. MILLHOUSE (on notice): How is the sum of £18,901, the cost of preparation and publication of the development plan for the metropolitan area of Adelaide, made up?

The Hon. Sir THOMAS PLAYFORD: The following is the information required:

	£	s.	d.
Lands Department, for photo offset plates, process photography and printing . . .	5,900	3	9
Government Printer, for typesetting and binding . . .	4,681	17	11
Melbourne Photo and Graphic Services Pty. Ltd., for making of offset plates . . .	8,180	0	0
Robby's Aircraft Pty. Ltd., for special aerial photographs . . . . .	98	10	0
International Computers and Tabulators Australia Pty. Ltd., for electronic computing . . . . .	40	0	0

Total . . . . . £18,900 11 8

A further and final account for £2,922 17s. 3d. has just been received from the Government Printer. Included in the estimate but not charged for by the Lands Department, with the approval of the Minister, was an amount of £8,837 12s. 5d. for cartography.

Mr. MILLHOUSE (on notice): Is it intended to introduce legislation to give effect to the recommendations contained in chapter 24 of the report on the metropolitan area of Adelaide prepared by the Town Planning Committee?

The Hon. Sir THOMAS PLAYFORD: Section 27 (2) of the Town Planning Act Amendment Act, 1955, provides that either House may, by resolution which has been given within 28 sitting days after the plan is laid on the table of the House, refer the plan back to the committee for reconsideration, either generally or as regards any matter referred to in the resolution. It is open to any member of either House to move such a resolution. Therefore, it would not be proper for the Government to introduce legislation until the 28 sitting days had expired. The Government has, however, been giving consideration to the recommendations contained in chapter 24 of the Town Planning Committee's report, and it is hoped that it will be possible to introduce legislation upon it during this session.

ADDRESS IN REPLY.

Adjourned debate on the motion for adoption. (Continued from August 1. Page 276.)

Mrs. STEELE (Burnside): Last Thursday I was quoting from a letter from the Mayor of Burnside regarding grants for road-building purposes. He said that the metropolitan municipalities were finding it difficult to make money available for necessary roadworks because of the rate of house building proceeding in their areas. This building activity is particularly evident in the council areas of my district. I have been asked to bring this matter to the Government's attention so that it may be referred to when the question of road grants is being discussed with the Commonwealth Government in connection with amendments to the Act that are to be considered this year. As I drive through my district I am aware of the huge sums that are being spent and must continue to be spent on new roads. The district roads are carrying an ever-increasing amount of traffic to serve the enormous building activity in all parts.

The residents of Wattle Park and Rosslyn Park are gratified at the decision of the Municipal Tramways Trust to extend the existing

Erindale bus service to their areas. Much building activity is proceeding there and the houses are encroaching further into the foothills areas. People with young families who reside in the higher areas find it a real effort, on the return journey from the city, to climb the hills beyond the existing bus terminus. I make a plea at this stage for the people who live at Burnalta, a residential area high up on the Greenhill Road, and at adjacent Stonyfell. In the last two or three years this has become very much a settled area, and it is part of one of the hilliest areas in the metropolitan area served by bus services. These people are completely isolated from the existing service and, because of the hilly nature of the area and because many retired people live there, I have made many representations to the Tramways Trust for an extension of the Erindale bus service to Stonyfell and Burnalta. Until now, I have met with little success, but in the interests of these people I will press on and see whether in the end I can get a transport service for them.

I wish now to deal with the Parkside Mental Hospital, which is within my district. Although it is only one of the mental hospitals in this State, over the four or five years in which I have been the member for Burnside I have come to know it well. I cannot say the same about the Northfield or Enfield hospitals, which are not in my district. In recent times the subject of mental hospitals has been most controversial. I have paid many visits to the Parkside Mental Hospital in recent years, and I am happy to be able to say that in the last 18 months or two years many advances have been made. Before that time, to visit the hospital made one feel depressed, and I think the Government must accept responsibility for the lack of advancement made prior to the appointment of the new Director of Mental Health. I think, too, that the advances have been due in some way to the existence of a strong Mental Health Association composed of people who have not spared themselves in trying to ascertain the true position in mental hospitals. This association has prepared reports each year showing what has needed to be done and what perhaps has not been done since its last report. These reports have stirred up much public opinion and, as we all know, when public opinion is stirred up something gets done and pressure is brought to bear through members of Parliament so that conditions are rectified.

Since Dr. Cramond's appointment, many improvements have been made at the Parkside

Mental Hospital. This afternoon I will concentrate my remarks on this hospital because I know it well. In recent months extra toilets and bathing facilities have been provided. When I first became member for the district, these were totally inadequate and completely outmoded. Additional facilities have now been put into most wards. Little attention seemed to be paid to the comfort of patients previously, but this aspect also has been improved, and in many of the older wards verandahs that were previously enclosed with galvanized mesh have now been enclosed with louvered partitions, making them delightful sun-rooms where the patients can bask at their leisure.

When I first visited some of the wards, principally the children's wards, the conditions of the floors were so offensive as to be almost nauseating. This has now been rectified by the provision of new floors, and this has made a tremendous difference to the comfort of the patients. Many of the playgrounds were previously enclosed by high wire fences and locked gates. These have now been lowered, and asphalt playing grounds and recreation areas have been replaced by lovely lawns which, with the existing trees, have made them places of beauty and pleasure for the inmates. Television sets have been installed in many wards, and a most welcome addition for women has been the provision of a beauty salon, which has been availed of by many of the women who are thereby encouraged to take a greater interest in their personal appearance. All these things have made a tremendous difference not only to patients but also to the people who unfortunately have loved ones as patients in the hospital, who have been greatly concerned about the conditions at the hospital. With these improvements, they are now much happier about the situation.

In the last couple of weeks the great high stone wall that surrounded the hospital on the Eastwood Terrace side has been lowered to a height of about 2ft. 6in., which has enabled the public to see inside and accept this as just an ordinary hospital. It has also enabled people to enjoy the beautiful grounds there for the patients. Since Dr. Cramond's appointment an outpatients' clinic has been provided on East Terrace overlooking the Victoria Park Racecourse. Also, the nurses' home at the hospital has been converted into a psychiatric clinic known as the Eastwood Psychiatric Clinic, which occupies the ground floor of this building.

The staffing position has improved very much as a result of Dr. Cramond's appointment. Its status has been built up and in consequence the morale and the attitude towards the patients have improved. I commend both the male and female nursing staff at the Parkside Mental Hospital for its devoted service. I was most impressed by the love shown and care given to patients of all ages when I visited the hospital a few weeks ago. I think it only right that the general public of South Australia should know what wonderful service is being given by this staff. A tribute should also be paid to members of the Mental Hospitals Occupational Therapy Association for their voluntary work. I heard a most impressive annual report when I was the guest speaker at the annual meeting of this association a few weeks ago. All these people have been fired with a new enthusiasm and vigour as a result of the recent advances. The medical officers at the hospitals are anxious that the idea of the two new centres should not be lost sight of, and that money should not be spent on too many improvements other than those that are absolutely essential at the Parkside mental hospital, because they fear that if that were done the bigger and more important plans could be somewhat delayed. It is most heartening to see the improvements being made. The Government is living up to its promise that anything that could be done to improve the comfort and the health of the patients at this hospital would be done, and at the moment the place is a hive of activity, with deep drainage being put down, and new roads, new buildings, and alterations going on apace. Although I think the site for the southern hospital has not yet been decided, the suggestion has been made that it could be at O'Halloran Hill, and there is a little concern on the part of the relatives of patients at Parkside that as this is a good distance out of town transport to and fro could be a difficulty. I suggest to the Government, when it is considering this plan—if the hospital is to be at O'Halloran Hill—that adequate provision be made for the public transport of people who would not be able to get there by any other means.

I think two things could be done to improve the comfort of the patients a great deal. When I was last at Parkside it was a very cold day indeed, and many of the patients looked as though they could have done with more warm clothing. I appreciate that laundry is a problem, and that these patients need more frequent changes than perhaps other hospital patients, but I suggest to the Government and

to the Minister in charge of this hospital that consideration be given to providing warmer and better fitting clothing for these patients. When I was there a short while ago I saw men in ill-fitting garments: they wore half-masted trousers and they probably did not have long sweaters on; many had no coats, and they looked really cold on that bitter winter afternoon.

I know that Dr. Cramond, as the Director of Mental Health, is anxious for a caterer to be appointed, if one has not been appointed already. The point I wish to raise concerns the question of hot food at night for these patients. The evening meal was being prepared and put on the table while I was there and, as I said before, this was a bleak day. In some wards no hot meal was provided, and the patients were to sit down to ice cream and jelly for dessert; this had been dished out for some time, and the ice cream had melted and looked anything but tempting. We all like our hot dinner at night, and even a hot lunch in the middle of the day. These people are sick and I feel that, in addition to the good midday meal which I know they get, they need a hot meal before they settle down for the night. I commend to the Government these two suggestions that I have made, and I hope that something can be done to see that these things are provided.

I now wish to refer to two small items. One item has lost its vigour somewhat: had I been speaking in this debate the week before last I probably would have been much more vehement about this point. I make a plea to the press concerning the recent Ward scandal case in the United Kingdom. Tremendous publicity was given this sordid case and we are getting echoes of it in the press even yet. For days on end it was featured on the front page and everyone was talking about it. To me it seems a pity that the high standard we get from the press as a rule was on this occasion, I feel, lowered, and this sordid, horrible case, with all its prostitution, immoral living and addiction to drugs, was glamorized. It seemed to be a disservice to the public that this was given front page publicity over a long period. Somebody told me that the circulation of the newspapers went up by leaps and bounds during that period. I am glad to see that now, quite apart from the fact that the principal villain of the piece has passed on, it has been relegated to the second or the third page of our newspapers. I make no apology for mentioning this matter, because a number of fathers of teenagers have said to me that they wished it were

possible to prevent their sons or their daughters—particularly their daughters—from reading about this sordid case. As I said, this is a plea to the press to perhaps be a little more restrained in such cases. We know that these things are news, unfortunately, but I appeal to the press to see that in future these incidents are treated in a less forceful manner than we have seen in the past few weeks. I agree with the Minister of Education that very often far too much is said about the youth of today, and I share his opinion that as a rule they are good young people. I think it is a pity, when we are all striving to set a better example to these young people, that this sort of news should be available to them day by day; it does not set a very good example for them.

I wish to conclude on a rather radical note. I was interested in the comment of the Minister of Education today when he was replying to a question by the member for Onkaparinga which raised the subject of which sex lived the longer. The Minister replied, in effect, that the female sex lived longer than the male as a rule.

Mr. Clark: It only seems longer.

Mrs. STEELE: Actually, statistics bear out the fact that the female survives the male. My point is that at present the retiring age for men is 65 years and for women it is 60 years. Many women make a career of their professions, whether they are single or whether as married women they are able to go on and do just this, and many are at their prime at the age of 60 and able to give of their very best to their professions and to the community.

Mr. Lawn: I should like to retire you from Burnside at 45.

Mrs. STEELE: I am sorry; the honourable member has missed the bus. The radical point I was trying to make is that to be realistic we should look at this question of whether or not women should be retired at 60. I knew of many capable women at the head of the teaching profession, for instance, who were compulsorily retired at age 60, and yet, within a day or so of leaving their high position, they had taken a teaching job in another school and were perfectly happy, because they were carrying on in a job for which they were trained and which they loved. Many women are the breadwinners of families. They have to keep either an aged parent or perhaps brothers and sisters, and they have to have a job of some kind. As I said earlier, many women between the ages of 60 and 65 are at the prime of life and able to give so much to the community. This is a rather forlorn plea that at some time, in view of the statistics

that prove that women are, in this day and age, outliving males, consideration might be given to whether women should be compulsorily retired at age 60. The object of retirement is to give younger people in professions, in industry or in any other field, a chance of promotion before they are too old to enjoy being in an exalted position.

Mr. Shannon: Is that what the honourable member for Mitcham was asking?

Mrs. STEELE: What was the honourable member asking?

Mr. Hughes: At what age do you think Cabinet Ministers should retire?

Mrs. STEELE: I am speaking on a feminine problem from a feminine point of view, and I am not going to be drawn into that one. Having made those points, Mr. Speaker, I support the motion.

Mr. BYWATERS (Murray): I too, support the motion. First, may I add to the remarks of those that have already spoken my words of condolence to widows of former members. I do not intend to dwell on this subject. Warm tributes have been paid by other members, and I do not wish to reiterate them. I have written to the bereaved and they know my feelings. This week we read in the press of the death of a Commonwealth member of Parliament who had become well-known to us, and who was known throughout the Commonwealth—Mr. Eddie Ward. One of the finest epitaphs appeared in the press last week, and, regarding Mr. Ward, stated, "He was a friend of the little people." This was one of the greatest tributes that any man could have, and I know that had he been alive today to hear those words they would have pleased him because nothing truer could have been spoken of the late Mr. Eddie Ward. He was a great battler for the things he thought were right for his constituents, and many people were able to obtain assistance and advice from him—people with whom he had grown up over the years and whom he had never once forgotten. He was one of them, and always stayed with the people he represented. I pay this tribute to the late Mr. Eddie Ward, and I know that all members will join with me in expressing deepest sympathy to his widow and family.

Other speakers in this debate have made fine contributions, particularly the mover and seconder. The mover is an old hand at Parliamentary debates and perhaps did not get the credit he so justly deserved. The seconder is a new member but, by his very fine effort, he proved that he has the capacity to take his

part in debate. Mr. Burdon, the member for Mount Gambier, also made a fine contribution, and he will be a great asset to this Parliament. As I mentioned earlier, all contributions have been exceptionally good. That of the member for Mitcham (Mr. Millhouse) was not the least of these; he made what he thought was constructive criticism, and we give him full points for that. One thing he said (I was surprised to hear it; it was probably forced on him by way of interjection) was that constructive criticism came only from his side of the House. In the honourable member's saner moments he would not have said that, but at least he said it with a smile—as he usually does—and perhaps it was said somewhat facetiously.

Mr. Millhouse: No, not really.

Mr. BYWATERS: He was critical about our short Parliamentary session and said Parliament should sit for much longer; but this has been suggested constantly from this side of the House. Only this session, the member for Wallaroo asked whether we could revert to the two-session Parliament rather than sit for a single session as we are doing now. Obviously, constructive criticism comes from this side of the House because the criticism concerning sessions has been frequently made by Labor members. I remember when the Premier moved that private members' time be no longer provided, and the late member for Port Pirie (Mr. Davis) and I opposed that motion because we considered that we could sit for much longer at that stage to provide some time for debate. This is nothing new, as the honourable member for Mitcham has pointed out. He says we should have additional Ministers; but again, this is nothing new. Labor members have been saying that there should be not only additional Ministers but additional members of this House.

Mr. Loveday: It would be practicable.

Mr. BYWATERS: Naturally. If we had a larger House we would need more Ministers. We have said this many times. In 1938, when the single-electorate system was introduced into this State, there were as many members as there are today. We have suggested that there should be 56 in this House, but the Government decided against it. It would be practicable in view of the increased population: the population was 300,000 then, whereas now there are just over 1,000,000.

Mr. Loveday: There were 54 members once.

Mr. BYWATERS: I thank the honourable member for pointing out that when the population was much less there were 54 members of

this House. The honourable member for Mitcham claims that we do not make concrete suggestions. He referred to the age of Cabinet Ministers. This was obviously a contentious topic because he received black looks from some of the Cabinet Ministers. I think the electors provided the answer at the last State election. They said that the present Cabinet should not be occupying the Treasury benches but that the Labor Party should be in power.

Mr. Shannon: How is it that the Labor Party was elected yet is still not governing?

Mr. BYWATERS: Only one man will ever know that. It is a peculiar set-up. We have been frequently asked why it is that, although the Labor Party had 19 members and the Liberal Party 18, Labor is not governing. Under ordinary circumstances the Government would have been defeated at the last election. The member for Mitcham suggested that the Premier should have taken other Ministers with him on overseas visits, and that the Premier did not give sufficient work to the other Ministers. He was saying what the member for Adelaide has frequently said: the Government is a one-man band. He referred to the proposed Premier's Department. He merely added weight to what the Opposition has claimed for a long time.

Mr. Loveday. He is coming around to our way of thinking.

Mr. BYWATERS: Yes. We look forward to the proposed legislation. Many people are interested in the Town Planning Committee's report. I do not intend to quote it all. However, the question of reserving land for public purposes is causing much concern to many people. On this topic the report states:

In a rapidly growing city such as metropolitan Adelaide, a public authority does not have the money to acquire, in one short period, all the land it may need for a number of years ahead. Consequently, if land is not bought or reserved in some way well ahead of requirements, the authority is faced eventually with buying land which has already been built on, or "making do" with less suitable sites.

The power to reserve land needed by the community for roads, schools, open spaces and other public purposes, has been incorporated into town planning legislation in other Australian capital cities and in some overseas countries. In South Australia, the principle has been adopted for road widening proposals in the Highways Act Amendment Act, 1949.

The committee recommends that new legislation should be introduced to enable land needed for public purposes to be reserved.

It is to be hoped that, in connection with the legislation the Premier has forecast, this matter will be seriously considered. Apparently some

councils are at cross purposes as to the methods by which land should be acquired. In reply to a question today, the Premier said that the Government's policy has been to provide half the cost of acquiring land, such cost being determined by the Land Board. However, some councils apparently do not have sufficient money to enable them to take advantage of this offer. Insufficient land has been set aside for recreation purposes. Once land is built upon it becomes far more costly to purchase. When land has been cleared of natural growth it cannot be restored to its former desirable state. Now is the time to purchase land for recreation purposes.

The Town Planner and the Premier have stated that our population will increase to 2,000,000 by the end of this century, so we must prepare for the future. Where is the finance to come from? About three years ago I was on a deputation to the Premier that suggested the establishment of a fund to which councils should contribute to enable land to be purchased. A few years ago the Tea Tree Gully Council wanted to purchase land, but it did not have the necessary finance. Land was available. Other areas, that were established earlier, are built upon and no land is available. Some of the councils are not concerned with providing land for recreation purposes, but if councils contributed to a fund money would be available to purchase land in areas that will ultimately become part of the metropolitan area. In fact, those areas are the only localities where land is available. We must not overlook that people do not stay within their council boundaries: they have motor vehicles and travel elsewhere for recreation.

The Hon. P. H. Quirke: Much land has been purchased and reserved in the Adelaide Hills.

Mr. BYWATERS: I agree. I read recently that an area near Humbug Scrub had been acquired. That is commendable, and I hope that it will be left in its natural state. However, I am referring to recreation areas where people can play sports. I agree that it is necessary to reserve areas in their natural state, too.

The Hon. P. H. Quirke: What you want are small areas for recreation purposes and big areas to be left in their natural state.

Mr. BYWATERS: Yes. We must look ahead, because otherwise we shall be left wanting. Last year an area on the South Coast received much publicity. It would be ideal for leaving in its natural state, yet some people want the land cleared for pasture. It

is not wholly suited for that purpose: only portion could be so used. This area could be lost for all time. I know that this matter is being considered.

The Hon. P. H. Quirke: Are you prepared to give me a hand in holding it?

Mr. BYWATERS: Yes, indeed. I am a member of a committee that is anxious to hold it. The Minister will have my wholehearted support in his efforts to hold it. I thank the Minister for his consideration. I had intended to deal with education at this stage, but the Minister who gives this subject so much attention in this House is unavoidably absent at the moment.

The Hon. P. H. Quirke: He is receiving a deputation.

Mr. BYWATERS: I appreciate that, so I will leave the matter.

Mr. Shannon: He can read it *in absentia*.

Mr. BYWATERS: I would prefer to deal with the subject in his presence. The honourable member can, if he wishes, go to sleep, as he usually does. People to be served by the Tailm Bend to Keith water supply were pleased to hear the Minister of Works say recently that the work would proceed this year. This area is progressing rapidly, but people who have been established for many years in the area to be served by the scheme in my district have been without an adequate water supply. The area has a good rainfall and a good productivity, so these people are keen to see the scheme commenced so that they can have an adequate water supply. They were pleased at the Minister's announcement, and I thank him for placing this item on this year's Loan Estimates.

Mr. Deputy Speaker, you, as the member for Angas, mentioned difficulties associated with the Palmer to Sedan water supply. Much of this area is widely settled, but, as much intervening land is wasteland and is not revenue-bearing, it is difficult for the people there to get a water supply. A group of people around Milendella are rather unfortunate. In the original hundred of Finmiss scheme they were included, but because of their elevation they were subsequently excluded. Although the main from Adelaide was close to this area, the water pressure was not sufficient to give them a service, so they decided to apply for another scheme; they came in with the larger scheme to supply water as far as Sedan. These people are most anxious to have water. The area is closely settled with small holdings, and, as mainly mixed farming is carried on, water is essential.

I make a plea for something to be done for these people in the near future.

Today I asked the Premier a question about the Callington-Kanmantoo area, which is on the extreme western boundary of my district. This small community was once a mining centre, and apparently exploration is still taking place in relation to copper mining. Should mining operations be commenced, the people would be assured of an adequate water supply. We are told that the scheme to bring water from Murray Bridge to the metropolitan area will provide water for them and, although that will take a long time, the people look forward to it. They are in the unfortunate position of having water not only with a high salt content but with other mineral content; this makes the water unusable, so they have to cart water for domestic use. Each summer these people, mainly pensioners, have to pay for water to be carted at high cost for ordinary domestic use. Gardens are out of the question, of course, as the water is too costly.

The Minister of Lands has told us of a scheme to supply stock water at Mypolonga. This is the only reclaimed area in the lower reaches of the Murray River where dairying takes place without reticulated water; I believe all the other areas have reticulated water. It is necessary to have a water supply to obtain a city milk licence, so the people in this district want a reticulated supply. In 1956 the late Sir Cecil Hincks visited the area and investigated the scheme. Subsequently, after investigations, the then Director of Lands (Mr. Gordon) and Mr. Steed went to Mypolonga and submitted a scheme. A plan was then devised under which it was necessary for the settlers to sign a request for a supply of water. They did so, agreements were signed, and it appeared that things were on the move. About a year later £20,000 was placed on the Loan Estimates for this purpose, and the people were jubilant to think that they were to get a water supply for stock and domestic purposes. However, it was not on the Loan Estimates in the following year, and nothing has been heard of it since. I have repeatedly raised this matter in the House, but so far have not been able to get any satisfaction. I ask the Minister to investigate this matter to see whether a supply can be arranged.

It was suggested in this House that these people could supply themselves with water from the river, but, as the land in front of their blocks is all owned by the Government, they cannot install their own reticulation schemes.

Apart from this, such schemes are not economically possible; the desirable scheme is the joint scheme. Most of the dairies in the area are now isolated from the orchards. At one time the people were part dairymen and part orchardists, but these operations are now divided. As the dairymen have to get water from the orchardists to clean out their yards, and so on, it is important that they have an adequate supply of water. Some of the people in the fringe area are harder hit because they cannot get a good supply of water for this purpose; they have been up against it in many ways. As the water supply has been promised, I should like to see that it is not shelved. I hope that in the future something will be done to assist these people.

You, Mr. Deputy Speaker, and I each represent portions of the district council area of Marne. I will speak only about the part that I represent; no doubt you have made pleas in relation to the part you represent. This area has no bitumen roads. It has been promised that soon the sealing of portion of a road in this area will be done. The River Murray area is becoming increasingly popular; around Walker Flat and Purnong many shacks are being built. People are anxious to get away from the hustle and bustle of the city at weekends, and the roads will not stand up to the heavy traffic. I urge the Government to increase the grants made to the District Council of Marne. Only last week I received a letter from the Purnong school committee asking if I could assist the district council in its efforts to obtain better roads for the school buses. One portion of the road was practically impassable this year. I know that the Marne District Council is doing everything in its power to try to improve matters, but with the limited money available it is difficult to provide sufficient funds to carry out all the work that it would like to do in this sparsely populated area. I have stressed to the department previously that more money should be made available to the Marne District Council for roads, and I express this opinion again now.

I know that preparation is being made on the eastern side of the river for a sealed road to connect Blanchetown with Murray Bridge. This, too, is becoming an important link, and I trust that this road will soon be sealed so as to give another access road from the lower river areas to the upper river areas. The drive through there is used frequently by tourists. I know that many people use these roads over weekends and holidays, and because



of this the roads—particularly the marl roads that were put down in these areas—will not stand up to the heavy traffic using them. Unfortunately, when a road count is taken it is usually taken during the week and not at the weekend when most of the traffic is on those roads.

Another point in relation to that concerns the heavy use of ferries during holidays and weekends, particularly at Mannum. In fact, the people east of the river no longer go into Mannum on Sunday for church: they go to Murray Bridge or they stay away altogether, as there is no certainty that they would arrive in Mannum in time for church because of the heavy build-up of cars wanting to use the ferry. One minister of religion has told me that for him to take a service in a church east of the river he has to go miles out of his way to use another ferry and come back again, because it is almost impossible to get across in time. Of course, if a clergyman was late for church there would be no service, so there is rather a difficulty there.

Last year in the House I asked whether it would be possible for a road count to be taken on a weekend or holiday with a view to putting another ferry at this point. It was agreed that this should take place in relation to Kingstou, Berri and Mannum. Two ferries from Blanchetown will be made available in the Upper Murray areas, but Mannum has had no promise of another ferry. I think it is a crying shame that people should be deprived of a service. They have to wait for hours on end, either coming or going, on their holidays. Many local residents have to cross the river; many of them, when they go away for a day's outing, have to get home to milk the cows, and they are held up at a ferry crossing. This is just not good enough. Although two ferries will be available from Blanchetown when the bridge is completed—and it is pleasing to see the rapid progress being made at Blanchetown—neither will serve the Mannum area. I do not think it is out of the range of the Government to provide an additional ferry—to build an additional ferry if necessary—to help in this area, because a serious traffic hazard exists there.

At the commencement of this session we debated a motion in this House which expressed a vote of no confidence in the Government following the increase of rents for railway cottages. These increases do not apply only to railway cottages: they apply to a good number of Government cottages in the country areas. The debate took place, from this side

of the House anyway, on the need for the Government's further consideration of this matter.

Mr. McKee: A pretty one-sided debate, too.

Mr. BYWATERS: Yes; in fact, only one member of the Government spoke, and that was the Premier, which bears out what the member for Mitcham said earlier about his being a one-man band. Nevertheless, this was debated.

Mr. Clark: Did he say that?

Mr. BYWATERS: In effect he did.

Mr. Millhouse: Nothing at all like that.

THE SPEAKER: Order! This is not a private conversation.

Mr. BYWATERS: I think one point is well worth amplifying. A letter that was sent by an organizer from the railwaymen furnishes these details:

Herewith the details, as far as can be ascertained outside the Railways Department, of a sale of two railway cottages at Wilmington. Tenders were called for the sale of cottages 575 and 576 at Wilmington, the cottages to be removed from railway premises. Tenders closed in December 1962, a tender of £160 for the pair being successful. Cottage No. 574 at Wilmington is occupied by packer F. H. Hartmann. Until June 30, 1963, he was paying 17/9d. a week rent. This cottage is identical in all respects to the two sold, with the exception that three rooms of this latter cottage were lined with masonite, whilst the two were unlined. Packer Hartmann received advice that his rent would be increased from 17/9d. a week to 29/6d. a week as from July 1, 1963. This means that under the new scale of rent, Hartmann will pay £76 14s. per annum, or £3 6s. less than the accepted value of each of the two cottages sold. Mr. Hartmann could not submit a tender for the cottage as retaining his position as a packer with the railways is conditional on his occupying a departmental cottage. A packer's rate of pay, including the 5/- a week industry allowance, his marginal rate of 7/6d. per day (paid on a six-day week) and including the recent 10 per cent rise, is £16 12s. This rate, by the way, is for a first-class packer with not less than three years' experience. A fully qualified porter, with about 12 complete sets of rules passed, is even worse off. His weekly rate of pay is £15 19s. 6d., including the 5/- industry allowance and the 10 per cent increase. The disadvantage of existing on this pittance, particularly in isolated areas, is obvious, but should you require added information this office would be only too happy to oblige.

That bears out the extremity of the increase. Here was a man who could have purchased one of these houses in other circumstances; he would almost pay for it in one year at the increased rent. I say that this is extortionate and not in keeping with the best interests of the Railways Department or, for that matter,

any other Government department. We have been told that the Premier, by way of a concession, has made this increase payable over three years, but this is still not acceptable to the people concerned. As Labor members said in the debate, we think it is not right to increase rents in view of the circumstances surrounding these people's employment.

I now wish to touch on a matter that has given concern to many of my constituents. I refer to poultry-keeping and the marketing of eggs, to which I have referred before in this House. Questions have been asked in this Parliament recently on this subject, and one matter that has caused much concern has been referred to in the press. The Australian Primary Producers' Union, at its annual meeting recently, was very much concerned that South Australia was the only State that had held out on the suggested change of plan. Two years ago there was such a glut of eggs, not only in South Australia but throughout Australia, that the price fell to much below production cost. This caused the industry great concern, so much so that some people went out of business. In fact, so many people went out of business in the Bendigo area that the Commonwealth member for Bendigo was concerned about it and raised the matter in the Commonwealth Parliament; presently, I will quote from something he had to say in this regard. The South Australian producers had been sending eggs to the other States, but with the glut there those eggs were sent to Adelaide and simply flooded the marketing authorities, and because of the length of time that it took to get the eggs graded and on to the market they naturally were down-graded. As a result, a number of cases were thrown away and the eggs lost. Then they established a Commonwealth egg marketing authority, which did not get off to a good start. After going through its teething troubles it eventually settled down to some sort of working ability, and introduced a scheme for a bird levy instead of an egg levy. It was thought that this was necessary because of the interstate trade in eggs. Of course, section 92 of the Commonwealth Constitution permits people to trade with other States, and we saw semi-trailers with eggs going from South Australia to Victoria and New South Wales, and coming to South Australia from those States. Someone had to pay for this, and it was either the consumer or the producer, or perhaps both. To overcome this difficulty it was decided to have a common basis. The South Australian Egg Board was not satisfied with the position, not knowing all

the facts, so it withheld for some time its support for the scheme. This year it changed its mind, decided to agree to the principle laid down by the Commonwealth authority and, through the South Australian Red Comb Egg Association, called meetings at Adelaide, Murray Bridge and Nuriootpa. The member for Angaston (Hon. B. H. Teusner) chaired the meeting at Nuriootpa, and I chaired the one at Murray Bridge. Members of the board were present at the meetings to answer questions. At Murray Bridge about 100 producers were present. It was an enthusiastic meeting and at its conclusion a vote was taken. All but six voted in favour of the scheme. What they were told was contained in a pamphlet, which said:

Members of the council were satisfied that the rates of bird tax for the purpose of equalization would be such that no hardship would be occasioned to any producer. Board members have taken back to their respective States an indication of what this bird tax for the purposes of equalization might be.

We were told that, working on 3s. 9d. a dozen for eggs, the tax would be 4s. 8d.

The Hon. P. H. Quirke: Per bird?

Mr. BYWATERS: Yes. That would be the levy upon the people then paying the egg levy. We were told that only about 50 per cent of the poultry producers are paying the levy. Others are avoiding it by trading with other States. This position occurs in every State. If the bird tax of 4s. 8d. were halved, it would be 2s. 4d. There is doubt, however, about getting a firm basis. All the figures were based on the production last year. Conditions next year could be different. I would think that would be the mean average over several years. If that is so, it could be acceptable to the people as a feasible scheme. I understand that the egg levy, based on 144 eggs per fowl per year, would work out at about 3s. 4d. If the same people paid the bird levy as paid the egg levy, the figures would not be so far apart. The people were satisfied with the explanation. Then a deputation went to the Minister with a request that South Australia support the plan. Apparently the Minister was not satisfied with what had been told him, because when he went to the Queensland conference he did not support the scheme, and much criticism has been levelled against South Australia, which was the only State to hold out against the scheme. Other States have inquired into the matter. The South Australian Egg Board was cagey at the start, and did not spare itself in getting all the information it could. I think the deciding factor was the severe threat from interstate traders to the South Australian egg market if

we did not go into the scheme. The following is portion of a speech made in the House of Representatives by the member for Bendigo:

South Australia has come to regard other States particularly Victoria as almost traditional markets. The surplus of production over South Australian consumption is sold in other States, and South Australia virtually ignores overseas markets. At the present time South Australian egg pulp is being marketed in New South Wales contrary to a pulp agreement between the States. Does the South Australian board think that it will always live such a charmed life? Does it think that these excursions into the domestic markets of other States will continue to solve the problem of its surplus production? How it has dodged massive retaliation up to now is a mystery. The South Australian board and producers should be warned that they are vulnerable to such retaliation and that their refusal to support this stabilization plan will provoke an egg war which will result only in further financial loss to the hard-working poultry-farmers.

I ask the South Australian producers to take a look at the economics of the situation. In 1961-62 South Australian commercial egg production was 11,400,000 dozen. In the same year New South Wales produced 61,600,000 dozen and Victoria produced 29,900,000 dozen. So the South Australian production is dwarfed by the big two in Australian egg production. In the same year the combined production of egg pulp by New South Wales and Victoria was 16,500 tons. The South Australian production was 1,531 tons. In fact, New South Wales and Victoria together export to overseas markets more than twice South Australia's total production, and those overseas markets return net prices as low as 1s. a dozen. Is it not obvious that New South Wales and Victoria would lose nothing by dumping large quantities of eggs on the South Australian market? After all, eggs sell in Britain and Europe for next to nothing.

The problem concerns many South Australian poultry farmers. It looks as though there might be a respite for a year or so. Egg production has fallen because of a glut several years ago and stocks not being replenished. Some poultry farmers have gone out of the industry. They could come in again, so the threat could still be there. The fear is that in a flush season eggs from other States could be dumped on the South Australian market at a low price and put South Australian producers out of the industry. It is desired that South Australia should not be left out on a limb, and that it should co-operate with the other States in this matter. They are keen that South Australia join in a common front in trying to solve the problem.

I now come to the citrus industry. Last year South Australia had a glut of oranges. I received from a Mypolonga producer a return showing that from 28 cases of oranges

sent to another State he received only 1s. 1d., less than halfpenny a case, yet they were all good oranges and were sold at what looked like reasonable prices. This is something that was not uncommon throughout the river districts when they sent oranges to another State. It is too ridiculous to get such a small return. This year there is not such a glut of oranges, but the producer still does not receive a profitable return. We are told that the citrus industry will produce more oranges in the next 10 years. I noticed in the press recently that an organization had been formed in the Upper Murray region for the marketing of citrus at a satisfactory price. Planned marketing is required in the citrus industry. There is far too much difference between the price which the producer receives and the price the consumer pays. The producer receives little for his fruit, but consumers pay a high price.

The packaging and marketing costs are far in excess of the return to the producer, and this problem will have to be considered from a marketing point of view. There is nothing wrong with the oranges when they reach the market, but the return to the producer is insufficient. It may be necessary to change our method of marketing citrus. Perhaps we should introduce bulk handling of citrus instead of the present pack cases. Citrus should be sold by the pound and not by the dozen. In comparison with other fruit, it is still cheap when sold by the pound, but few people buy it singly because it appears expensive. Oranges have a high vitamin content which prevents colds. This fruit should be provided at a price which not only the consumer can afford to pay, but which gives the producer a satisfactory return. Men should not be walking off the land, particularly from orchard blocks, because of low prices. This problem will be accentuated in the future, and it will be necessary for the industry to co-operate to see whether some better system of marketing cannot be introduced.

The member for Chaffey and I have expressed concern about the fruit canning industry, which we believe to be in a precarious position. Few canneries are left in this State today. The canning industry inquiry committee recommended that there should be only two in South Australia, one in the river area and the other serving the metropolitan, Barossa Valley and the hills areas. This should not happen, as growers would be left at the mercy of one or two canneries, and the industry is sick enough at the moment without this happening.

At one time processing was done by South Australian firms, but today overseas and interstate firms have been introduced into that industry. The firm of Brookers (Aust.) Ltd. was taken over by Foster Clark (S.A.) Ltd., and what a mess Foster Clark made of it! Irreparable damage was done to the industry by Foster Clark, which had come in with a complete moratorium over all money owed to the State Government, and which sold at cost well below production, to the detriment of canneries and of the fruit industry. This industry requires stability. The firm of Ardmona from near Shepparton in Victoria has commenced operations on the river in S.A., and it determines what fruit is taken into the cannery. I have had complaints from orchardists that they cannot get certain fruit into the cannery because this firm receives sufficient supply from the Goulburn Valley.

Tenders for Foster Clark have been called and were, I understand, to close last week. We do not know whether a successful tender was made or whether the future of this firm is still in the melting pot. If a branch of another interstate industry operates in this State and yet receives its supplies from other areas, South Australian growers will be left lamenting. Members on this side of the House are conscious of these problems and are watching the situation with extreme interest because we realize that, if this happens, peargrowers in the Adelaide Hills and the River Murray districts could be left holding their crops while the bountiful supply of pears from the Goulburn Valley or other areas will be used first. Clingstone peaches were over-supplied this year, but in some interstate areas they were left lying on the ground to rot. In New South Wales there was an inquiry into this matter. An inquiry into the whole industry should be considered, not on the basis of the recent inquiry in this State, which seemed to concentrate on Brookers, but because there is no sense in people going out of the industry and not being able to contribute to the revenue of the Commonwealth for future development. It would be better to do what has been done in other countries and subsidize export prices to provide stability in the industry. I know this is a Commonwealth matter, but it will have to be seriously considered. I know from the growers' point of view that they have had a very lean time.

I referred to the citrus industry, but in the preserved and dried fruit industry, growers generally have also had a lean time in the past

year or two. It is no good to the grower, to the State or to the Commonwealth, if this state of affairs exists. I was interested in the Foster Clark case because a processor at Murray Bridge, who was formerly associated with Brookglen (taken over by Foster Clark), was not paid any of his interest and lost a considerable sum. Growers supplied peas to Foster Clark last year, and received nothing for the year's work. I understand that this firm has gone out of business owing growers between £70,000 and £80,000, and peagrowers lost something like £20,000 last year. They are only a small group and there is no likelihood of any development to provide for this year's crop. Some growers have planted but others have refused to do so, not knowing what was going to happen. The pea-canning industry in this State was a profitable one in recent years. We now import canned and frozen peas from interstate and overseas. We should be growing them in this State to assist the canning industry. I assure the Government that we are concerned about this and, unless something is done, we shall seek to initiate a debate on this subject to clarify the position. If a debate takes place, much interesting information will come to light. I have much information in my possession now.

The world needs food. At present the "Freedom from Hunger Campaign" is proceeding in Australia. It is a worthy cause. We are interested in feeding those people in other parts of the world who are without food; yet in Australia food is rotting because producers cannot get an economic return from their produce. I was interested to read a report in the *Riverlander*, the monthly publication of the Murray Valley Development League, of the Premier's comments at the league's annual conference. The report states:

He had always believed, Sir Thomas said, that if Australia could provide the goods the world wanted in good quality and at competitive prices, there need be no fear of finding markets. When we could produce a high-quality product under economical conditions, efficiently, there was no need to worry in a world hungry for food and getting a better standard of living. "In the Murray Valley we can claim a product second to none", he claimed. In California he had found costs of production rising much more quickly; and water resources had proved to be limited. He came away feeling that in fact we were meeting competition quite adequately and would continue to do so. Australia was faced with all sorts of marketing problems as a result of the European Common Market, but he had never felt we could prosper by limiting production.

We can all say "Amen" to that. We are not in a position in a hungry world to permit limited production, but we need to find a means of supplying food to the hungry people. We have the food and it is a crime to permit it to go to waste. We have processing plants available, too. All we need is a marketing organization to protect our industry and to supply the starving countries of the world.

I thank the Minister of Education for his announcement that the National Fitness Council grant this year will be increased from £11,000 to £20,000 and that the grant for the Associated Youth Groups will be increased from £5,000 to £25,000. Last year I was critical of the Government's miserly contributions to these organizations, particularly as I knew of the need for improving our activities in developing healthy young people. These organizations provide facilities, but lack finance. Of course, there is need for more aid. However, it is interesting to note that with the increased grants this year the National Fitness Council on a per capita basis will be third of the councils throughout the Australian States in the amount it receives from the Government. Last year it was last. On a per capita basis the grant has increased from 7½d. to 1s. 2½d., a considerable rise. I shall be more pleased when the grant our council receives places it at the head of all States.

Some years ago the National Fitness Council appointed me as Chairman of its Camps Committee. As such I have gained an insight into what happens at our camps. We do not operate many camps, but our activities are expanding. Our main camps are at Mylor and Parnanga. Last year 1,946 campers visited Mylor, returning £747 7s. 6d. in fees. A total of 38 groups used the camp. Some campers were there for a fortnight and others for a shorter period. At Parnanga, on the South Coast, 1,869 campers returned £961. A total of 47 groups visited this camp. Unfortunately, our camps are not of the standard they should be. It has been suggested that the principle applying in New South Wales should be adopted here. In New South Wales funds are obtained from the Loan Council to provide camps. Camps can be profitable. Although a nominal fee of 4s. a day is charged, it represents a good return on the sum invested in establishing camps. Our plan is to bring the Mylor camp to a good standard, as our first project. We want to make it suitable for use by visitors from other States as well as for our own citizens. Last year I visited a New South Wales camp, which was ideal. It was

financed from Loan Council funds provided by the New South Wales Government. Our problem is to get something done quickly. Although £4,000 is to be made available for camping this year it would be better if we could get sufficient money to build a camp to the standard we desire and then to make repayments on a loan provided for that purpose. The Government should consider this suggestion. It is not a new approach, and it merits attention.

I am not happy with some aspects of education, and the Minister of Education will have to bear the brunt of my criticism. I have referred to the adult education centre at Murray Bridge so often that I am almost tired of doing so. However, nothing has been done. I have been lenient in my criticism because I believed that the Gawler centre was in a worse condition, if such were possible, and that it probably had a prior right to consideration. I soft-pedalled to see what work would be done at Gawler.

Mr. Clark: I appreciate that.

Mr. BYWATERS: I thank the member for Gawler. I know he has been most active in his endeavours to get this brought about. It is pleasing to observe that this essential work is being started.

I do not want the member for Whyalla (Mr. Loveday) to take exception to my saying that at Murray Bridge we have what is called a "Loveday hut" that is obsolete, to put it mildly. It was used as a prisoner-of-war hut during the last war. We have in Murray Bridge a principal, a vice-principal and a clerical assistant who, between them, occupy two rooms each measuring 8ft. x 8ft. This is not good enough for efficiency. It is appalling to reflect that a principal in such a little room entertains people who come to the town, interested in its progress, and then see this shambles of a centre—I cannot call it anything else. It detracts from the whole set-up of adult education.

I appreciate the remarks made the other day by the member for Burnside (Mrs. Steele) when she drew attention to the advances in adult education. Certainly it has not advanced with modern buildings because, if ever there was a Cinderella of the Education Department, it is the Adult Education Branch. I was at the tail-end of a large family and took over what was left by other members of the family. I never had a new pair of trousers; they had always previously been worn by my brother! The Minister of Education is now present and can hear some of this criticism. The Adult

Education Branch seems to be taking what is left from other branches of the department. That is not good enough. The adult education centres throughout the State have proved of great benefit to those people who have left school and are now adults desiring to further their education. Believe me, they can do that in this branch. At Murray Bridge there is available practically any subject it is possible to teach. In fact, it is a common slogan "You name the subject and provide the students, and the Education Department will provide the tutors."

Mr. Clark: That is typical of adult education.

Mr. BYWATERS: Yes. It has expanded because of this policy, but it is still the Cinderella of the department as it takes what is left over in the way of buildings. This building at Murray Bridge should have been discarded many years ago. I have been temperate about this because of the needs of the Gawler adult centre, but that is now progressing and it is time we stressed the need for a proper centre at Murray Bridge, something of which we and the Education Department could be proud, something fitting for the town.

Last year in that building a course of studies was conducted in which many of the leading businessmen of Murray Bridge took part. One criticism levelled at the place was, "Why doesn't the Education Department provide something better than this? Surely this is not fitting for the terrific job that this branch of the department is doing?" I had to hang my head in shame to think that I was associated with such a building. They put a coat of paint on the outside but, unfortunately, that does not improve the inside of the rooms. It is time we had something much better.

In 1956 the then Superintendent of Technical Schools (Mr. Walker) came to Murray Bridge and told us something of the plans. They were not elaborate but were quite modest and suitable for the needs of adult education in Murray Bridge and district. But that was in 1956, and we have not seen any progress in the intervening period. From time to time we have been told that this is still in the mind of the department and that it would be anxious to carry out this work. We agree that it should be carried out. The Minister will remember that towards the end of last year a deputation from the Murray Bridge High School Council and the Adult Education Centre Council came to him and expressed various views. He agreed with us and told us from a docket from which he read that six new buildings would

be erected, mainly of timber construction, to carry on with the present needs of the work there. That work was to be completed, if my memory serves me right, by March 3 of this year. We have seen no sign of any timber or of any activity taking place in that regard.

At that time we mentioned the extreme urgency and need for extra accommodation. We have some accommodation in the premises of private people, but it is scattered all over the place. In fact, half of the high school students who use the woodwork centre have to travel to an outdated building in the primary school to carry on their activities. The art class from the high school has had to be halved because of insufficient room, while dressmaking and other subjects are not being catered for adequately, because of the conditions in the building. I stress how strongly we feel about this. If the Minister read the minutes that are sent on to the Superintendent of Technical Schools every month from our branch, he would discover that repeatedly we ask, "When is this job going to be done? When are we going to have this new building which is so important to the adult education work at Murray Bridge and district?"

Let me quote some figures from circulars sent to us from the department in relation to enrolments at adult education centres. Mount Gambier has the highest number of enrolments—3,390. Murray Bridge comes second with 3,035. I have been told by the principal only this week that there has been a slight increase in those figures. So no-one will deny the need, yet we still put up with these outmoded conditions in the building in which we try to carry on this important work. It is not possible to do an efficient job under such conditions. Had it not been for the increase in fees—I was pleased to hear the member for Gawler raise this matter today—the 3,035 would have exceeded 4,000 this year. Many cancelled their classes when they discovered that the fees were being increased this year. In fact I have figures here to show that the fee for a 2½-hour course, which was £2 15s., has now risen to £3 17s. 6d. Had this fee not been increased, we should have had an even greater number at this centre—and we want that. We want to encourage adult education, ensuring that we make full use of the extended leisure available today and provide the necessary facilities.

I appeal to the Minister to examine this matter of providing something fitting for the needs of Murray Bridge. The principal, the vice-principal, the young lady assistant and

the staff there are entitled to far better conditions under which to do their work. How they carry on I do not know; they do so in most adverse circumstances. Speaking on the increase in fees, the Minister this afternoon referred to uniformity and said that the four authorities concerned with adult education should work in unison on charges. That might be all right but, if I may be cheeky enough to do so, I suggest that adult education centre fees be not increased but that other fees be decreased to come down to them. I know these fees have affected attendances, and, when the Minister investigates, he will find that many students would have used this centre or other centres had the fees not been increased. As I have been longer than I intended, I thank members for their attention.

**Mr. FREEBAIRN (Light):** In supporting the motion, first I affirm my loyalty to Her Majesty, Queen Elizabeth II, and trust that her reign will be long and filled with distinction. It is with pleasure that I remember her visit to South Australia this year.

**Mr. Lawn:** What about your King Tom?

**Mr. FREEBAIRN:** I shall be taking good care of the member for Adelaide (Mr. Lawn) tomorrow. This motion enables every member to speak his mind on matters that concern him and his district, and it is one of the few opportunities he has to do this. Whilst it is relatively uncommon for a Minister of the Crown to speak in this debate, the Government has had the opportunity to express its achievements and explain its future policy in the Governor's Speech. The Speech read by His Excellency at the opening of the second session of the 37th Parliament gave a picture of progress and prosperity. His résumé of the Government's stewardship and achievements under the authority of the Parliament makes an impressive record. The Speech also gave us an indication of what legislation would be brought down by the Government this session. It is well worth noting the large number of Government departments and instrumentalities that are behind the development and expansion of this State. It is only since I have been a member of this House that I have realized and fully appreciated the efficient work done by our Government departments. We all acknowledge the work they are doing, and are proud of the standards maintained by the Public Service in this State.

Before discussing matters referred to in His Excellency's Speech that relate to my district, I extend a most cordial welcome to the new members of this House—the member for Yorke Peninsula (Mr. Ferguson) and the member for

Mount Gambier (Mr. Burdon). I compliment them on their contributions to this debate. As I spent several days in their districts before their election, I know the high regard in which they are held by people who know them well. I congratulate the Minister of Lands on his appointment, and wish him every success. I pay tribute to the late Hon. Lionel Hill, a former Minister of the Crown and Premier of this State. Although I never had the pleasure to know him personally, I am well aware of his contribution to the progress of this State in difficult times. His name is remembered with great respect in the Alma and Salter Springs district, in which I live, because of the water reticulation scheme he saw fit to authorize when Commissioner of Public Works. I also pay a tribute to the late Sir Cecil Hincks and the late Mr. Ralston. Although I did not know them until I came into this Parliament, they both went out of their way to make me welcome as a new member.

I wish now to refer to three factors mentioned in His Excellency's Speech that are so important to people living in a relatively scattered district like mine. These three factors are transport, power, and water reticulation; by "transport" I mean, of course, roads. I compliment the Highways Department on the excellence of the work done in my district in the past year. At least three fine new steel and concrete bridges have been constructed on the Main North Road and at Hamley Bridge, and I have heard many favourable comments about them. Work on the road to provide a complete sealed highway between the eastern part of the State and Western Australia via the North of the River Road, and to provide for intrastate traffic from the Mid North to Yorke Peninsula and from the Murray Valley, is well on the way towards completion.

I think we must recognize, with pride in this State's progress, that the industrial centre of Spencer Gulf is expanding rapidly and that commercial road traffic must increase in complementary fashion. Completion of road sealing between Morgan and Port Pirie will also greatly reduce congestion caused by road traffic at the River Murray crossings. The time is fast approaching when a sealed road, linking Balaklava with the River Murray district, via Kapunda and Truro, must be considered.

Electricity extension through all the farming areas in the district of Light has gone on rapidly in the past year. Construction in the Robertstown and Point Pass district is being undertaken at present, and only one single wire earth return extension in the Sutherlands district has yet to be commenced. The water

reticulation programme in Light is progressing at a pleasing rate. I am happy to be able to report that the drilling of a bore at Water-vale to supply the town and immediate district is now in progress. I have been informed by the Engineering and Water Supply Department that as soon as the winter season is over the laying of mains in the Hampden scheme will commence.

It is a historical and current fact that the industries that have been and are able to compete most successfully on international markets are the primary industries. A limited number of secondary industries are able to sell their goods overseas, but the major share of our real overseas income is gained by the exports from primary industries. I believe that primary producers have met the challenge that has been thrown out to them in the postwar years and have met rising costs. In the last 15 years agricultural production has increased by 50 per cent, and this increase has taken place with about the same amount of manpower on the farms. Members must keep clearly in mind that in this modern mechanized age primary industries are tied to secondary industries, because the high costs of secondary industries are directly reflected in the cost structure of primary industries. We are all anxious that Australians should enjoy the highest possible standard of living and conditions of employment, but we must go into the world and sell our produce in competition with other countries.

This movement towards a continually increasing standard of living, however good it may be in itself, with shorter working hours, provisions for leave after long service, and longer annual holidays, is having its effect on smaller country towns. The movement of population away from them is a big problem that is difficult to solve, and I do not think I can provide the answer. It has been brought about largely because the small businessman in the country has not been able to compete with large commercial organizations. Because of trading and industrial regulations, few small businessmen are able to continue to give to the public that personal attention and service upon which their businesses have been built up. If the small businessman is working long hours worrying about all the aspects of his business and a big organization offers him a salaried position, with long service leave and paid annual holidays, it is tempting. I mention this because these small country businesses, so often family affairs which are taken over upon the owner's retirement by his son or his family, are important units in the life of a country town. Also, these businesses provide local employment.

I now turn to a matter that affects the Cadell irrigation settlement. The Cadell irrigation area, or, as it is described officially, the Cadell irrigation area and New Era, was opened just after the First World War, in 1920, as part of the soldiers' repatriation scheme. The area dates back to the founding of the Village Settlements in 1894. Cadell and New Era are situated on the south side of the river, some six miles upstream from Morgan, and together they make up a valley of an old ox-bow of the river. The valley is very sharply defined by a limestone cliff running around the outer bank of the ox-bow, while a mallee "island" makes up the inner bank and the centre of the ox-bow. When the intensive settlement of Cadell began in the 1920's, Cadell in its virgin state must have presented an attractive appearance for development. The surface soils are good. I am informed that the native vegetation in the valley suggested that the subsoil was permeable and well drained, but such was not the case. Instead of deep sands, the subsoil contained an impermeable clay band, and consequently it became necessary to establish an extensive drainage scheme to cope with the water-logging conditions that developed in the valley from irrigation. Unfortunately, areas at Cadell have become salt-affected and unproductive. However, over the years the drainage system has maintained some measure of stability and balance, and controlled the excess build-up of seepage water.

Some four years ago a new development took place at Cadell, and that has altered the whole position. I refer to the establishment of the Cadell Training Centre. I am sure all members will be well aware of this modern prison where the emphasis is on rehabilitation and not punishment. Part of the rehabilitation training of the trainees is gardening, and some 214 acres of irrigated trees and vines have been planted. The centre has its own pumping equipment and irrigation plant, with overhead sprinklers, and I am informed by my settler friends at Cadell that the training centre irrigations are generous to the extreme. Despite these irrigations, no provision has been made to cope with the drainage of seepage water. The result is, as can be imagined, that the seepage water from the training centre is invading the old Cadell irrigation settlement area and building up the general water table. There is a large surface seepage pond on the training centre's property adjacent to No. 2 seepage pumping station, which I have had occasion to mention previously in this House, and which prompted a question that I asked of the Minister of Irrigation as recently as last week.



I appreciate that the Minister is taking steps to remedy the situation, but with my knowledge of irrigation—and I do not profess to be an authority on it—and in the opinion of the Cadell settlers, who are experienced and practical men, it is obvious that a deep drainage system must be installed at the Cadell Training Centre. This, surely, is the only effective way to overcome the situation that is affecting the Cadell settlers. I suggest that, in view of the State's financial investment in the training centre and the centre's continuing programme of tree planting, the deep drainage should be installed in the near future. The capital cost is unlikely to be less than it is now, and the trainees could do most of the manual work involved at negligible cost.

I now turn to an industry that is a very important one in my district and an important one to the State. I refer to the poultry industry, which is estimated to be worth a gross yearly value of about £60,000,000 to Australia. As well as representing an egg-producing district, I believe I am the only member of this Parliament who is a commercial egg producer. I go back in the history of egg marketing in Australia prior to the Second World War. The egg industry in Australia had little organization, and prices received, ranging from 6d. to 1s. 6d. a dozen gross, were well known and, as we all know, unprofitable. The war altered the whole situation. A tremendous demand for eggs and egg products developed in the United Kingdom, and Australia enjoyed a sure market for all the eggs that could be exported. As a result of this demand and the requirements of a war-time economy, egg marketing boards were set up in the Australian States to give the industry a measure of stability. It is of interest to note that egg production in Australia in 1942 was almost 50 per cent greater than in 1939. This shows what can happen in the poultry industry in Australia. The industry was stabilized at what was then an attractive price for eggs, with no restriction on production. The price received by producers at this time was about 2s. a dozen gross. The whole production in South Australia, as I believe the member for Murray (Mr. Bywaters) mentioned earlier, was equal only to the increase in egg production in the biggest producing State in the Commonwealth—New South Wales. Incidentally, New South Wales produces roughly one-half of the total Australian egg production.

This happy state of affairs, with a guaranteed price, continued until at least a year after the war, and then, as Denmark and

Holland, and Ireland in particular, developed their production and exported to the United Kingdom, its demand for our eggs and egg products decreased accordingly. The United Kingdom Government also pursued a deliberate policy of encouraging the expansion of the poultry industry at home. With this development in the United Kingdom market, our opportunity to sell our surplus production there decreased. In the face of competition, our export prices were forced down so that we could compete, and that has been the position for some years and is the position at present.

The eggs and egg products exported from Australia are sold at a heavy loss, while the State egg boards endeavour to return a price to the egg producers that bears some relation to the cost of production. So that all producers of eggs could share the export losses equitably, the State egg boards imposed a levy on a per dozen basis on all eggs delivered to them. As the export losses increased through the declining export price, so, too, did the egg levy increase to equalize those losses. Unfortunately, as the egg levy increased a price umbrella was created for private merchants to establish an interstate traffic in eggs. I am quite sure that members of this House will recall the chaotic conditions of last spring, when our South Australian market was flooded by Victorian eggs undercutting the local egg prices. I might add that South Australian eggs were flooding the Victorian market also.

Under section 92 of the Commonwealth Constitution a buyer in another State is not obliged to pay the State egg board levy, and he can therefore offer producers a higher net price than any State egg board could possibly give. This means that the producers selling eggs through the State boards are meeting all the export losses, and the producers selling to buyers in other States are contributing nothing. If all the eggs produced in Australia were marketed through the board it could control the situation well by a simple levy sufficient to cover the losses on export realizations. The export losses have to be made up somehow if the egg industry is to have any stability. At present the load of carrying the export losses is borne by 50 to 60 per cent of the producers who market eggs through State boards. Mr. Speaker, I ask leave to have inserted in *Hansard* two references from the *Commonwealth Year Book*, without my reading them.

Leave granted.

SHELL EGGS: PRODUCTION (a) RECORDED BY EGG BOARDS.  
( '000 Dozen.)

State.	1956-57.	1957-58.	1958-59.	1959-60.	1960-61.
New South Wales .	52,334	49,168	45,221	53,495	62,156
Victoria . . . . .	24,874	25,956	23,447	26,521	28,215
Queensland . . . . .	8,848	7,894	8,692	10,007	10,810
South Australia . . .	11,375	11,219	9,692	10,041	10,491
Western Australia . .	8,589	8,602	7,577	7,476	7,333
Tasmania . . . . .	912	(b)	(b)	(b)	(b)
	<u>106,932</u>	<u>102,839</u>	<u>94,629</u>	<u>107,540</u>	<u>119,005</u>

(a) Receipts from consignors and sales by producer agents. (b) Not available.  
(c) Excludes Tasmania for years subsequent to 1956-57.

## ESTIMATED PRODUCTION AND DISPOSAL OF EGGS IN SHELL: AUSTRALIA.

Period.	Change in Stocks.	Estimated Total Production.	Exports.	For Drying and Pulping (a).	Apparent Consumption in Australia.	
					Total.	Per capita per annum.
Average for three years ended:	Mill. doz.	Mill. doz.	Mill. doz.	Mill. doz.	Mill. doz.	
1938-39 . . . . .	-0.1	152.7	13.0	5.5	134.3	19.5
1948-49 . . . . .	+0.1	204.7	17.7	39.1	147.8	19.3
1958-59 . . . . .	—	189.9	9.6	23.0	157.3	16.1
Year:						
1956-57 . . . . .	+1.5	197.7	10.8	23.8	156.6	16.4
1957-58 . . . . .	-1.2	190.8	12.4	23.7	155.9	16.0
1958-59 . . . . .	-0.3	181.1	5.7	16.5	159.2	16.0
1959-60 . . . . .	+0.6	198.6	3.4	27.2	167.4	16.5
1960-61 . . . . .	+0.2	203.4	6.2	36.9	160.1	15.8

(a) Includes wastage.

Mr. FREEBAIN: I have sought to explain the background of the present difficulties facing the industry, and members will appreciate that some form of marketing control is essential if the orderly marketing of eggs in Australia is to be maintained.

I conclude my remarks by expressing my appreciation to members of the Commonwealth Parliamentary Association in this Parliament for giving me the privilege of going as a delegate to a C.P.A. conference in Canberra. The conference was a worthwhile experience, especially for me as a younger member, and I trust that I shall be able to use that experience in a way that will uphold the institution of Parliament. I support the motion.

Mr. CASEY (Peterborough): I, too, support the motion for the adoption of the Address in Reply and join with other members in paying

tribute to the late Hon. Sir Cecil Hincks and the late Mr. Ron Ralston. Both were tolerant and dedicated men who served South Australia, their respective Parties, and their districts to the best of their ability. They were held in high esteem by all members of this House and their loss was a bitter blow to us all. I endorse the remarks of the member for Murray (Mr. Bywaters) in paying a tribute to the late Mr. Eddie Ward, M.H.R. I entirely agree with the press statement that he was the friend of the little people. I join also with other members in welcoming two new members, the member for Mount Gambier (Mr. Burdon) and the member for Yorke Peninsula (Mr. Ferguson). In their speeches last week both showed that they have a good grasp of the problems affecting their districts in particular, and the State in general. As a result, they will be able to contribute much in this place to the welfare of the people.

Perhaps the most important announcement of recent years concerning my district was one by the Prime Minister (Sir Robert Menzies) during a Commonwealth by-election campaign. He said that the Commonwealth Government had approved the financing of the Broken Hill to Port Pirie standardization project, which has been kicked around not only in this State, but in all States for about seven years. The announcement brought the completion of the unification plan much nearer. Once this section is completed, together with the Kalgoorlie-Fremantle section, the only capital city not linked with the uniform gauge will be Adelaide. The Government should bear that in mind and have the work done.

This afternoon I received a plan from the Minister of Railways concerning the Port Pirie to Broken Hill line, and it dealt particularly with the Jamestown-Paratoo section, which is probably one of the most important sections on the route, because there are many steep gradients. I understand that the plan was agreed to by the Public Works Committee as the result of surveys over the past few years. The money used came from the £50,000 provided seven or eight years ago by the Commonwealth Government, of which only £17,000 has been spent, according to the Premier. I wonder what will happen to the remaining £32,000, because there is still much survey work to be done.

Looking at the plan, from Jamestown to Peterborough, a distance of 25 miles, the highest point is seen at Belalie North, which is 2,024ft. above sea level. Travelling north to Peterborough there is a drop to 1,747ft. Some gradients are one in 80, and they get down to one in 65. The economic proposal is to have a gradient of one in 120, so much work must be done on this section of the line. Travelling east, from Peterborough to Ucolta, a distance of seven miles, we find the only tunnel north of Adelaide. The gradient is one in 80, and a new route is contemplated. Farther east we come to Nantabibbie, where the highest point is 1,807ft. above sea level. This is 25 miles east of Peterborough. Again the gradients are up to one in 80 and down to one in 65.

The Hon. P. H. Quirke: A gradient of one in 80 is a fair grade.

Mr. CASEY: The ultimate aim is to have a gradient of one in 120. Going east to Paratoo, a distance of 39 miles, there are similar grades. According to the plan much deviation work is contemplated. I do not think it is the final plan of the proposed scheme, because several years ago when this

survey was first made, pegs were placed in the ground between Yongala and Jamestown. Landholders were told that it was the suggested route for the new railway line under the standardization plan, and that they were not, under any circumstances, to remove the pegs. Eighteen months ago they were told that they could remove the pegs if they desired, as that route would not be used. I appeal to the Government, as this is a national project approved by the Commonwealth Government, to act immediately. I understand that work has commenced on the Fremantle-Kalgoorlie line, and we do not want the South Australian section to be delayed.

It was contemplated that the new line would follow the existing route where practicable while eliminating the steep gradients. It will have to deviate, but where possible it will follow a line parallel to the existing track. The existing track was opened in 1875, and in those days the surveyors' equipment was probably not as good as it is today, especially when today aerial surveys aid this work. At present diesel locomotives are replacing steam trains on this line. Steam trains could haul 1,100 tons, whereas the diesels haul almost double that on the track down. This change is reducing the working staff on the railway system by doing away with a crew member on the steam locomotives. The average annual traffic on this line is about 750,000 tons, which is about 15 per cent of South Australian rail freight. Concentrates from Broken Hill and other freights contribute over £3,000,000 annually in revenue to South Australian railways. This is about 22 per cent of the whole of the Railways Department's revenue. It is obvious how important this line is to the South Australian railway revenue. When this line is completed, the revenue is expected to increase considerably, not only because of the increased ore traffic from Broken Hill, but also because of the increased freight and passenger services from New South Wales and Queensland to Western Australia.

South Australia will have to provide first-class accommodation for the travelling public. I have raised this point before because our passenger accommodation is totally inadequate. Recently, I travelled with one of the Victorian Railways Commissioners, and asked him what he thought of changing trains at 4 a.m. He said that, according to the Victorian standards, the practice was 50 years old. A daily service should be provided between Broken Hill and Adelaide. Nothing is more nauseating in

this atomic age than getting out of bed at 4 a.m. and shaving in cold water. This is not done on other railway lines in Australia and should not have to be done in this State.

I have suggested that the existing railway carriages should be equipped with air-conditioning. This change was made by the Commonwealth Railways Department on the old carriages which operated on the transcontinental line, and which now operate on the Marree to Alice Springs line, and they are comfortable. As the rail standardization plan will not be completed for some years, now is the time to plan for modern air-conditioned carriages to be available on this line between Broken Hill and Peterborough when the standardization is completed. Another important feature of the Victorian railway system that I inspected in Melbourne was the change of bogie system now operating there. Under this system, four jacks are placed at each corner of the freight truck, raised electrically, and the bogies are changed from 4ft. 8½in. to 5ft. 3in. or *vice versa*. This system works well in Victoria and its introduction is forcing the road hauliers out of business.

Mr. Hall: How long does it take to change a truck?

Mr. CASEY: Two hundred vehicles a day are changed, if necessary. In Victoria, losses sustained several years ago are being recouped to such an extent that the road hauliers are asking the railways for contracts to transport goods to railheads. With this system, a complete interchange of bogies operates interstate. I understand a bogie-change system is to be installed in Brisbane, and South Australian vehicles will then be able to travel to Cairns. This will be a good thing, because once freight is packed and sealed in a truck the seal will not be broken until the truck reaches its destination. I have been assured that in Victoria this system is working smoothly and that some goods consigned from Adelaide to Sydney are arriving in Sydney ahead of the mail from Adelaide. This indicates the streamlining effect that this system has on freight movements. It could be the means of minimizing railway gauge standardization in Australia. The system could operate at Peterborough when the 5ft. 3in. gauge comes through from Terowie. Freight to Broken Hill would no longer have to be unloaded by hand. Indeed, freight from New South Wales and Queensland could be consigned to Adelaide through Broken Hill rather than via Melbourne.

Mr. Hall: What advantage would this system have over the method of shifting containers from one truck to another?

Mr. CASEY: Once a vehicle is packed it is difficult, after it has been unpacked, to repack it as efficiently as it was packed initially. One need only think of what happens when one is travelling. Once a person unpacks his case, the task of repacking it becomes extremely difficult.

Mr. Clark: Especially if your wife packed it first!

Mr. CASEY: Yes. I can recommend a visit to the Flinders Ranges this spring. The North has had a marvellous season and the hops should then be at their best. The Minister of Agriculture, who is a regular visitor to this area, will probably agree with me. Although much has been done at the Wilpena Pound chalet, it does not have a telephone connection. This is fast becoming one of our most important tourist resorts. Much money has been spent in making it attractive for tourists, who are visiting the area in increasing numbers. The addition of a 10-bed motel will increase the accommodation, but the problem of communications will remain. The telephone is one of our greatest assets. It is virtually an essential part of our life. I would suggest that more business is conducted over the telephone nowadays than is conducted person-to-person.

I have had the unfortunate experience when travelling through the Far North of having to take a chance on whether accommodation would be available at the chalet. I have been embarrassed at times to find that accommodation was not available. Fortunately the manager—a particularly obliging gentleman—has been able to provide me with a roof over my head. This illustrates the importance of communications. I understand that the Postmaster-General's Department has been approached but will not agree to install a telephone line from Hawker (the nearest town) through to the chalet. The chalet manager is prepared to find and erect the posts and to supply all insulators, but he cannot supply the wire, which will cost about £3,000. The Government should consider making money available for this wire to enable this telephone line to be provided. We frequently read of people becoming lost in the Flinders Ranges near the chalet. It has taken hours to establish contact with Hawker and Adelaide, but if a telephone communication were available much money and inconvenience could be saved. I commend this to the Government for early consideration.

South Australia is the driest State in the driest continent. Terowie depends entirely on the railway system and on pastoral holdings for its water supply. Under the Railways

Standardization Agreement it is contemplated that the 5ft. 3in. gauge will extend from Terowie to Peterborough, which means that there will no longer be need for trans-shipping at Terowie, and Terowie may then become another Quorn. At present there is no permanent water supply at Terowie but, as far back as 1957, a deputation from the people in that area waited on the Minister of Works and submitted a plan, which I believe was accepted. When the Murray water was connected from Jamestown to Peterborough, a take-off point at Belalie North was made available for such a scheme. I understand that at that time the scheme was for a service from Belalie North through Canowie Belt down to Terowie, costing about £103,000. The other scheme was a direct link from Jamestown via Whyte Yarcowie, estimated to cost about £160,000.

As far as I can ascertain from Engineering and Water Supply Department records, the Minister of Works was happy with the deputation that came to him from the people in the district of Terowie but, for some unknown reason, the matter was shelved and forgotten. I ask the Minister to look again at this problem because, if Terowie has a permanent water supply in the near future, before the rail standardization project goes through to Peterborough, it has a chance of survival as a town. It was only two years ago that the Electricity Trust put through a three-phase line from Jamestown to supply the railways. The power is there and, once water is provided, the two commodities essential for any town to exist will be present.

Failing the Minister's approval of a take-off point at Belalie North through Canowie Belt to Terowie, I suggest that supplying Terowie with a permanent scheme can be done from the existing Gumbowie dam, which is under the jurisdiction of the South Australian Railways Department and which it possibly will not need once the gauge standardization goes through. This dam could be supplemented by a small main from the River Murray at Peterborough. That is a feasible solution of the problem, failing the other two schemes already presented to the Minister back in 1957. I shall be happy to discuss these three matters with the Minister, if he so desires.

The Engineering and Water Supply Department gangs are doing particularly fine work outside council areas in my electoral district. Roads outside council areas, as many members will appreciate, are difficult to maintain, and I take this opportunity to congratulate the workmen and overseers on the wonderful job

they are doing right up to the Northern Territory border and across to the New South Wales border. I am pleased to say that the road from Oakvale down to the New South Wales border that I asked the Minister to open has been completed, which should mean a considerable amount of wool and sheep coming into the Burra area, thus increasing the number of bales offering at the Adelaide wool sales instead of, as previously, their being diverted to New South Wales and Victoria.

The Hon. P. H. Quirke: Did that road suffer at all during the rain?

Mr. CASEY: No; it was quite all right. The roads around Morganvale did but that road had not been completed when those heavy rains occurred. It being a new road, they formed it up and also carted much rubble on to it. Many other roads around Morganvale and Canopus have been ordinary graded roads with no rubble at all on them.

The Hon. P. H. Quirke: They call it the Casey highway.

Mr. CASEY: It is very good. In the Far Northern area there are some aspects of the Engineering and Water Supply Department's camps that can be improved—for instance, at Oodnadatta, where the department's gang controls a thousand miles of road. Those roads include the Main North-South Road to Kingoonya from the Northern Territory border and a Government grant road from Oodnadatta through to the Musgrave Ranges. At present only one grader in that area is of any consequence. There are two but the other one has been working for only about two weeks in five months, so I do not know how one grader is expected to control a thousand miles of road. It is impossible. Also, the conditions under which the gang lives in Oodnadatta are rather primitive, to say the least. I called in at the Oodnadatta camp last year, and again this year, and found only slight improvements. For example, there was not even a chair for the men who came into Oodnadatta at the weekends to sit on. They had not even a bed to sleep on; they were sleeping on the floors and, when I asked one workman where his bed was, he said that it was out in his caravan. When I asked where that was he replied, "It is 200 miles away." The department should provide at least sitting and sleeping accommodation.

The Hon. P. H. Quirke: It is good shearers' accommodation.

Mr. CASEY: It may have been good 20 years ago, I agree, but, if we want workmen to operate plants in that remote area, we must give them reasonable conditions. I had the

privilege of visiting an oil drilling site up at Goyder Lake on the Diamantina and observed that the conditions there were almost up to first-class hotel standard. I will not say that they were as good as those in the Hotel Australia but they were as good as, and even better than, the conditions to be found in many hotels in South Australia.

[*Sitting suspended from 6 to 7.30 p.m.*]

Mr. CASEY: Before the dinner adjournment I was speaking about accommodation provided in the Far North for oil workmen and comparing it with the accommodation provided for road gangs employed by the Engineering and Water Supply Department. I hope this department will take steps to provide far better accommodation so that the workmen it employs will be enticed to stay in those areas, as road construction and maintenance are essential to the Far North for people to travel on the north-south road to Alice Springs and in the beef cattle area. I thank the Minister of Works for his co-operation, not only recently but in the past, concerning road construction in areas outside local government areas, which work is under the control of the Engineering and Water Supply Department. When the Cooper Creek came down in flood recently, I wrote to the Minister and strongly advised him to place a gang on the north side of the creek so that roads in that area could be maintained while it was in flood. I am pleased to say that the request was granted, that a construction gang with the necessary equipment is now operating there, and that it will maintain these roads for the next five or six months while the creek is in flood. A suitable ferry was provided so that personnel and equipment could be taken over the river.

I sincerely hope that a fair proportion of the £12,000,000 grant that I understand has been allotted to South Australia for road purposes will be used in constructing a better type of road in the Far North for the beef cattle industry. One has to visit the area to appreciate the vast distances and the problems involved in road construction. Big improvements could be made at creek crossings, particularly such important crossings as that at Mungerannie Bore, where there should be a concrete base. This section becomes particularly treacherous after rains, and many man-hours are lost pulling trucks out of bogs, as happened recently when a vehicle being used in an effort to remove another vehicle became a complete write-off. The gears of the vehicle were stripped and it was abandoned in the mud. Much work could still be done to

improve the section of the road to Leigh Creek. Many pipes have been left on the side of the road for four years, yet to provide a level crossing instead of a deep creek the only work necessary is to place them in position and cover them with soil by means of a few pushes by a bulldozer.

In the interests of maintaining roads outside local government areas, I strongly believe that the Government should consider handing them over to the Highways Department, which was set up to maintain and construct roads in this State; the Engineering and Water Supply Department was intended primarily for water supply. Roads outside local government areas are becoming a major problem, and I think it would be in the best interests of this State if they were brought under the control of the Highways Department. The Engineering and Water Supply Department has enough problems in reticulating water in the metropolitan area and country towns without being concerned with roadmaking. If it wants any money for road purposes it has to ask the Highways Department for it, so I recommend that all road construction be under the control of the Highways Department.

In dealing with education, one special matter comes readily to my mind. It is the responsibility of the Government to provide school buses for country children who must have some means of transport to attend schools that are sometimes many miles from their homes. At the beginning of this year I had brought to my notice an unusual case of 11 children who had no way to get to school except by rail, the service on which was so spasmodic that they could attend school for only four hours a day. I approached the Minister of Education and pointed out the desirability of obtaining a school bus for these children, who had to travel 18 miles each way, but unfortunately the Education Department would not provide a bus. Under those circumstances, I consider that the provision of a school bus by the department is warranted. As it turned out, a person living in the town came to the rescue and provided his own bus. As this person had no children attending school, such an action on his part was highly commendable. Of course, he was entitled to a certain mileage allowance for the use of his bus, but at the same time he had to entrust his vehicle to a stranger. I consider that the responsibility in this case rests squarely on the shoulders of the department. I sincerely hope that before the beginning of the next school term, or at the latest the beginning of next year, the Education Department

will review this matter and provide a school bus for these children. The department may argue that the families of these kiddies are not likely to stay in that locality and therefore it cannot afford to send a bus to that area. However, I point out to the Government and to the Education Department in particular that unless these facilities are provided in these remote areas there is little likelihood of getting people to live there. The first step necessary to entice these people to stay in the area is the provision of facilities such as I have mentioned.

I should like to draw another matter to the attention of the Minister of Education. Although he is not here at the moment, I sincerely hope that he will take the opportunity to read my remarks in *Hansard*. The high school bus No. 120 has now operated between Terowie and the Peterborough High School for some five years, and ever since the bus has been on this run, which incidentally is over dirt roads for about 75 per cent of its journey, complaints have been made by the high school council about the dust-proofing of this vehicle. The parents are particularly concerned at the condition in which some of these buses are sent to country areas; it seems there is no attempt to make them reasonably dust-proof. I inspected this bus last summer, and to say the least it was absolutely disgusting the way these kiddies arrived at school under such dusty conditions. In addition, the bus is often late because it is sometimes extremely difficult to start, and I believe it registers only about seven miles to the gallon, which is not a very economical proposition; and its maintenance costs are terrifically high. I remember seeing one account at the beginning of the year for £140, which is simply staggering. I consider that the department's transport section should pay more attention to the condition of the school buses that go into country areas.

I now wish to touch on another matter that I have raised in this House previously. I refer to the provision by this Government of funds for the purchase of land on which to establish young people wishing to make farming their living. It is unfortunate that the member for Mitcham (Mr. Millhouse) is not here, because I should have liked him to hear what I am about to say. I have something in common with the honourable member, and that is the fact that I commend the Education Department for the school known as the Urrbrae Agricultural High School, which, in my opinion, is one of the finest agricultural schools that young boys could possibly attend.

Mr. Clark: It has a very fine man as head.

Mr. CASEY: Yes; I know Mr. White personally, and I know he is doing a very good job indeed. I have spoken to many boys who attend his school, and I know that many of them wish to go on the land, but they have absolutely no hope of doing so; their only hope of getting somewhere close to the land is to get a job in a stock firm or perhaps with an agricultural manufacturing firm, where they can voice their opinions on something with which their entire lives are bound. I have pointed out before in this House that there is no reason at all why the Government could not purchase land and set it aside for settlement by suitable applicants. In the north of the State individual holdings are becoming bigger and bigger every year, and the same sort of thing is happening in the South-East, where only recently a big station was sold; several families purchased that land, and I remember reading in the press that their sole reason for buying it was that their properties adjoined it. That is probably as good an excuse as any to purchase such land, but I maintain that the people who bought this land already had sufficient. As I see it, production is decreasing proportionately with the increase in size of these holdings. People talk about increased production on the land in Australia, but I maintain that it can be improved much more, because the big landholder today who acquires more and more land does not put that land into full production; he does not need to do so, and he does not wish to do it because he maintains that if he did he would only have to pay through the nose in income tax. I sincerely hope that the Government will take heed of my suggestion and purchase land, even on the open market under the auction hammer if need be, so that it can be made available to the right type of lad who has the experience. If necessary, the Government can stipulate that these people must possess a diploma or whatever other qualifications are needed in order to take up land.

In conclusion, I should like to mention one item that has been in the news recently. I refer to the totalizator agency board system of betting. Although I am not a betting man, I should like to air my personal views on this matter. I agree with the Premier that the Betting Control Board has the powers of a Royal Commission, and I said that to the press last week. If any moves are to be made for off-course betting in South Australia the board could recommend such a system. We have heard from both sides of the House much criticism of the old betting shops. If that

system was so nauseating to all concerned, why are the two betting shops at Port Pirie still open? People from other States cannot understand why it is legal to bet in one town but illegal in a town 20 miles away. The Government is responsible for the position. If we can get a legal bet in one town, why not in every town?

Mr. JENKINS (Stirling): I support the motion for the adoption of the Address in Reply and with other speakers congratulate the mover and seconder on their excellent speeches. I welcome to this House the new members for Mount Gambier (Mr. Burdon) and Yorke Peninsula (Mr. Ferguson), both of whom will adequately represent their respective districts. I hope they will enjoy their stay here and make many friends. I add my condolences to the families of the four members who passed away last year. Those members rendered a service of a high order to their districts and to the State and will be long remembered.

The appointment of the Hon. P. H. Quirke as Minister of Lands was a wise one, and I congratulate him sincerely. As he is an ex-serviceman with a wide experience of agricultural matters he is well-suited to the portfolio, and will be able, in particular, to watch the interest of soldier settlers. In an interjection the other day when the member for Mitcham (Mr. Millhouse) was speaking he said he was 65 years of age. I do not think we could find a younger man in this Chamber more qualified agriculturally, and with more knowledge as the result of more knocking about, or better fitted mentally and physically, than the Hon. P. H. Quirke. I hope he will be in the position of Minister of Lands for many years to come.

Today, in question time, the member for Adelaide (Mr. Lawn) read a letter of protest from people living in the vicinity of the Safeol establishment and the Adelaide fish market. I have no quarrel with the honourable member for bringing the matter forward. He was only doing his job. I have every sympathy with the people in the area if they have been inconvenienced by what takes place at the market, but I remind members that the market has been there for as long as I can remember. To some extent the proposed work will remedy what may be offensive at present.

Mr. Lawn: You have overlooked the fact that the fish market will extend towards the Supreme Court. It is a sealy business.

Mr. JENKINS: The honourable member should be used to that.

Mr. Lawn: It will be close to the Supreme Court.

Mr. JENKINS: I think the Supreme Court will be able to take care of itself. I have gained much knowledge of what has transpired at the fish market since Safeol took over from Mr. Edwin Daw eight or nine years ago. Their activities have been progressive and there has been an improvement in hygiene. Some improvements have been the replacing of the old crayfish cooking plant with a more modern plant in another room. A two-storey building embodying administrative and merchandising branches and fronting Wright Street is a big improvement on the old unsightly building. A greatly improved refrigeration plant has been installed, and the plans include the putting down of a new floor in the market itself. All this will eliminate much of the offence complained of by the people who signed the letter of protest.

Mr. Lawn: The Supreme Court will not be able to handle the scales of justice if this sealy business continues.

Mr. JENKINS: Someone must benefit. During June of this year, in keeping with the policy of expansion and improvement, plans have been prepared for incorporating in the building a filleting room to replace the existing one. I think this room is one of the reasons for the protest letter. The room will eventuate through extending the building between Coglein and Mill Streets. The market will be brought up to modern standards. In addition to the tiled floor there will be air-conditioning and red-ray lamps for combating bacteria, thus ensuring the highest standards of hygiene and health. One of the persons who signed the protest letter is the manager of a large business nearby. When shown a plan of the proposed improvement this morning he said that he was now satisfied and intended by letter to withdraw his name from the protest at once. This filleting plant is part of the business and has been for many years. The changes will do nothing but improve conditions immensely. Situated centrally, this industry is an important one and, from a small beginning and through much battling, Safeol has established a fine marketing organization. The improvements will end many of the objections raised in the protest letter. I hope nothing will come of the letter to damage the industry, because I feel sure that the work must result in better processing, improved hygiene, and help the marketing of fish in this State.



The Leader of the Opposition referred to paragraph 18 in the Governor's Speech dealing with the extension of the Children's Welfare and Public Relief Department. It was said that there would be more field officers and that people would be given the opportunity to undergo certain studies. There should be more flexibility in the administration of the department. Recently brought to my notice was the case of a man arrested for a serious crime. He had a wife and some children, and when he was taken into custody there was no money in the house, and no income on which the family could live. I took up the matter with the department and was told that the woman had a modern motor car and a block of land, and that until she had disposed of them she was not eligible for relief. The motor car was not a modern one. It had been involved in an accident, and the insurance company, at the time, had approved of the repairs, but the man let it go until too late and the insurance company would then have nothing to do with it. The block of land was unsaleable at short notice at any price. Many weeks went by while the man was in custody, and the family lived on the charity of neighbours and of a minister of religion in the district. I consider there should be some means whereby a family could receive assistance to keep it going until something eventuated. In this case, the man was finally placed in an institution and the family became eligible for assistance from the Children's Welfare and Public Relief Department. The Government should consider introducing more flexibility into the Act that is administered by this department. In a similar case, the department might wait until the sale of the motor car or land before being reimbursed for what it had paid.

Usually I have some needs for my district, but I am pleased with the treatment my district has received from the various Ministers, especially the Minister of Works. At present the Encounter Bay water scheme for the Victor Harbour and South Coast districts has been completed. Many people who suffered during the summer months because of lack of water or low pressures are now satisfied. The completion of this scheme will provide water for the subdivision on the high ground, because there is now plenty of pressure to take water there. Last year I was disappointed when nothing was allowed on the Loan Estimates for the Strathalbyn-Milang district water scheme. The Public Works Committee had taken evidence at Strathalbyn and was considering the project when a group of people,

not included in those who had previously applied, asked to be included at the extremities of the proposed system. The Public Works Committee, knowing that much money was involved, reconsidered that matter, and the report was presented on the day the Loan Estimates were introduced. I approached the Premier and he informed me that he would find the money for the surveys, designing, possible acquisition of land, and other preliminary work so necessary to such a scheme.

Last year, after budgeting for a deficit of £603,000, the Premier was able, because of the improvement in the season, to announce a surplus, and he said that some of the money would be used to inaugurate a water supply. I believe he allocated about £150,000 for the Strathalbyn scheme. At present £136,543 has been spent, and the Minister informed me that last year 8½ miles of 4in. and 3in. pipes was laid; that another trenching machine had been placed on the site and half a mile of 12in. main was laid; that the site for the tanks had been selected; that geologists were working on the structure; and that designs for the pumping station were almost ready. The people of my district are happy because of that news.

I am hoping for an extension of the Hartley district water scheme. The people there are between two or three systems, but are too far away to receive assistance at present. Perhaps some scheme will be considered that will eventually provide water. A bridge has been completed at Woodchester, and another has been completed there but is not being used. The people of the district are fearful that when the flood comes down the bridge will be washed away, because it is 4ft. or 5ft. lower than the existing old bridge. I spoke to the Commissioner of Highways and he told me that it would be cheaper to build approaches than to raise the bridge, and would save much money. The bridge has not been washed away yet, perhaps because there are no buttresses underneath to stop the flow of water. There has been a terrific movement of earth and rock of some 10ft. to 12ft. or more on the approaches, and the cost of the movement of this rock may more than equal the cost of raising the bridge to the height it should have been. I know the Commissioner is not happy about it. Two other bridges in Strathalbyn, West Parade and North Parade, have been completed and are two fine bridges. Other bridges are being built at Langhorne Creek and Belvidere, and I understand that the work is proceeding satisfactorily.

The road from Ashbourne to Double Bridges is being base-constructed and straightened, and I hope that, like the Woodchester-Callington road, it will be sealed. I am concerned about the East Terrace road which passes the new primary school. It carries much traffic from the main Adelaide road to the roads going to Woodchester and the Langhorne Creek and Milang areas. Negotiations have taken place with the Minister of Roads but no agreement has been reached. I hope that something will soon be done to start this project. I refer to the scientific research that has been done by the Commonwealth Scientific and Industrial Research Organization and the Agriculture Department. When the Land Settlement Committee visited the South-East recently, evidence of the value of scientific research was apparent. Some 10 years ago—perhaps only five years ago—large tracts of country were considered useless, but many people in that area today have been successful in establishing pasture. Five or six years ago this was considered hopeless, but these people are applying scientific knowledge to a large degree, and apparently they have been successful in developing large tracts once considered useless. It is apparent that in the northern parts of this area many people do not know of this knowledge and do not want to know of it. It is essential to disseminate scientific knowledge to those engaged in developing land.

Two great honours have been bestowed upon my district recently. First, I am pleased that the Government has purchased a house to be used as a retreat by His Excellency the Governor. The local council is grateful that the Governor will be resting at Victor Harbour from his official duties. We hope that he may be a regular visitor for many years to come. The second honour, which was popularly received in my district, was the knighthood bestowed upon Sir Ewen Waterman.

The Minister of Education has been considering the provision of a two-storey primary school at Victor Harbour, but he indicated last week that no allowance was being made on this year's Loan Estimates for this project. However, he has authorized the purchase of adjoining land to increase the area of that school and to enable the construction of this building later. I also hope that provision will be made for improving the Victor Harbour High School. The Minister has authorized the purchase of about one acre of land adjoining the Milang Primary School. This will improve the present position whereby

children have to cross a street to get to the existing playground.

The member for Wallaroo commented on the member for Mitcham's remarks about the Premier and Cabinet and implied that what was said was set up in our Party room and that Mr. Millhouse took the opportunity to make his statements and attack the Premier during his absence on official business. I emphatically deny that this was ever discussed or mentioned in our Party room. In fairness to the member for Mitcham, I believe that when he put his name down to speak he was not aware that the Premier would be absent. One wonders whether the member for Mitcham considers that the age of 58—the average age of our Cabinet Ministers—is too high for members of the judiciary or the legal profession of which he is a member. I have not known of a Cabinet Minister not being fully capable and able to pay full attention to his many duties, and I doubt whether the member for Mitcham has either. The Premier's fine work and his constant personal and official concern for the development and welfare of South Australia should not be lost sight of in a haze of hot air from the member for Mitcham and from members opposite who wish to capitalize on his comments.

I believe that this will be a good season. We have enjoyed the best rains we have had for many years. A good season will result in a big saving in water pumping costs and a large increase in revenue from the carriage of grain by our railways and from dues from outports. I hope that the season will finish off well. I support the motion.

Mr. DUNSTAN (Norwood): I listened with great interest to some and with enjoyment and amusement to other of the remarks of the member for Stirling. At the outset I congratulate the two new members for their fine contributions to the debate. I think that all members appreciate their entry into this House. I am certain that their future contributions will do them great credit, as it will their districts. I want to refer briefly to three topics this evening. The first was adverted to by the member for Stirling, who spoke of the great difficulty encountered, in some cases, in getting adequate public relief from the Children's Welfare and Public Relief Board for families in necessitous circumstances. The case he mentioned is by no means atypical. Few members do not know of similar cases. The honourable member suggested that the Government might act legislatively, but I think that this is largely

a matter of administration. The Act empowers the granting of relief, and the basis upon which relief is granted is in the hands of the board.

Mr. Jenkins: I said that the Government should try to introduce flexibility into the administration.

Mr. DUNSTAN: The way in which to get flexibility is to have a Government department answerable directly to a Minister of this House, rather than to have a part-time board of eminent citizens—who are, unfortunately, not engaged in the work full time—which is simply presented with a policy by the administrators of the department.

Mr. Bywaters: Do you know the ages of the members of the board?

Mr. DUNSTAN: Some of them might well have been reflected upon by the member for Mitcham had he been discussing the question of the ages of members of this board.

Mr. Fred Walsh: It's about time that this question of ages was dropped.

Mr. DUNSTAN: I believe that the time is long overdue when something must be done about the board and the question of public relief. I hope that the House will have an opportunity later this session to do something about it. The second matter on which I want to comment affects many poor people in this community. I was interested to hear the Premier's reply to a question asked by the member for Semaphore last week about excessive rents. The Premier said:

It is not the intention of the Government at this juncture to amend the existing legislation. The Government has already indicated that, in the case of tenants in necessitous circumstances objecting to increases in rents, it would arrange for the Prices Commissioner to obtain legal aid for these tenants in order to test cases in court if he believed that they should be so tested. It is understood that up to the present no cases have been tested in court either at the instigation of the Prices Commissioner or by tenants acting on their own behalf.

Prices officers are endeavouring to assist tenants who approach the department in every way possible and, in a few instances, rent increases imposed by landlords have been withdrawn as a result. Other tenants have been advised to seek legal advice where this has appeared warranted, and in several instances where it has been considered that the premises where occupied by tenants could be of a sub-standard nature, the matter has been referred to the South Australian Housing Trust with a view to action being taken under the Housing Improvement Act.

The reason why tenants are not going to the court is not that they are unable to get assistance in putting their cases before the court, because in many instances they are

able to get assistance from the Prices Commissioner or through the Law Society, but because neither of those instrumentalities is able to guarantee a tenant that he will not have to pay the landlord's costs if he is unsuccessful in having the court decide the application in his favour. I know of many cases in my own district where houses have been left, without any expenditure by the landlord, for 20 and 30 years. They are verging on cases that could be referred to the Housing Trust under the Housing Improvement Act. Since the beginning of this year those people have had rent increases of 200 per cent to 300 per cent—since the ending of the Landlord and Tenant (Control of Rents) Act. Often they are people on the bare pension; they are having to pay rents now of £3 10s., £4 and more a week but they will not go to the court because they are frightened that, if they do, they will have the expense of getting a valuer into court and having to meet his costs; and, when they get into court, they do not know the basis upon which judgment will be given. Even the magistrate himself has intimated that he is finding some difficulties in knowing exactly what the Legislature meant him to adopt as a standard under the Excessive Rents Act.

In consequence, these people are frightened that, if they get into court, they will be up for £30 or £40 costs to the other side, so they do not go to court: they pay these rents and have insufficient with which to clothe and feed themselves as a result. We have to do something about that, and it must be done this session. But that is not the only thing that is happening as a result of the repeal or lapse of the Landlord and Tenant (Control of Rents) Act.

Mr. Lawn: Like Rachman in England!

Mr. DUNSTAN: "Bashman" would be more appropriate.

Mr. Lawn: We don't want to get mixed up with Rachmans and Profumos!

The SPEAKER: Order! The member for Norwood.

Mr. DUNSTAN: I am grateful for the honourable member's interjection. The position is that under the Landlord and Tenant (Control of Rents) Act it was an offence for a landlord to deprive a tenant of the services given in a dwelling. He could not cut off the water, turn off the electricity or make himself a nuisance, and he could not take the roof off. But that is no longer the case. It is not an offence for a landlord to turn off the water. It is not an offence for a landlord to cut off the electricity.

It is not an offence for a landlord to go in under the pretence of doing repairs to the tenement, and interfere with it to such an extent that the people find great difficulty in living there any more.

Mr. Langley: That is happening to a large extent today.

Mr. DUNSTAN: The honourable member knows of a case in his district where a family with a pregnant wife was sharing accommodation. The landlord told them they had to go, and did not give them a proper valid notice to quit or proper time in which to go. When they did not get out straightaway, he cut off the electric light.

Mr. Langley: He turned off the water in the bathroom.

Mr. DUNSTAN: The tenant went to the judge of the local court and asked for an injunction. The judge said, "I cannot grant you an injunction because this landlord could give you a valid notice to quit. He has not so far increased the rent, so you cannot come in under the Excessive Rents Act provision; and, if he does give you a notice to quit, my injunction will not stick and it would be contrary to the normally accepted provision of the law were I to grant an injunction that could be got around in a few days." So there was no way to prevent the landlord from doing this sort of thing. Under the Housing Improvement Act the Housing Trust has made a number of orders upon the landlords of slum dwellings, of which there are many in Norwood.

Mr. Lawn: There are a few in Adelaide, too.

Mr. DUNSTAN: Let me tell the honourable member of some cottages in Sydenham Road, Norwood. Here, a migrant landlord, who is somewhat notorious, I may say, in my district, had an order served on him under the Housing Improvement Act. He had refused rent from the tenants and tried to bounce them out of the dwelling. When some of them would not go he sent a bailiff out there to tell them that, if they did not leave in consequence of an order that the bailiff purported to have in his hands, he would put them out into the street that afternoon. Luckily enough, the tenants managed to contact me and I got messages to the landlord's solicitors saying that I would have personal pleasure in swearing out an information for forcible entry against the landlord if he tried any such thing. So he dropped that little one and then, going back under the Housing Improvement Act order to make repairs to the premises, he demolished the fences and left windows gaping—and this was

while there were sick children in the premises. He protested that he could not come and do these repairs other than at his own convenience and left the work half done, so that the tenement was barely livable. That sort of thing is going on and there is no provision under the Housing Improvement Act to catch people of that kind. We have to do something about that and see that we do not have a wholesale racket such as that disclosed in the British Parliament recently in the course of that nauseous Profumo case.

I want to turn to another subject and hope that honourable members will not think I raise matters of this kind *ad nauseam* in this House. It so happens that, as a result of my having raised one or two cases of this kind previously, people from all over the State tend to come to me and ask me to have something to say about their particular problems. Although there have been many complaints, this is one that deserves airing here. The House will remember that on occasions members on this side of the House have raised questions about the use of the Judges' Rules for the questioning of accused people. One of those rules reads as follows:

Where two or more persons are charged with the same offence and statements are taken separately from the persons charged, the statement of one person charged shall not be read or related to the other person or persons charged for the purposes of obtaining the comments of the latter upon it.

The point is that, when two people are supposed to be involved in an offence, one should not separate them, get separate statements, and then say, "So-and-so said something; what have you to say about that?" as between the two of them. That is what happened in this particular case and, when honourable members hear the details of it, no doubt they will feel as I do, that this case calls for investigation and some directions about the administration of the Police Force in relation to questioning of this kind.

A complaint has been made to me by the parents of a youth on Eyre Peninsula. It relates to matters that occurred in the district of the honourable the Minister of Works, although the persons concerned are residents not of his district but of the districts of the member for Eyre (Mr. Bockelberg) and the member for Whyalla (Mr. Loveday). Through the Commonwealth member for that district I have been asked to raise the matter in the House. On the date in question, which was during this year, five youths and a girl, who was friendly with one of them and was staying

with his parents, were arrested at Port Lincoln and taken to the Port Lincoln police station on charges of the larceny of hub caps of motor cars. Apparently, late at night this group was involved in switching around hub caps of motor cars and taking some. It was not, perhaps, a serious matter of larceny. It was undesirable skylarking that needed to be stopped, and I do not complain—

The SPEAKER: Order! I take it that the honourable member can assure me that this matter is not *sub judice*?

Mr. DUNSTAN: I give the House that assurance. I was apprised of the case while it was pending. The Attorney-General has filed a certificate of *nolle prosequi* indicating that he does not intend to proceed with the case, which ended at the recent Circuit Sessions. These people were taken to the police station, quite properly, by members of the Police Force, who were entirely within their rights in wanting to put a stop to this and seeing that these young people were properly dealt with by the law. They were in the police station shortly after midnight and were questioned until some time after four o'clock in the morning. They were first questioned about the larceny of the hub caps; members will see that that was not a matter about which any lengthy questioning would be likely. After that questioning had finished, the youth and the girl were questioned separately by police officers and suggestions were made to them that they had been guilty of indecencies together. After initial denials by each of them, it appears from the sworn evidence given at the preliminary hearing that the youth was told that the girl had confessed that he had had carnal knowledge of her, and the girl was told that the youth had confessed that he had had carnal knowledge of her. The girl and the boy were then led to make statements giving details of carnal knowledge by the boy of the girl on certain stated dates, and on four or five occasions.

The girl, who was apparently arrested just after midnight, was placed in the police cells some time after four o'clock in the morning—she was 15 years old—and kept there until just before the court commenced next morning. The boy was also placed in the cells, but was allowed to ring his parents in the meantime. The girl was charged with larceny and placed on a two-year bond and, although she was not charged with the other matter, the facts were introduced before the court as a matter of character. The boy was charged with carnal

knowledge. The girl was examined by a legally qualified medical practitioner (I have his evidence here) who found that she was a virgin and could not have had intercourse with anyone. On the doctor's evidence, there could not have been any attempt at intercourse on the dates mentioned in the complaint or in the alleged confessions.

Both the boy and the girl say they were induced to make these false confessions because it was held out to them—it was certainly held out to the boy, he says—that the girl had confessed and that if he went along with her statement her name would not be mentioned in any proceedings. That that was said to him was admitted by the detective concerned in sworn evidence. The girl says that she gave these utterly false statements, led on by the police officers, because she was told that the boy had said it and that it was no use her saying something different from what he had said.

The case proceeded to preliminary inquiry and the boy was committed for trial at the Port Augusta Sessions, and, what is more, his name was published on two occasions. I have the newspaper here that says that he was being tried on the serious charge of carnal knowledge. The Attorney-General filed a certificate of *nolle prosequi*. Counsel for the defendant had to have the matter raised in open court in order to get some sort of publicity for his client that in fact nothing was proceeding. No costs, of course, were paid to the defendant, who had to bear the cost of having to have counsel to represent him both at the preliminary examination and the trial because counsel was not assured by the Crown Prosecutor until the day of the trial that in fact a *nolle prosequi* would be presented. He was told a *nolle prosequi* would be entered, and he said he wanted the matter dealt with in open court, so the Crown Prosecutor said that in that case there would be a trial. Mr. Borick was required to go to the Sessions in the northern part of the State in order to have the matter raised in open court, and he then found that in fact a *nolle prosequi* had been filed before the Sessions started. Naturally enough, the parents of the boy and, I understand, of the girl are extremely incensed at what has taken place. It is apparent that some pressure was put on these young people to get them to make this statement. They both said that the suggestions were put into their mouths, that the police kept on questioning them, and that they denied that this had gone

on. The boy gives evidence of some physical duress, as does one of the other youths in the police station at the time.

Mr. Clark: Why did this start at all?

Mr. DUNSTAN: The statement by the defendant is that the detective said, "We know this girl is staying at your place. We know how these things happen. She is going around with you; you must have touched her." That is how it started. They were separated and questioned, the girl by a woman police officer and the boy by a plain clothes detective. This sort of thing should not go on, and I hope the Government will take up this case. I have the whole file here and I shall be pleased to tender it to the Attorney-General or the Chief Secretary. I hope there will be a full investigation of this matter, as this sort of thing destroys the public confidence in members of the Police Force. It is the duty of members to see that this sort of thing does not go on. I believe that the overwhelming majority of members of the Police Force are utterly incapable of this sort of thing, but, when someone does it, it is time that it was exposed so that no-one else does it. This is something that should be taken up by the Government, and I hope there will be an immediate investigation into all the circumstances of this case.

Mr. HALL (Gouger): I join with previous speakers in expressing regret at the passing of former members and congratulating and welcoming the two new members. I listened with pleasure to their maiden speeches, and I am sure they will prove very efficient representatives of their districts. In fact, I was most impressed by the member for Yorke Peninsula, especially by his remarks pertinent to roadmaking materials in his district. I was to some degree alarmed by the remarks of the member for Mount Gambier; I thought he had become so efficient in representing the causes of his district that possibly there would be nothing left for some other districts. He certainly had the needs of his district well documented, and he presented those needs ably to this House. I also congratulate the Minister of Lands (Hon. P. H. Quirke) on his promotion to Cabinet. I know that he has done and is doing a remarkable job in his portfolio. Despite what the member for Mitcham (Mr. Millhouse) has said, I consider that no-one else—and I do not say this to my colleagues in a derogatory way—could have done more efficiently the job the Minister has done.

Perhaps this debate has not been as controversial as it has been in other years. We heard a lengthy address by the member for Wallaroo (Mr. Hughes). I for one do not express derogatory remarks about lengthy addresses in this debate; I am sure we all regard it as a safety valve, so to speak, and it is certainly the one opportunity in the year when a member can speak about any or all of the affairs of his district. Even though the honourable member's speech was a little lengthy, I think he spoke very well indeed, and I only hope that I can attain to the same degree of fluency. I am sorry in a way that the member for Murray (Mr. Bywaters) is disturbed that his Party won the election but does not occupy the Government benches. It seems to me that there must be something deficient in a Party that wins an election but does not become the Government. As the member for Onkaparinga (Mr. Shannon) said, there must be some reason; perhaps it is just the lack of numbers in this House!

I listened with interest to the effort of the member for Frome (Mr. Casey), and I thought his was a most able and well-presented case. His discussion on the aspects of rail standardization in his district was one of the best subjects that has been chosen in this debate, for it is one that has a great bearing on the finances of the Railways Department and therefore on this Government's Budget. However, I think he was incorrect when he said that rail standardization between Port Pirie and Cockburn would result in greater revenue to the South Australian Railways. I think we must reconcile ourselves to the fact that it will mean less revenue for the South Australian Railways, because a standard gauge railway will very much reduce the operating costs between Port Pirie and Cockburn and, of course, the companies that make use of that railway to move concentrates to the shipping port will ask for and will undoubtedly receive concessions in their freight rates. I do not know whether members are aware of how much is paid out at present by these companies in their freight charges, but I believe it stands at 66s. a ton from Cockburn to Port Pirie. That distance is comparable with the distance between Leigh Creek and Port Augusta, and as we all know the freight rate that applies there for coal is 11s. a ton. We also know that these two loadings are not entirely comparable, for the coal train leaves fully loaded and runs straight through with little interference from other traffic. Nevertheless, we can never expect to maintain a freight rate

anywhere near the present 66s. a ton when the Broken Hill to Port Pirie line is standardized. I believe that much of the money saved in extra efficiency through standardization must eventually be passed on to the mining companies in the form of cheaper freights.

Although perhaps the session so far has not produced anything very controversial, certainly one matter that has been raised has drawn attention to the member who introduced the subject. I refer to the question of the ages of Cabinet Ministers. I think the member for Mitcham (Mr. Millhouse) in a way has done our Party at least a great service, and has provided a topic that the public can seize upon and discuss. Often the public will not intelligently discuss the important issues of politics, but they are all too willing to seize upon some popular matter that has very little effect on the Government of the day, and I consider that the public has been provided with a lighter topic that will encourage them to become interested in politics. The assertions of the member for Mitcham are rather interesting. I believe he is quoted in one of the daily newspapers as saying that the average age of Cabinet should be 50, ideally, and that it should consist of 10 members. This leads to some rather interesting arithmetic, as there are now eight members in Cabinet with an average age, going on the information supplied by the honourable member, of 58, and a total combined age of 464 years. If there should be 10 members of Cabinet with an average of 50 years, that would give them 500 years, and to add two members to Cabinet and thereby attain the ideal average of 50 one could add only 36 years to the existing total of years. This is leading us to somewhat difficult circumstances; we can add two to Cabinet, but they must have a combined age of not more than 36 years, and therefore if we are to take averages again they must each be only 18 years of age. As I think all members will realize, this leads to difficulties. Whether or not the member for Mitcham intends to have a look at the voting age, or how he intends to remedy this matter, I do not know.

Mr. Millhouse: What would be your remedy?

Mr. HALL: I am dealing now with the assertions of and information supplied by the honourable member, and I am trying to dissect his recommendations.

The SPEAKER: If a person were 18 years of age he would not be here. The honourable member for Gouger!

Mr. HALL: I am trying to dissect that information and to see where it will get us.

The only other alternative is, of course, that some members of Cabinet must retire.

Mr. Loveday: What do you think about members who never grow up?

Mr. HALL: I think that has been answered quite ably in another place. In this case we see that the additional members must each be only 18 years of age. If, of course, the honourable member's recommendation is for only nine members of Cabinet with an average age of 50, which I believe he offers as an alternative, we must remove 14 years from the present combined ages of Cabinet members. I think these recommendations were put forward without much thought as to how they were to be accomplished.

Mr. Millhouse: Oh no.

Mr. HALL: If there has been much thought about how it is to be accomplished, we have been left in the dark about it. As I see it, the only other alternative is that some members must retire, and this, of course, is going rather far, isn't it? Who is to retire? These things were left unanswered by the member for Mitcham, and I hope he will give us further information if he wishes to pursue this matter further.

Mr. Millhouse: I have already spoken once in this debate and cannot do so again.

Mr. HALL: The honourable member has just raised questions: he has not given us the answers. He has given us an ideal without telling us how to achieve it. We dare not read between the lines, because if we did we might find an unpopular answer.

In this debate it is customary for a member to mention the problems in his district. I am pleased to say that there is much road-building in my area. The member for Mitcham says that I do not have the quality of waiting patiently, but my constituents have waited many years to get some of their more important roads sealed. These roads have had a relatively high traffic count over many years. We have waited patiently whilst other districts have got sealed roads. It is now our turn and we shall soon have all the main roads running north and south in the district sealed. We are entering into a phase in the matter of sealing roads, and I hope that more attention will be given to lateral roads. We are inclined to forget that the road total is building up to a significant number, considering the relatively low population of South Australia. I am satisfied with the road-building programme in my district. If it continues at the present rate, in about 10 to 15 years we shall have an admirable network of sealed main roads.

One matter reflecting a negative attitude on the part of the Railways Commissioner is his decision not to agree to what at times is a reasonable request from a member. I refer chiefly to the interchange of rail tickets. Once it was possible to buy a return ticket from a country centre to Adelaide, and if the purchaser wanted to return home on the following day and could not do so because of no train service, he could travel by an alternative route, although it might get him some miles away from his home town. This practice has been stopped. If a man wants to travel from Blyth to Adelaide on Saturday and return home on the Sunday, he should be able to travel to Snowtown and then go on to Blyth by road, but at present the Railways Department will not permit it. It is difficult to understand why an undertaking making such a large loss each year does not try to get more business. I cannot understand why Parliament continues to vote large sums to cover the deficit incurred by the Railways Department when each year the department carries on this pinpricking nonsense which must drive people away from supporting the undertaking. I hope that these smaller matters, which add up to much in public inconvenience, will be remedied.

Recently I was approached by a constituent at Para Hills about the primary school there. He was irate because of the number of temporary buildings. That area is growing rapidly and each year more students are going to the school, with the result that more temporary buildings are being erected. The school now has between 400 and 500 students and the position is chaotic. This constituent showed me the magnificent schools at Elizabeth. It seemed to me that 10 of the 12 schools were permanent buildings. I was told that some of the schools remained vacant for many months before being occupied. Apparently Elizabeth has had a generous share of the permanent building programme. It is hoped that in the future a permanent school building will be placed at Para Hills. Today I asked a question on this matter and received a courteous reply, but it seems that the department cannot see its way clear to indicate when the building will be put there. I hope that a plan will be formulated and that a target date will be given to residents, for the committees of parents must go into the matters of canteens, playing fields, etc.

I admired the contribution to this debate by the member for Torrens (Mr. Coumbe), who is well versed in affairs of industry. Each year we look forward to information coming from him about the needs of industry. I want to

offer some criticism in a matter that has been continually brought to my notice. It may seem only a small matter, but it adds tens of thousands of pounds to the cost of articles to consumers. I refer to the despatch of goods from industry and commercial houses by means of road, rail and air services. Many of the goods are despatched wrongly to customers. I should say that between 10 and 15 per cent of the goods are not sent as ordered. Over a period of two years I made a list of articles that had to be returned because of being wrongly despatched. The list contained from 20 to 30 articles, and the freight on one article could have been as high as £4 or £5. Sometimes the sending of the wrong goods means loss of production for several days. There is a standing joke in the country that if someone puts in an order for a certain list number he is lucky to get the right goods. All this adds to the cost of goods to consumers. Often the trouble is associated with essential goods. It seems that luxury goods get better attention. I do not know how the problem can be solved. Industry does not seem to suffer, only the consumer, who has to pay for the loss of time and the additional freight. It is annoying to country people to have to contend with these mistakes. I hope that we will see some action from the Commonwealth Government and then the State Government regarding legislation controlling restrictive practices. It may be difficult for the State to administer, but I consider it necessary. I understand that in Australia there are now fewer distributors of motor spare parts than there were before the war. This seems to be a contradiction when one realizes the amazing growth of the motor industry.

Mr. McKee: Perhaps there are fewer farmers.

Mr. HALL: That is irrelevant. There could be fewer farmers. I read with interest in today's *News* a suggestion for a tariff on imported motor spare parts to protect the Australian spare parts industry. If this industry needs protection, then it must be freer in its operations in this country. I have been informed that it is useless for one manufacturer to try to break the stranglehold of distributors. I understand that one manufacturer tried—he did not manufacture all the parts required by the motor industry—but when he informed the distributors that his company was going to distribute the parts it made, he was told that his parts would no longer be required by the distributing firms. Of course he had no alternative but to fall into line,



because he could not risk his products being refused by other distributors. I had to buy a vehicle axle recently. I went to the town distributor and asked for it to be charged to the account of my local garage. I was told that the price would be 80 per cent of the retail price. After searching, the distributor found that this garage did not have an account, and I was told that I would have to pay 100 per cent of the retail price. I was willing to do this, but I did not have enough cash or my cheque book with me. When I obtained the cash and returned, I was told that as it was a retail sale I would now have to pay 110 per cent. I made official inquiries and found that this was a recognized practice.

How do we reconcile the fact that this firm was willing to distribute this part at 80 per cent of the retail price to another retailer yet to an ordinary customer the price was 110 per cent? I do not know how this ties up with restrictive trade practices, but such an attitude must emanate from the present set-up in the distribution of motor parts. It is necessary for the future successful application of restrictive trade practices legislation to ensure that free enterprise really works. When I first came into this House I raised the matter of succession duties on farming land, and I consider that further action in this matter is necessary. I do not raise this matter to set one section of the community against another. I point out that, despite the belief apparently held by some members opposite, all farmers are not affluent and do not lead an easy life. Many farmers do no more than provide a decent living for themselves and their families. Some do not provide as good a living as that gained by someone working in commerce or industry, and yet they have a large capital investment.

I know of farms with a market value of perhaps £20,000 to £25,000 returning an income less than that received by a school teacher at a small school. This situation does not affect the occupier, unless he receives it as a legacy from an estate. There are many sons working on a family farm; the farm is left to them, and then they have to pay probate and succession duties on it. After the son owns the farm, he earns nothing more off it than he would have earned had he been working at a lower level in industry or commerce, so that he makes a capital payment just to earn a living. This is unfair and discriminatory in our society. We have passed legislation to exempt owners from excessive land tax in built-up areas. I am sure it is

well within our Treasury officials' capacity to frame legislation that would safeguard the community, and yet alleviate the burden of a tax on the right to earn a basic wage, as it were. Unless this matter is rectified we will have greater discrimination as conditions and wages in commerce and industry improve. It is time the Government did something to alleviate this position.

The Hon. B. H. Teusner: Some concessions were made a few years ago. The tax was reduced by 30 per cent.

Mr. HALL: It was, and we are grateful. It applied on a graduated scale on properties valued up to £100,000. It had its greatest effect on smaller properties, but that discriminatory tax still exists against the right of a small farmer to earn a living in this community. The erection of beach or foreshore shacks is an important matter for the future recreation of the people of this State. In my travels throughout the State, I have become alarmed at the standard, not so much of the shacks themselves but of the planning or lack of it in the establishment of many holiday resorts. Many have grown simply because an owner thought it would be a good idea to erect a shack there. He has gone to the council or Lands Department and obtained permission to erect the shack. Someone has erected a shack next to it and the process has continued. In many instances there has been no proper initial planning. Proper sanitation is not provided and frequently public access to the foreshore has been restricted. Our foreshores are an asset. By permitting this haphazard spread of beach shacks we have created many eyesores and problems for future generations.

Mr. Jennings: These shacks have all the earmarks of an eyesore.

Mr. HALL: That is an appropriate comment. I do not know how this problem can be resolved but surely greater control can be exercised over the allocation of foreshore blocks. I remember visiting Pondalowie Bay about 14 years ago, when hardly a shack could be seen. Early this year it was difficult to get near the foreshore because of the conglomeration of shacks that have been erected there.

Mr. Jennings: It is difficult to get to Pondalowie Bay by road.

Mr. HALL: The road has been much improved recently. Several shacks have been placed in a small area and the public access to the bay has been blocked. This reveals lack of initial planning. I do not know whether the Lands Department or the local council was responsible for this.

The Hon. P. H. Quirke: I exonerate the Lands Department.

Mr. HALL: I am pleased to hear that. Something can still be done at Pondalowie Bay to provide for public access to the foreshore. This is a paradise for sportsmen. As our roads are improved, out of the way places that were once regarded as valueless come within the reach of most people. Little care has been given to the development of hitherto inaccessible foreshore areas. We should ensure that before the erection of the first shack great care is taken to provide access to the foreshore, and to insist on proper sanitation, which is essential for a holiday shack resort. I appeal to the Minister of Lands to try to initiate better planning. I do not know whether he has necessary powers, but if not he may be able to use his great persuasive powers on councils to see that they make adequate provision for planning. In some places the present problem might be minimized by the judicious application of council restrictions. I hope so. I have pleasure in supporting the motion.

Mr. TAPPING (Semaphore): I commend His Excellency the Governor for the manner in which he delivered his Opening Speech on June 12. I have had the pleasure of hearing 17 such addresses, and I believe that our present Governor is possessed of extraordinary powers of oratory and is one of the finest ambassadors sent to this State. I compliment him on his work in the State's interest. I congratulate the mover of the motion, the member for Rocky River. Whilst we often disagree with his politics, we recognize him as persistent. Last week he made a fine speech, and he was sincere. I compliment, also, the new member for Yorke Peninsula. He is obviously learned, and there was logic in what he said. I know that after his election to Parliament he had a set-back in health, and I wish him a speedy recovery. I congratulate the member for Mount Gambier. I think that Mr. Burdon excelled himself. He revealed that he has a great future in this House. I wish him a successful career and good health. May he benefit the people of Mount Gambier through representing them here.

I join with other members in expressing regret at the deaths of members during the past year. I know that I echo the sentiments of all when I say that Sir Cecil Hincks, the former Minister of Lands, was possessed of outstanding character. I knew him well and I learned to revere him. He was held in high

esteem by those who knew him in the Semaphore district. The Hon. A. J. Melrose had a colourful career in this House and in the Legislative Council. He was a keen business man, and he endeared himself to the people of this State. Whilst his politics were not the same as mine, he was courageous in expressing the opinions he held dear. The Hon. A. J. Hookings was also well regarded. I remember the fine tribute that the former member for Millicent, Mr. Corcoran senior, paid to Alan Hookings when he was returned as a member of the Legislative Council. It was a blow to this State and to the Hookings family that a man under 50 years of age should die so suddenly. Previous speakers have referred to the late Mr. Ron Ralston. He was indeed a fighter for his cause. He was most persistent and he was never satisfied until he got the right answer from the Minister concerned. There is no doubt that in the later years of his career he suffered considerably without murmur or complaint. However, I feel that Mr. Burdon, the new member for the district, will adequately fill the place left vacant by Mr. Ralston.

I appreciate, as others do, the services given to the Commonwealth, and this State in particular, by the late Edgar Russell, who represented Grey. A study of the election figures over the years reveals that the number of votes he attracted on each occasion was tremendous and must have been a personal tribute to the work he performed for that large district. Lionel Hill, a former Premier of the State, I had not the pleasure of meeting but, as he was a Premier, he must have been a statesman. After his retirement from politics he became a member of the Norwood council and endeavoured to give that council the benefit of his knowledge, which I know his colleagues appreciated.

I commend the member for Burnside (Mrs. Steele) for the way she dealt with matters concerning the welfare of the people of this State. I was impressed by her reference to the mental institutions of South Australia. Those of us who have visited them, and particularly the Parkside hospital, know how depressing it is, and how difficult it is for those who serve there. Their surroundings are not congenial but they do a fine job. The honourable member fully explained to us the circumstances obtaining at these institutions and, if we follow her advice in this connection, it will benefit the patients and also the administration of our mental institutions.

I refer now to the speech of the honourable member for Mitcham (Mr. Millhouse), who seems to have the happy knack of criticizing

his own Party. Whilst not referring at length to what he said, as members on this side have already done so and some will undoubtedly do so in their speeches following mine, I wholly agree with the honourable member in his plea for two additional Ministers in South Australia. If we compare South Australia with other States, and even with the smaller States, we find we are wanting in the numerical strength of our Cabinet.

Mr. Bywaters: We ought to have more than five Ministers in this House.

Mr. TAPPING: An alteration of the Constitution is needed. With our present numbers, two Ministers in the other place and six here would be enough, but I agree with the suggestion that there be 10 Ministers in all. I advocate that in this place the two new Ministers should be a Minister of Railways and, more importantly, a Minister of Housing. Nobody is entirely satisfied with the administration of our railways because, as I have said previously—and the member for Gouger (Mr. Hall) brought out this point—in effect the Railways Commissioner has too much power.

Mr. Ryan: We all agree on that.

Mr. TAPPING: We should do something to alter the present set-up and have a Minister of Railways to give railway matters his constant attention. I say that because each year the Railways Department is losing money. I remind members of the speech made on July 24 by the Leader of the Opposition in which he referred to the railways. I quote from page 135 of *Hansard*, and this is what the Leader said:

In the past 10 years the number of passengers carried on suburban trains in Adelaide has fallen from 16,600,000 per annum to 14,200,000 per annum, and the average number of passengers per car from 25 to 22.

Considering the amount of modern equipment and rolling stock we are buying, we appreciate that our figures should be better, and, as the railways are paying during peak periods only, serious attention should be given to off-peak periods. The amount of money invested in the railways in this State, as in other States, warrants the appointment of a person to be a watchdog over railway administration.

If, say, the Harbors Board plans a project costing over £100,000, or the Education Department or some other department proposes a similar project costing over £100,000, it must come before the Public Works Committee; yet the Railways Commissioner can spend many thousands of pounds above £100,000 with an open cheque, as it were. It is so essential to keep our railways going to serve the people and to provide employment. There

has been a tendency in recent years to close down one or two lines because they are not lucrative. In fact, a move has been made in my own district to close down another line. When that is done, employment is affected. In some cases men are not dismissed but, as they retire, they are not replaced, so the railway personnel diminishes slowly but surely.

However, the railways have always been essential and, as the member for Frome (Mr. Casey) said today, the line to Broken Hill from Port Pirie is one that actually pays. It will keep paying with the standardization proposed by the Commonwealth Government and the Parliament of South Australia.

Mr. Casey: It earns 22 per cent of the total revenue.

Mr. TAPPING: I heard the honourable member make that good point. The Minister should have the final say and be the custodian of the people in regard to railways administration. It is essential that any railway project costing £100,000 or more should go before the Public Works Committee to be inquired into. Today, the Minister of Railways is also the Minister of Local Government and the Minister of Roads. So we can readily appreciate that, in keeping with the growth of the State, an increase in Cabinet members is essential.

Mr. Ryan: Would you say that the Minister of Railways is overloaded?

Mr. TAPPING: Yes. To do the job properly, economically and satisfactorily he must give more attention to the railways and I consider that in future a Minister of Local Government and Roads would have enough to do without administering the railways portfolio. The Minister of Railways should be a portfolio on its own.

Mr. Shannon: You do not think that transport might suitably be wrapped together—the railways and the roads?

Mr. TAPPING: I agree that they are wrapped together—even the buses on the Port Road with the nearby railway line.

Mr. Shannon: They do tie in?

Mr. TAPPING: Yes, they do. I have no doubt about that but it must be remembered that the railways have always played their part in developing the State.

Mr. Shannon: Roads have, too.

Mr. TAPPING: I understand that but, with a present population of over 1,000,000, there is room for road traffic and railways, too.

Mr. Hutchens: Co-ordination is Labor's policy.

Mr. TAPPING: My Party has for many years advocated the appointment of a Minister of Housing. It did so in the days of the Hon. R. S. Richards and the late Mr. O'Halloran, and this portfolio is more important now than it was in those days because of the tremendous task placed on the Housing Trust in meeting the housing needs of the people. In 1962 members of this House received an information sheet from the *News* setting out the portfolios and the numbers of Ministers in the various States. New South Wales, which is a larger State, has 16 Ministers; Victoria has 14; Tasmania, a very small State, has nine; Western Australia, which is smaller than South Australia, has 10; and Queensland has 11. South Australia is the only State in Australia that has no Minister of Housing. In New South Wales there is a portfolio of Housing and Co-operative Societies; in Victoria, Housing and Forests; in Tasmania, Forests and Housing; in Western Australia, Justice,

Mines and Housing; and in Queensland, Treasurer and Housing.

Mr. Shannon: The same as South Australia.

Mr. TAPPING: South Australia has no Minister of Housing.

Mr. Shannon: The Premier is both.

Mr. Lawn: He is the Minister of everything; he is the master of everything.

Mr. Ryan: He is the boss.

Mr. Lawn: You couldn't do without him.

The SPEAKER: Order! The honourable member for Adelaide is out of order.

Mr. Lawn: Why? Can't I speak in this House? I represent 20,000 electors.

The SPEAKER: The honourable member can speak when his turn comes. The honourable member for Semaphore.

Mr. TAPPING: I ask leave to continue.

Leave granted; debate adjourned.

#### ADJOURNMENT.

At 9.33 p.m. the House adjourned until Wednesday, August 7, at 2 p.m.