

## HOUSE OF ASSEMBLY.

Tuesday, August 13, 1963.

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

### QUESTIONS.

#### BANK LOANS.

Mr. FRANK WALSH: I refer to the item in this morning's press:

£360 loans without security. From tomorrow the Commonwealth Savings Bank and the Bank of New South Wales will let established depositors borrow up to £360 without security for essential purposes.

My question is two-fold. Can the Treasurer say why the personal loans provided by the State Bank of South Australia were discontinued early this year, and is he now prepared, in view of this announcement concerning loans, to take up with Cabinet the subject of introducing legislation to enable the Savings Bank of South Australia to make personal loans available for the purchase of essential domestic equipment, and for similar purposes, on a simple interest charge?

The Hon. Sir THOMAS PLAYFORD: I was not aware that the State Bank, which had asked for permission to make personal loans up to £500, had discontinued making such loans. I will inquire and inform the Leader of the position. The information I had some time ago was that the State Bank had found that the administration of small loans was not financially profitable. I should like to examine the implications of the Leader's suggestion regarding the Savings Bank, and to discuss it with the Savings Bank Board. That would be desirable. At present, as a matter of policy, the Savings Bank is making much of its money available for housing. It is providing one of the biggest sources—indeed, an extremely valuable source—of home finance in this State. The loans are in the main, although not exclusively, for new houses. Most Government schemes today are exclusively for new housing, and the Savings Bank provides loans for at least a small number of houses not in that category. I should like to hear the views of Mr. Hunkin's board as to whether the Leader's suggestion would be an advantageous departure from the bank's normal activities.

#### ADVERTISING.

Mr. HUTCHENS: Recently companies selling refrigerators have been advertising big price reductions for items traded in. For

instance, in today's *Advertiser*, one firm advertising three different brands and sizes of refrigerators offers £100 off for any trade-in refrigerator in good condition; another firm offers £110 off for a sealed unit in working order and up to 10 years old; another firm £90 under similar conditions; and yet another 109 guineas under similar conditions. I am told that many intending customers who call on firms that advertise in this manner are told confidentially by the salesman that if they have not a trade-in refrigerator they can purchase one at low cost. This information is always confidential and the salesman says, "Don't tell them I told you." This appears to be a gimmick. If refrigerators can be sold for £100 below the recognized price, then the recognized price is fictitious. Will the Premier take this matter up with the Prices Department to see whether these gimmicks cannot be discontinued so that people are not deceived?

The Hon. Sir THOMAS PLAYFORD: I am not sure that I agree that it is necessarily a gimmick. If I have something to sell I can always add a substantial sum to the cost and take half of it off and still not be a public benefactor. However, I agree with the honourable member that this type of advertising is entirely dishonest. One of these days Parliament will have to get around to considering ways of ensuring that advertising of this type, which is obviously designed to attract the unwary, is properly controlled. I will put the matter in the hands of the Prices Commissioner for investigation and inform the honourable member when I have a report so that he may ask a further question.

#### RAILWAY STANDARDIZATION.

Mr. HEASLIP: When the agreement for the standardization of the Port Pirie to Broken Hill railway line is implemented that line will be of 4ft. 8½in. gauge, the line from Gladstone to Balaklava will remain at 5ft. 3in., and the line from Gladstone to Wilmington will be 3ft. 6in. and will be cut off from all communications. Has the Premier any information about the future of the Gladstone-Wilmington line?

The Hon. Sir THOMAS PLAYFORD: I will obtain a report and inform the honourable member as soon as possible.

#### ROAD ACCIDENTS.

Mr. HARDING: My question arises from an article in this morning's *Advertiser* that contained 10 questions asked of the Commissioner of Police (Mr. McKinna) and his replies relating to the deaths of 125 people this year

from road accidents. The article sets out the various age groups, and it is noticeable that almost 50 per cent of people involved in accidents are in the age group over 40. However, no question was asked the Commissioner about the time of the day when most accidents occurred, and particularly whether they occurred between 6 and 7 p.m. Will the Premier take up this matter with the Chief Secretary and ascertain, if possible, whether most of these accidents occur at any particular time of the day?

The Hon. Sir THOMAS PLAYFORD: I think that if the honourable member looks at last year's report by the Commissioner of Police, which is available to the House, he will have a clear picture of what accidents occurred, the conditions under which they occurred, and the reasons for their occurrence. This report is an annual report, and the information the honourable member requests is already on members' files. If, after studying the report, the honourable member desires subsequent information, I will see whether I can get it for him.

#### BROKEN HILL ROAD.

Mr. CASEY: Over the weekend, when I visited Broken Hill, I was literally inundated with questions about the sealing of the Broken Hill to Adelaide road. Last week I introduced the Mayor of Broken Hill to the Premier on this matter, and the Premier said he would see the Minister of Roads and ask whether the work could be speeded up on the bridges that had to be widened at various points along the road, particularly the bridge east of Yunta. Has the Premier interviewed the Minister of Roads, and has any final decision been made?

The Hon. Sir THOMAS PLAYFORD: Although I have seen the Minister of Roads at Cabinet meetings three or four times since the honourable member spoke to me, I have not had an opportunity to discuss this matter with him at length. However, it is listed for Cabinet, and I shall have a reply for the honourable member as soon as possible.

#### KAPUNDA BOUNTY FUND.

Mr. FREEBAIRN: Has the Minister of Education obtained a reply to a question I asked on August 8 about the disbursing of moneys to the credit of the Kapunda Mayor's Bounty Fund?

The Hon. Sir BADEN PATTINSON: The Minister of Local Government informs me that this matter has been included with amendments to the Local Government Act to be placed before Cabinet for consideration soon.

#### GRANGE HOUSING PLAN.

Mr. TAPPING: Last night's *News* contained the following report:

The State Government is planning to start work on an £8,000,000 housing development scheme in the Grange swamps next year. The area is a 1,700-acre stretch of marsh and scrub abutting Military Road between Grange and Semaphore South.

As the people of my district are enthusiastic about this announcement, will the Premier amplify that proposal?

The Hon. Sir THOMAS PLAYFORD: The report the honourable member mentioned arose because, as is customary when the Government is doing any substantial work in a district, it consulted the local government authority on the plans being prepared. I think members will appreciate that councils should be consulted on such matters. As the council would be the authority responsible for at least some of the control of the water area, it was considered desirable that all the planning up to date should be submitted to it for its opinion. That was done; hence the report in last night's *News*. When the Government announced some time ago that it intended to look at this matter as a development proposal, the Harbors Board and the Housing Trust were called into joint consultation as they both have a considerable interest in the matter. The Harbors Board has a particular interest because of the sluicing effect this proposal will have on the Port River, and the Housing Trust is the authority that will provide the funds for the building of houses and for the development of the area, the same as it has been doing concerning work at Elizabeth. These two authorities have been working hard in the matter and have now reached fairly definite conclusions about the form the scheme will take. The matter was submitted to the Woodville Corporation last night to ascertain its views, and I have been informed that it unanimously approved of the proposals. The next step will be to go into the details of financing the scheme and to submit the matter to Cabinet for consideration and approval. I will inform the honourable member of the stages as the scheme proceeds.

#### WHYALLA CITY COMMISSION.

Mr. LOVEDAY: Has the Premier had an opportunity to consider a question I asked on July 31 about amending the City of Whyalla Commission Act so that the existing arrangement between the South Australian Housing Trust and the City of Whyalla Commission regarding the construction of roads in Whyalla might continue?

The Hon. Sir THOMAS PLAYFORD: Yes. As is usual, I can entirely agree with the honourable member. His proposal has been considered and approved by Cabinet and a Bill has been completed and approved for introduction, so that considerable steps have been taken since the honourable member asked his question. I have no doubt that the Bill will receive the support of members on both sides of the House.

#### CONCESSION FARES.

Mr. RYAN: I have received many complaints from residents of the Port Adelaide district that the South Australian Railways and the Municipal Tramways Trust are compelled under their by-laws to charge full fares for any children over 14 years of age, although the minimum school-leaving age is now 15. Will the Minister of Works refer this matter to the Minister of Railways and to the Minister that conducts the affairs of the Municipal Tramways Trust to see whether the by-laws can be altered so that students required by law to attend school are allowed to travel at half the adult fare?

The Hon. G. G. PEARSON: I will submit the honourable member's question to my colleague the Minister of Railways and also to the General Manager of the Municipal Tramways Trust for reports.

#### TRAFFIC ISLANDS.

Mr. LAUCKE: Recently I asked the Minister of Works a question concerning the obligation on councils in country areas to pay for lighting at traffic islands on highways. Has he a reply?

The Hon. G. G. PEARSON: I consulted my colleague the Minister of Roads on this question. The matter is one of policy regarding whether an amendment to the Highways Act is necessary or desirable in order to review the respective obligations of the parties in this regard, and this is being considered at present. When Cabinet has reached a conclusion on this matter I shall be able to inform the honourable member further.

#### GAWLER SEWERAGE.

Mr. CLARK: On August 24, 1961 I asked a question of the Minister of Works regarding a sewerage scheme for Gawler. The Minister replied then that the scheme had been referred to the Public Works Committee some years before, but that the committee's inquiry had been adjourned pending the approval of

the Bolivar Sewage Treatment Works and the construction of the Elizabeth trunk sewers, and he concluded by saying:

Now that these are approved, the scheme for Gawler has been resuscitated and the proposals will be ready for resubmission to the Public Works Committee within a few months.

Will the Minister call for a report and ascertain when this scheme is likely to be referred to the Public Works Committee?

The Hon. G. G. PEARSON: As it is some time since I saw the docket relating to the proposed scheme for Gawler, I will call for the docket and bring myself up to date on the matter.

#### HENLEY HIGH SCHOOL.

Mr. FRED WALSH: Has the Minister of Education a reply to the question I asked last week concerning the transfer of land from the Housing Trust to the Henley High School?

The Hon. Sir BADEN PATTINSON: Yes; negotiations for the additional land for the Henley High School mentioned by the honourable member have been completed and the title is held by the Education Department. The land is 5½ acres in area and is located immediately to the east of the school buildings and separated from them by Cudmore Terrace.

#### MIGRANTS' QUALIFICATIONS.

Mr. JENNINGS: During May and June I noticed in the newspapers that certain negotiations were taking place between the South Australian Division of the Association of Architects, Engineers, Surveyors and Draftsmen and the Premier regarding the professional qualifications of certain migrants and their opportunity, or lack of opportunity, to practise their former professions in South Australia. One report, I think towards the end of May, stated that the Premier had referred the matter to the Minister of Industry. Can the Premier say whether, as a consequence of the reference of this matter to the Minister of Industry, he has had any reply?

The Hon. Sir THOMAS PLAYFORD: I hope to have a report for the honourable member on this topic either tomorrow or Thursday, if the honourable member will ask the question again then.

#### ORIENTAL FRUIT MOTH.

Mr. CURREN: My question concerns the declaration of the Renmark area under the Oriental Fruit Moth Control Act. Two weeks ago, in company with you, Mr. Speaker, and another member, I interviewed the Minister of

Agriculture and stressed the urgency of this matter. Can the Minister say what action has been taken to prepare regulations under the Act to enable the orchards to be registered and a poll of growers taken?

The Hon. D. N. BROOKMAN: I can get a statement for the honourable member. The matter is being pursued as quickly as possible, but offhand I cannot indicate the precise stage that has been reached.

#### FISHING BOATS.

Mr. CORCORAN: My question relates to the conditions of marine inspection of fishing vessels in South Australia, and it is in several parts.

The SPEAKER: Several or two?

Mr. CORCORAN: Several, Mr. Speaker. I have discussed the question with the Minister of Marine and he has agreed that if he cannot answer the questions today he will get the answers for me as soon as possible.

The SPEAKER: The honourable member must realize that he cannot make a second reading speech on questions.

Mr. CORCORAN: Yes, Mr. Speaker. The questions are: When will the marine inspection of fishing boats commence in South-Eastern fishing ports, and can any details of a programme for their inspection be given? Is there to be both a wet and dry inspection of the boats? In preparation for the dry inspection will it be necessary (a) to remove lining of boats and the copper plate or shields; (b) to remove cement from boat wells; (c) to remove rudders and withdraw propeller shafts; and (d) to dismantle, or partly dismantle, boat engines and reduction gears? Who will be responsible for (a) the preparation of boats for the dry inspection; and (b) for the payment of slipping fees for the inspection? What safety equipment will be required to be carried in each vessel and what is the specification of each item? What is the estimated cost of this equipment?

The SPEAKER: Does the Minister desire to reply?

The Hon. G. G. PEARSON: Yes, Mr. Speaker. The honourable member discussed this matter with me, and I think that as the matters he raised are straightforward I could probably get the information tomorrow. If he will hand me the notes that he has, I will refer the questions to the General Manager of the Harbors Board and endeavour to supply the honourable member with the desired information tomorrow.

#### EAST GAMBIER SCHOOL.

Mr. BURDON: Has the Minister of Education a reply to the question I asked several days ago concerning the provision of sunshades and the building of an additional classroom at the East Gambier Primary School?

The Hon. Sir BADEN PATTINSON: My colleague, the Minister of Works, has advised me that no approval was given in 1961 for the erection of sunshades at the Mount Gambier East school as mentioned by the honourable member in his question on July 31. However, the Minister has informed me that he has now given approval for the expenditure involved in providing sun louvres to protect the windows of the seven classrooms facing north and three classrooms facing west. I have already approved of an additional timber classroom being provided and this will be erected in time for occupation at the beginning of the 1964 school year. A close check is being kept on the enrolments of this school, and its needs will be kept in mind when further building lists are being prepared.

#### RIVER TORRENS IMPROVEMENTS.

Mr. COUMBE: Is the Minister of Works aware that, following discussions I had with him recently regarding River Torrens improvements, the local councils concerned have decided to make moneys available for riverside improvements in the upper reaches of the River Torrens in their areas? Because the River Torrens is to be shortly affected by the construction of the Kangaroo Creek reservoir and by the future development of highways, will the Minister consider a recommendation that a special committee of experts be set up to investigate, on behalf of the councils and the Government, the future of this river? Does he agree that such a committee should consist of senior officers of the Engineering and Water Supply Department, the Highways Department, and the Town Planning Committee and from local councils concerned?

The Hon. G. G. PEARSON: The honourable member has been interested in this matter and has done much work, both directly with me and with the Engineer-in-Chief, and with the local Government authorities concerned. He has been party to discussions I have had with the Engineer-in-Chief. River Torrens improvements are urgently desired by the councils and the ratepayers in the areas, but it is an extremely complex matter, further complicated—apart from any natural consideration—by the matters raised in the Town Planner's report.

The Engineer-in-Chief has tried to make progress with examination and planning, and has instructed the Engineer for Irrigation and Drainage (Mr. Ligertwood) to examine the matter to see whether he can produce useful suggestions that would help all parties in future discussions. Mr. Dridan reported to me recently that Mr. Ligertwood had been preparing a tentative master plan for realignment of the River Torrens between Hackney bridge and Paradise bridge. This has been completed and has been co-ordinated with the proposed North-East freeway. Certain new factors have arisen in connection with the River Torrens problem, and are being considered as they could have an important bearing on the future of this waterway. The investigations are nearing completion and when they are finished the whole question will again be placed before Cabinet. These new factors have caused some delay, but the outcome should be to the advantage of all concerned.

#### TRAIN DERAILMENTS.

Mr. BYWATERS: No doubt the Minister of Works, representing the Minister of Railways, is aware that two derailments of goods trains occurred near Taillem Bend during the last week. It has been suggested that there is a lack of ballast on the rails and the line is not in good repair. Has the Minister a report on the derailments? If not, will he get one?

The Hon. G. G. PEARSON: I do not have such a report, but I will refer the question to my colleague.

#### FRUIT FLY BLOCK.

Mr. BOCKELBERG: I have been informed that carriers coming from Western Australia are by-passing Ceduna to avoid the fruit fly block. This by-pass leaves the road about three miles west of Ceduna and connects with the Eyre Highway about three miles south. I understand that truck drivers carrying fruit, etc., are advised at Penong to take this by-pass to avoid the block. Will the Minister of Agriculture have the matter examined and consider moving the fruit fly block beyond the by-pass west of Ceduna?

The Hon. D. N. BROOKMAN: The matter has been considered, and I will inform the honourable member when a statement is available.

#### REFLECTORS.

Mr. FRANK WALSH: One of my 32,000 constituents has asked me whether it would be possible to have a trial of illuminated

triangular warning devices attached to the rear of stationary motor vehicles. The utilities used by the Police Department for attending road accidents may be suitable for this trial. Will the Minister of Works, representing the Minister of Roads, ask his colleague whether such a trial would be possible on stationary vehicles, to replace the present red light warnings?

The Hon. G. G. PEARSON: I understand that this matter arises from fatalities or accidents that occur when one vehicle has stopped and the occupants are attending to a person already lying injured on the roadway. I will ask my colleague for a report.

#### SCHOOL CROSSINGS.

Mr. LAUCKE: I am concerned, as are members of the Tea Tree Gully District Council and residents of that area, about a decision made by the Road Traffic Board regarding a school and pedestrian crossing at Tea Tree Gully. This crossing is over part of the Main North-East Road and Walter Street, which road and street run parallel to each other at the crossing. The school crossing lights that have operated for some years cover only the Main North-East Road section of the crossing. No protection is provided for the Walter Street portion of the crossways. At present the Road Traffic Board has authorized the erection of a barrier across Walter Street. This is incomprehensible because it will entirely obstruct the traffic flow in that street, will prevent vehicles pulling in to a row of shops at that point, and will force trucks delivering goods to those shops to park on the main highway. Will the Minister of Works ask his colleague, the Minister of Roads, to have this matter reviewed as an urgent measure and in the meantime to desist from erecting this barrier across Walter Street?

The Hon. G. G. PEARSON: I will bring the matter to my colleague's notice.

#### MOTOR REGISTRATIONS.

Mr. LOVEDAY: I have been approached and asked to seek an amendment to the Motor Vehicles Act to enable owners of fleets of motor vehicles to have a common expiry date for the registration of their vehicles. This practice has been followed in New South Wales for 30 years, and is the practice in Victoria. Will the Premier have this matter considered with a view to introducing a suitable amendment to the Act when it comes before this House later this year?

The Hon. Sir THOMAS PLAYFORD: I will take the matter up with the Registrar of Motor Vehicles. It would seem to have merit when applied to a man with several motor vehicles.

#### PENOLA PRIMARY SCHOOL.

Mr. HARDING: Prolonged negotiations have taken place concerning the purchase of land between the Penola Primary School site and the oval. Can the Minister of Education outline the present position?

The Hon. Sir BADEN PATTINSON: As the honourable member knows, the Property Officer visited Penola on July 26 to bid at an auction for two allotments of land adjacent to the Penola Primary School. At the same time he negotiated with the owner of a further adjoining property, as it was desired to obtain all three as an addition to the school grounds. The Property Officer was successful in his mission with the result that an additional acre of land will be added to the school grounds, making a total area of 7½ acres for an enrolment of 394 children.

#### VENDING MACHINE COMPANY.

Mr. TAPPING: Has the Premier the report from the Attorney-General which he said he would obtain for me about the Development and Vending Corporation of Adelaide?

The Hon. Sir THOMAS PLAYFORD: No, but I will chase it up to ascertain what is happening.

#### CANNED FRUITS.

Mr. CURREN: In last Thursdays *News* the following report appeared:

In Berri today the managing director of Riverland Fruit Products Co-operative Ltd. and Berri Fruit Juices Pty. Ltd., Mr. D. Andary, said the present price structure for canned fruits in Australia could send the Australian canning industry bankrupt.

Present prices were the result of extreme competition between canneries for the large supermarket trade. He said a 29oz. can of peaches sold for up to 3s. 6d. two years ago but could now be bought for 2s. 3d. Some legislation was needed to rectify these problems in the industry.

Can the Premier say whether any legislation is contemplated to assist the canning industry?

The Hon. Sir THOMAS PLAYFORD: The real problem with the canning industry is that the overseas prices of our canned fruits have fallen to a calamitously low level, which has meant that instead of there being a good clearance of canned fruits overseas, more fruit is being forced on to the local market. The

overseas prices have been forced down by the entry of Africa and other countries into the European markets, particularly the British market, which has been our traditional outlet. Consequently, present prices are frequently below production costs. Some legislation is being examined and submissions have been made to the Commonwealth Government. This matter obviously requires Commonwealth support. The proposal is to apply a levy and to give the Canned Fruits Board power to purchase and dispose of fruit. I cannot say whether the Commonwealth Government will accept the proposal or whether the proposal will be regarded as sound after examination. However, the leaders of the industry have been concerned and have had several conferences. A conference last week overhauled and amended previous suggestions, and I understand that a comprehensive plan has now been submitted to the Commonwealth Government for consideration. I believe that the proposed levy is 6s. a dozen cans, which would be a high levy upon the industry. However, the industry is apparently prepared to accept this in the interests of trying to achieve some stability.

Mr. BYWATERS: When speaking in the Address in Reply debate last week I suggested that, because of the precarious position of the canning industry, a subsidy should be paid on all canned fruit exported to overseas countries. This is nothing new; it has been done by other countries. Will the Premier take up this matter with the Commonwealth Government and ask that, apart from the suggested levy, a subsidy be paid on exports so as to stabilize the industry?

The Hon. Sir THOMAS PLAYFORD: I shall be pleased to submit the honourable member's question to the Minister for Trade. I think the whole scope of the industry must be carefully examined because at the moment there is a serious over-production of fruit for our traditional markets, and I believe we shall have to find a large percentage of new outlets for the industry.

#### SOUTH COAST RAILWAY.

Mr. FRANK WALSH: Has the Premier a reply to the question I asked on August 1 about the provision of railway services to the South Coast?

The Hon. Sir THOMAS PLAYFORD: The Railways Commissioner reports:

The passenger train service between Hallett Cove and Willunga was discontinued in May, 1957. This action was taken because the patronage of the service diminished practically to vanishing point. Since that date the people

in the area have been wholly served by bus and private car on the more direct route to the city by road. There is no proposal to extend the passenger train service beyond Hallett Cove, nor has there been a request for such a service.

#### PARA HILLS SCHOOL.

Mr. HALL: Has the Minister of Education a reply to my recent question about the future of the Para Hills Primary School?

The Hon. Sir BADEN PATTINSON: The enrolment at this school is 457. The accommodation provided consists of 12 timber classrooms and an administrative unit consisting of an office for the headmaster, staff room and book room. During this year, two additional rooms are to be built. It is not intended at this stage to replace these buildings, but a new infants school of solid construction, consisting of eight classrooms, an activity room, administration rooms, shelter and toilets, is to be built. It is hoped that construction will begin early in 1964 and that the building will be ready for occupation early in 1965.

#### OCCUPATION CENTRE.

Mr. BURDON: Has the Minister of Education a reply to a question I asked some time ago about the provision of an occupation centre at Mount Gambier?

The Hon. Sir BADEN PATTINSON: I can only restate that I am anxious to establish an occupation centre at Mount Gambier as soon as possible for the more adequate education of some retarded children there. I sent

the Property Officer and the Chief Psychologist to Mount Gambier some time ago to endeavour to secure a site, and they recommended one site as being suitable, but the owners (two ladies, I think) were not prepared to sell at the Land Board valuation price. The matter was resubmitted to them, and they made a slight reduction. I also submitted the matter and the honourable member's comments to the Land Board, which reaffirmed the valuation, so there is a gap between what the Government is prepared to offer and what the two ladies are prepared to sell for. I do not desire to resort to compulsory acquisition, as I think the two owners are widows, and I do not want to interfere with their possession or their rights, so the only thing to do is endeavour to secure another site. I am asking the Assistant Superintendent of Primary Schools and the Property Officer to see whether they can secure another site as soon as possible.

#### SOUTH-EAST WATER SUPPLIES.

Mr. BURDON (on notice): What was the revenue and expenditure, including debt charges, for the Mount Gambier water district and the Blue Lake country water district respectively, for each of the financial years, 1955-56, 1956-57, 1957-58, 1958-59, 1959-60, 1960-61, 1961-62, and 1962-63?

The Hon. G. G. PEARSON: The following statement shows revenue receipts and revenue expenditure, including debt charges, for the Mount Gambier water district:

Year.	Receipts.						Revenue Exp. incl. Debt Charges.
	Mount Gambier Water District Rates.	Blue Lake Water District Rates.	Yahl Water District Rates.	Misc. Earnings.	Total Revenue.		
	£	£	£	£	£	£	
1955-56 .. .. .	33,840	3,931	69	236	38,076	37,522	
1956-57 .. .. .	38,500	4,353	67	232	43,152	39,506	
1957-58 .. .. .	49,324	6,030	84	235	55,673	44,618	
1958-59 .. .. .	53,460	5,331	87	296	59,174	46,654	
1959-60 .. .. .	57,573	5,638	114	382	63,707	53,538	
1960-61 .. .. .	69,882	8,387	154	506	78,929	66,078	
1961-62 .. .. .	76,458	8,370	171	666	85,665	71,835	
1962-63 .. .. .	80,206	8,781	197	1,850	91,034	91,000*	

\*Revenue expenditure and debt charges for 1962-63 not yet finally determined. This is an estimate only.

Accumulated loss to June 30, 1962—£16,429.

#### SCHOOL BUSES.

Mr. CURREN (on notice):

1. Are private school bus operators paid on a mileage basis? If so, what is the rate?
2. Is the rate standard throughout the State?

3. Do contractors have to renew their buses at regular periods?

4. If so, why is this considered necessary?
5. Are regular inspections of contractors' buses carried out?

6. When were the rates of payment last increased?

The Hon. Sir BADEN PATTINSON: The replies are:

1. Yes—but the rate varies according to the size of the vehicle, the state of the roads traversed, and other factors.

2. No—*vide* No. 1.

3. Yes—when

(a) The bus is reaching the end of its economic life and is no longer suitable for school bus work.

(b) The bus is either too large or too small for the changing needs of the children.

4. *Vide* No. 3.

5. Yes—at least twice a year.

6. No specific date can be cited. Contract rates for individual services are continually being revised on the recommendation of the Transport Contract Committee.

SCHOOL TEACHERS.

Mr. BYWATERS (on notice):

1. How many trained school teachers have left the Education Department in each of the years 1961 and 1962?

2. How many of these teachers left to teach at private schools?

3. How many of these teachers were high school teachers?

The Hon. Sir BADEN PATTINSON: The replies are:

1.	1961	1962
Permanent staff . . . . .	250	269
Temporary teachers . . . . .	226	262
Total . . . . .	476	531

2. As far as is known, 12 in 1961 and 12 in 1962.

3. As far as is known, six in 1961 and nine in 1962.

SCHOOL CANTEENS.

Mr. McKEE (on notice):

1. What was the total profit derived from the 33 high school canteens operating in this State for each of the years 1961-62 and 1962-63?

2. What was the total credit balance of these canteens at June 30, 1963?

The Hon. Sir BADEN PATTINSON: While the account books for high school canteens and all other school canteens are inspected annually by the Inspectors of Schools on behalf of the Education Department, records of profits and credit balances of these canteens are not kept in the Education Office.

PERSONAL EXPLANATION: PRESS REPORT.

Mr. LAWN: I ask leave to make a personal explanation.

Leave granted.

Mr. LAWN: Mr. Speaker, last Saturday's *Truth* contained the following article:

Mr. Sam Lawn has his own special names for most people in Parliament. The Premier has earned from him the simple title of "The Master". Latest member to be dubbed by Sam is Mr. Glen Pearson, the Works Minister. Part of Mr. Pearson's work is to control spending and policy on sewage treatment. Perhaps that is why Mr. Lawn calls him the "Member for Bolivar".

Mr. Speaker, the House knows to whom I was referring. I want to apologize to the Minister for this misreport and defamation, as the statement is a gross reflection on any member.

BOTANIC GARDEN HERBARIUM.

The SPEAKER laid on the table of the House the final report by the Parliamentary Standing Committee on Public Works, together with minutes of evidence, on the Herbarium Building, Botanic Garden, Adelaide.

Ordered that report be printed.

ADDRESS IN REPLY.

Adjourned debate on the motion for adoption.

(Continued for August 7. Page 386.)

Mr. McKEE (Port Pirie): In supporting the motion, I join with previous speakers in extending a welcome to new members. I also join with members in their expressions of sympathy in the passing of the Hon. Sir Cecil Hincks and Mr. Ron Ralston. I offer my sincere sympathy to their widows and relatives. I know these gentlemen will be sadly missed in this House. I had many dealings with the Hon. Sir Cecil Hincks, who was a very fine man. When I was knocking on doors in the Mount Gambier district in the by-election campaign (which produced very good results) following on Mr. Ralston's death, many remarks were made about Mr. Ralston's activities and his services to the people of Mount Gambier. He was highly praised by every citizen with whom I spoke.

Apart from one or two issues, I will refer mainly to matters concerning my district. On August 1, I asked the Premier to consider having a referendum to deal with totalizator agency board betting and the extension of liquor hours. In reply, the Premier said that the South Australian Constitution made no provision for a referendum and that issues could be decided only by legislation.



Mr. Lawn: You would not expect the Premier to support gambling and an extension of liquor hours, would you?

Mr. McKEE: No, but that is not the question, although I appreciate the interjection. I agree that a referendum does not decide an issue. We all know that. I shall take convincing before I believe that the Government is prevented from holding a referendum. It would be interesting to hear under what section of the Constitution the Government is prevented from taking such steps as are necessary to hold a referendum. It seems that the fairest way to decide a social question such as this is to hold a referendum, for at least that would indicate public opinion, which should be a good guide for a Government when it is considering such a matter. It is the responsibility of a Government to govern, but when one considers the answer given me the other day by the Premier and the remarks of the member for Mitcham (Mr. Millhouse) during his Address in Reply speech, it is clearly evident that the Government is not in a position to handle this issue, and that it would be delighted to palm its responsibilities on these contentious issues on to the Opposition. The member for Mitcham suggested that you, Mr. Speaker, should be the one to bell the cat. He suggested that you resign as Speaker—

Mr. Lawn: That would be a good suggestion, wouldn't it?

Mr. McKEE: —and return to the floor of the House where, as member for Ridley, you could move that the question of T.A.B. off-course betting be debated and decided one way or the other. I am sure it would come as a great shock to the member for Mitcham and to many other members if you, Sir, decided to accept this challenge. You, Mr. Speaker, will agree that several reasons prevent your taking such a bold course.

The SPEAKER: There are 38 other reasons.

Mr. McKEE: Sooner or later, Mr. Speaker, these questions will have to be decided. As I stated previously, it is the responsibility of the Government to govern, and when it reaches the stage where it is unable to do that, it should resign; I believe that most people would agree with me in that respect. I know the member for Adelaide agrees with me, and I think the member for Mitcham would agree with me because he said he believed it was the responsibility of the Parliament to act on all issues that arose in the community. In the same breath, the honourable member invited the Opposition or me to accept the responsibility that should be taken by the Government.

Recently a disastrous fire occurred in Port Pirie. During my time in Port Pirie drastic fires have resulted in the deaths of some adults and five or six children. According to authoritative information I have received, most of these fires have occurred in wood and iron houses that were built 40 or 50 years ago, or even longer. As most members know, many houses of this type were constructed in Port Pirie in the very early days. Where we have this type of house there is a high fire danger, and therefore the responsible people should be aware of the high fire hazard that exists in these areas. It is most important that water mains, fire hydrants and all fire-fighting equipment should be 100 per cent perfect. I believe the recent fire in Wilcher Street at Port Pirie, resulting in the death of two young children, was well under way when the fire brigade was called. I understand that when the brigade arrived the fire had broken through a roof and at that stage it would have been impossible to rescue anyone trapped inside. However, on the brigade's arrival, which I understand was within minutes of the call, the firemen connected their hose to a plug in Wilcher Street but as soon as the pressure was applied either the main or the plug burst. Had this not happened, the fire could have been brought under control much sooner. However, when this occurred, the firemen had to use the main on Senate Road; this necessitated the running of an extra 600ft. of hosing and resulted in the loss of valuable time. Had this fire not been so far advanced, when the alarm was given this faulty main could still have prevented the rescue of the children.

I consider that this is a very serious matter and that this state of affairs should not be allowed to continue. All honourable members will agree that every precaution should be taken to safeguard lives. I understand that reports on the uselessness of these mains in this area have been sent in continually over a period of years. However, as a result of the question I asked the Minister of Works recently, the Minister is now fully aware of the position and I understand that these mains will be replaced this year. I refer to this matter again because it is urgent that these mains be placed in good condition without delay. As honourable members will appreciate, there is always a high fire risk where there are timber-frame houses.

I desire to mention two other matters that concern me and the people I represent. There is an urgent need for decentralization to offset the effects of the loss of jobs because of the

introduction of automation and mechanization, particularly on the waterfront at Port Pirie. Later, with the completion of standardization, the position could further deteriorate. Port Pirie today receives between five and nine trains daily, but with the completion of standardization it will receive only one. Transshipping is also an important industry to Port Pirie, as it employs more than 40 men. However, with standardization most of this work, if not all, will disappear. The Roela Pipe Company has been there for some months now manufacturing pipes for the Whyalla pipeline, but it will complete its contract towards the end of this year—in October, I understand—and at this stage it does not seem likely that it will get any further work at Port Pirie. This, too, will put out of work another 55 local men.

It can be seen, therefore, that there is an urgent need for serious consideration to be given to some plan for decentralization soon. In addition, it is not in the interests of the nation to have the bulk of its population centred in metropolitan areas, because land values and costs of other services can reach a point at which the economy of the State is adversely affected. On the other hand, the building up of population in larger country centres can make the provision of essential services more attractive economically. There must be a real effort to encourage and stimulate primary and secondary industrial activity in country centres in order to stop the existing population drift to the city. For many years Port Pirie has been recognized as the second largest city in the State, but its population has not increased materially for several years. At least 90 per cent of the youth of Port Pirie are forced to leave in search of employment. Since Port Pirie's inception, it has been an industrial centre and, because of this, the labour force is particularly suitable for industrial expansion, and there should be no labour problem.

The city is well served in housing and reasonably well served in education and training centres. The introduction of the Leaving Honours classes next year should be an added advantage. I have been informed by members of the council of the Port Pirie technical school that they have been trying to obtain improved facilities for some sections of the school's activity. Since the diploma section of the school was taken over by the S.A. Institute of Technology at the commencement of last year, council members have devoted much energy to adult education. I

believe that expansion in this field is desirable. These members are finding it difficult to cope with this problem because of the lack of suitable facilities. We are all aware that adult education is becoming increasingly popular. To encourage people to occupy their leisure hours more attention and money should be devoted to training our young people. To successfully honour these responsibilities, particularly at Port Pirie, a suitable hall or auditorium is needed, and it is the desire of council members that the Government consider essential education centres. Such a suitably equipped hall would be available to many schools in the district for the various activities associated with school life, and many technical and cultural societies and service clubs would be pleased to meet in a modern building equipped with suitable amenities.

Another matter requiring attention is the unsatisfactory facilities for the training of motor-mechanic apprentices at Port Pirie. This matter has been brought to my attention by the motor vehicles trades and members of the Port Pirie council. I believe that the members of the limited staff available at the school are making an attempt to provide more training for these apprentices, but the council members claim that the facilities could be improved. A building to house facilities to train apprentices in the automotive trades is urgently needed, together with the appointment of a qualified teacher. Honourable members will agree that the country is justly entitled to have the same educational facilities as those provided in the metropolitan area. People cannot be expected to live in the country today unless good educational facilities are provided. The establishment of Leaving Honours classes in country centres will prevent many people from moving to the city, and will assist in decentralization.

Port Pirie is a railway centre with services to every part of the State. With the completion of the standard gauge to Broken Hill and, we hope, the third line to Adelaide, it will have a direct link with the east and west of the Commonwealth. The town is well served by road and is the second largest shipping port in the State. The present shipping facilities are good, but it will have first-class shipping facilities soon. A television station now being built in the Flinders Ranges should help develop Spencer Gulf. The possibility of re-opening coastal shipping, either by roll-on roll-off or by conventional means, should be investigated. No satisfactory explanation has been given for closing down Spencer Gulf

ports. Another way to assist country development was suggested by the member for Mount Gambier, who said that the Government should consider decentralizing the administration of Government departments. There is a definite claim for a branch of the Motor Vehicles Department to be opened at Port Pirie to enable people in the Mid-North to receive the service to which they are entitled. The present set-up for the registration of motor vehicles is inconvenient for these people.

Mr. Ryan: How long do they have to wait in a place like Port Pirie?

Mr. McKEE: Some people, after sending away for registration papers, have been apprehended and charged by the police because of delay in the return of the papers.

Mr. Ryan: Have they been fined?

Mr. McKEE: No, not when the details are known, but it is not pleasant to be apprehended, and it is not necessary to have to wait two or three weeks for the registration papers. On the other hand, some people have to wait until pay day before registering their vehicle and that means that it is off the road for a week or two. I cannot understand why action has not been taken to establish a branch of this department at Port Pirie. Part of the administration of the Education Department could be housed away from the city. Every avenue to build up country centres by means of establishing branches of Government administration there should be thoroughly explored. Another matter concerning Port Pirie and other shipping ports is that of automation in the handling of goods and produce over the wharves and on transport systems. Mechanization is displacing labour, and some additional outlet should be established in the towns to overcome this problem. Many statements have been made on this subject, particularly about its effect on workers. The worst of these myths is that automation will not eliminate jobs, yet it is written in hard figures for us all to read. We all know that in Australia and in other countries where automation has been introduced productivity has increased, whereas the number of production workers has decreased. Automation must result in a decrease in jobs. If it did not, of what advantage would it be to those adopting it? Unfortunately, however, they have not bothered to consider the human factor.

Mr. Ryan: This will soon become a serious problem in Port Pirie.

Mr. McKEE: Yes, the writing is on the wall. With all the new inventions we have, it can be said that today we are living in a

period of industrial revolution—revolution against the workers. I believe that the Government and employers will have to make some adjustments. Our industrial society should be regulated to accommodate in production and useful employment those young men and women that the community has been training for the last 10 years. Definite steps should be taken to safeguard workers who are displaced by automation. Members will agree that when the State's work force is fully employed sound economy is assured, therefore it is in the best interests of all concerned to consider the human factor when applying automation. Unemployment not only concerns those who are unemployed but those who are employed and employers as well. In some ports mechanization has completely eliminated the waterfront labour force, and in others greatly reduced it. The writing is on the wall for this to happen at Port Pirie. The Government is aware of this problem at Port Pirie, because last session it introduced legislation to give mining companies control of the Port Pirie wharves for the purpose of causing a demarcation of labour regarding the operations of newly-installed cranes. Incidentally, those cranes have not yet operated, and I do not know what will become of them.

I do not oppose automation. Improved mechanization is progress, but not when it puts people out of work. Displaced workers at Port Pirie cannot be absorbed elsewhere in employment in that town. They will have to go elsewhere for work and so will have to sacrifice their houses and possessions at bargain prices. This is the experience of all towns whose wage earners lose their employment. Of course, the displaced workers have to bear the financial burden of transport and resettlement costs from their meagre savings without compensation from employers or from the Government. If Port Pirie cannot get some additional industry to absorb its displaced labour the position will be serious. The nation cannot afford to have workers out of employment. Poverty and unemployment should not be the fruits of increased production. Workers are getting fed up with the old cry, "Produce more and you will get more" when they all know that whilst productivity is increasing, jobs are decreasing. A serious situation is threatening the future of Port Pirie. I urge the Government to consider some form of decentralization without delay.

One of the most one-sided debates in this House recently related to the most unreasonable rent increases on departmental houses.

These rent increases will prove a heavy financial burden on many employees, particularly those with families, because they will be unable to meet their normal living commitments. I realize that it is hard for Government members to appreciate the difficulty that a housewife has today in budgeting for her family on a limited wage. Many workers in my district will be able to meet the steep rent increase only by cutting down on essential everyday requirements. Many of the railway cottages involved, particularly in country areas, should be rent-free. Indeed, many of them should be condemned. Members opposite who travel throughout the country will agree with that, as will the member for Frome and other country members on this side. I find it difficult to justify how these unreasonable rents were arrived at.

Mr. LAWN (Adelaide): I oppose the motion. If the will of the people had been given effect to, this motion would have been moved this year by the member for Mount Gambier, and last year by the members for Chaffey and Unley, but because of our peculiar electoral laws the Government is moving the motion for the adoption of an Address in Reply to a Speech prepared by itself and read by the Governor at the Opening of Parliament. I disagree with that, and therefore oppose the motion.

Mr. Bywaters: You are always consistent.

Mr. LAWN: I am in that regard. When the will of the people is given effect to, and if they ever, by their vote, return a Liberal Party Government I will support an Address in Reply motion if it is a reply to a decent Governor's Speech—not a Government speech.

Mr. Shannon: I suppose you will divide the House on this?

Mr. LAWN: I will give some thought to that suggestion.

Mr. Shannon: Just lip service and nothing more!

Mr. LAWN: I join with other members in tendering condolences to the families of the late Sir Cecil Hincks and the late Mr. Ron Ralston, neither of whom was old. It is a pity to see men taken in the prime of life. Sir Cecil Hincks had given many years of service to the people and no doubt looked forward to some period of retirement, but he was taken whilst still in harness. Mr. Ralston was a most conscientious and hard-working member for his district of Mount Gambier, but he died whilst comparatively young. From the little we have seen of the new member for Mount Gambier (Mr. Burdon) we can rest

assured, as can the people of Mount Gambier, that Mount Gambier will be as well represented in the future as it was when Mr. Ralston was the member.

I am pleased to notice that this Chamber has been renovated during the recess: not before time, of course. If we remember what this Chamber looked like last year, we will probably realize that the upholstery appeared to be that which was installed when the building was built.

Mr. Bywaters: In 1889.

Mr. LAWN: Last century. The leather was brown and well-worn.

Mr. McKee: How do you know it was worn? We weren't here very often!

Mr. LAWN: The wear was caused not by members coming into contact with the old leather but by time; time beats us all, and it beat even the upholstery in this Chamber. I have taken many people through the Chamber recently; only this morning I showed it to a visitor from Canberra and a local lady. I have heard some most complimentary remarks made about this Chamber this year and they have contrasted with the remarks that used to be made when it was compared with the Legislative Council. Of course, it may be a sign of the times, and I hope it is. In years gone by South Australia was one of the poor little claimant States, and I hope that, as it is no longer a claimant State, we may be able to look to something brighter in the future.

Speaking of brightness, I am reminded of the lighting in the Parliamentary dining room. Members have often criticized the "ninepenny lights" there. Last week, when this House sat in the evenings, a couple of members who came to the dining room without their glasses had to ask me to read the menu to them because they could not see it. I hope that the State has progressed financially so that the Government may be able to consider renovating the dining room.

Mr. Bywaters: The lighting is known as "soft candle light".

Mr. LAWN: I have heard the lights described as "ninepenny lights". I think we have reached the stage when some decent fluorescent lights could be installed in the dining room. I do not intend to debate this motion for very long but, as usual, I have a few complaints with which I shall deal briefly. I have in my hand a letter from a minister of religion. I will read this letter, which speaks for itself. He wrote this letter to me three or four months ago:

I am anxious to know upon what basis, if any, rental charges can be made to tenants who occupy houses which to my mind are little above substandard. A case has come before my notice where a deserted wife, since divorced, with four children, the eldest of whom is seven and the youngest a baby, is being charged £5 10s. a week rental and is only in receipt of £7 10s. from the Children's Welfare on behalf of the youngsters. She cannot go to work because of the children. We have helped her by giving her the cleaning of the church hall at 30s. a week. She could manage if only the rental were lower. Is there some responsible Government official available to give advice as to what is a reasonable rent?

P.S. This place is unfurnished.

Members on this side have referred time and time again to similar instances. This letter came from a responsible minister of a church, who was drawing attention to the exorbitant rent of £5 10s. a week being charged for a substandard house. He asks whether there is some responsible Government official available to give advice about what is a reasonable rent. Here are people crying out for some protection and, although Parliament is the only means of protecting them, all that protection was taken away last year when the Government did not renew the landlord and tenant legislation. I advised the minister of religion on the provisions of the Excessive Rents Act passed last year whereby some advice might be forthcoming (I could not guarantee that it would be) from the Prices Department. I have not since heard whether the Prices Department has been able to help or not, but I draw the attention of the House once again, as other members have drawn attention this session, to the excessive rents being paid by people now that there is no control whatever over rents.

Once again I will refer to the Children's Welfare and Public Relief Department, and I hope the Premier listens to this. According to today's *News*, the Commonwealth Treasurer (Mr. Holt) is trying to compete with the late Eddie Ward. Since Mr. Ward passed away last week he has been referred to as "the little man's friend". Now Harold Holt says he is going to put over tonight a "little man's Budget", so he is trying to vie with the member for East Sydney (Mr. Ward) as the friend of the little person.

Mr. Clark: It will be a nice change!

Mr. LAWN: It will be a change. I only hope it works out that way. However, I am not sure that it is not a trick to have a snap election and then go back and introduce a "horror" Budget, as has been done before—that is, if they go back.

Mr. Shannon: Ah, so you think they will go back!

Mr. LAWN: That is what they think.

Mr. Shannon: I think you are right about that.

Mr. Loveday: The small man will be saved £2 a year!

Mr. LAWN: A man receiving £20 a week may save £2 a year as a result of this Budget, according to Mr. Holt. Do they think they can trick the electors on this occasion, as they have done before?

Mr. Fred Walsh: That is the object of it.

Mr. LAWN: It is the object of it. The honourable member for Onkaparinga (our old friend Jeremiah) is still living in the past and still thinks that Harold Holt and Bob Menzies can do the old trick again. As soon as I want the Premier to listen to something, one of his mates tells him he is wanted on the telephone.

Mr. Shannon: I am reading the *News*.

Mr. LAWN: When we start on the Premier, they send a message to him to go out and take a telephone call, and he disappears.

Mr. Clark: The member for Mitcham will tell him!

Mr. LAWN: I am assured by the member for Gawler that the member for Mitcham (Mr. Millhouse) will pass this message on, but I do not think they are on speaking terms. The member for Mitcham is giving notice of motion tomorrow that he will move that in the opinion of this House the Government should not legislate on a totalizator agency board system of off-course betting, so would he convey the message to the Premier? I do not think they are on speaking terms. The member for Mitcham would sabotage the Premier, sack him, and take the job himself.

Mr. Fred Walsh: He will be brought to heel like all the others.

Mr. LAWN: Yes, he will. In June I received the following letter:

Just a few lines in writing to ask if you could help me in a question. I am on a widow's pension. I have two little girls aged 9 and 11. They are good little kiddies everybody likes them. Well, I had a television set off Radio Rentals in April. The Welfare woman came down and seen it. She said, "You better send that back or you don't get help from the Welfare." I only get £2 a week from them. Well, I was paying the television off regular, and soon as the Welfare woman said, "Take it back or your money stops" my two little girls broke their hearts. I think it is very educational and keeps them off the streets. If I take them to a picture show it costs me 12s. to go to pictures and then there's interval, another 6s.—18s. in one night—whereas I have a television for one month at £2. It's a lot cheaper having a television.

They interfere too much, the Welfare. I can't understand it. It was paid out of my pension money, and yet they were going to stop the poor little kiddies' money. Gee, they are tough.

Mr. Ryan: She is not the only one that says that, either.

Mr. LAWN: If she realized how tough this Government was, then of course she would realize why the departmental officers up there at the Welfare Department are so tough.

Mr. Ryan: What is the alternative to watching television: going out on the streets?

Mr. LAWN: Exactly; that is what the Welfare Department wants them to do. The letter goes on:

I do wish you could find out if I could still get it on my pension money, and can they stop my kiddies' money? It's disgraceful; they go to bed at eight, and we have nothing to do. The little girl broke her heart when it went. So they did go down and take it. The letter continues:

I can't see where they can stop it when its out of my pension money. There is a lot of women I know on the pension with one.

On the back is written:

Mr. Lawn, if I get my television back and the Welfare come down again, would you tell them about it? It's educational and keeps them off the street. Thanks so much.

There is a letter from the woman's heart. Her pension is paid by the Commonwealth Government, not by the Welfare Department or this Government. The Commonwealth Government does not tell the people how they are to spend their pensions. Whether it be an invalid, age, or widow's pension, it is paid to a person with no strings attached, but this Government comes in through its Welfare Department and tells these widows how they must spend their pension, or else.

Mr. Ryan: Doesn't the Government spend hundreds of thousands of pounds through the Police Force and other bodies to prevent child delinquency?

Mr. LAWN: Yes. The lady herself said that this television set was keeping her children off the streets, because they stayed home and watched the television until eight o'clock at night and then went to bed. She pointed out that if she took them to the pictures or anywhere else it would cost her as much in a fortnight as it would otherwise cost in a month, and that in addition television was educational. Surely what is shown at the picture theatres cannot be classed as educational, nor can the literature which is on sale at the book-stalls. People have the choice of three television channels when searching for educational programmes.

Mr. Jennings: They wouldn't listen to Channel 7 on Wednesday night, that's for sure!

Mr. LAWN: The lady referred in her letter to the Welfare Department's attitude of "Take it back or your money stops." Years ago our bushrangers used to say, "Your money or your life," but in effect the Welfare Department is saying, "Your money or your T.V. set." That is what this Government is saying to these widows or deserted wives, with their little kiddies, who have a television set. The Government told us last session or the session before that if some relative was paying for the television set or had purchased it for cash and given it to nephews or nieces of these people and placed it in their homes, in cases such as this the Welfare Department would stop the payment of relief, because the Premier says that the relatives should have given the people food instead of a television set.

Mr. Ryan: Aren't the relatives providing them with necessary food in many instances?

Mr. LAWN: Yes; they give the widow or the children food—even clothing occasionally. However, they must not give these people a television set. Some people at the Parkside mental asylum have very little wrong with them: they have just one little kink. This is the kink: they must not have a television set. If that is not mixed up, I do not know what is.

Several years ago the then member for Mount Gambier (the late Mr. Ralston) raised a matter relating to parking meters in Mount Gambier. At that time the Premier criticized the attitude of the Adelaide City Council, but I supported what the City Council was then doing. I pointed out that in places like Rundle Street and Hindley Street people would not be able to get in there with a car during shopping hours if there were no meters there. With parking meters in those streets, one can get in there to park during the day. However, I am afraid that the City Council is going too far, for it is now installing parking meters in King William Road, in North Terrace and in other places. It has installed these meters in Light Square, but one would not find more than 10 or 12 cars parked there at any time of the day.

I wish to draw attention to the fact that in Queensland this question of parking meters is handled by the Government. Under the Queensland Traffic and Local Government Acts, metered parking has been dealt with in great detail to provide the necessary safeguards. For example, most of the necessary surveys and works are under the control of the State

Traffic Engineer; regulations are provided for the councils, and the necessary enforcement is carried out by the Police Force. Section 49E(4) of the Queensland Local Government Acts states:

Providing, installing and maintaining official traffic signs caused to be installed by the Traffic Engineer pursuant to Part VIA of The Traffic Acts, 1949-1959.

Paragraph (d) of that same section reads:

Any preliminary inquiry, investigation, inspection, survey or other work whatsoever in connection with the provision and installation of metered zones, metered spaces, parking meters and the official traffic signs referred to in paragraph (c) hereof carried on, performed, or undertaken by the Traffic Engineer with the consent of the local authority, shall be borne by the local authority and shall be a charge against the special account in the trust fund established in conformity with the provisions of subsection (5) hereof.

Subsection (6) states:

Any surplus moneys in such special account in the trust fund may be applied by the local authority only to or towards any of the following:

- (a) the cost of providing off-street parking stations, including the payment of interest on, or redemption of, or instalments into a sinking fund in respect of any loan money borrowed for the purpose of providing such parking stations.

The Government should consider this matter with a view to amending the Local Government Act to place the control of parking in the city under the Road Traffic Board appointed in accordance with the Act which we passed, I think, last session, for I feel that in that way these parking meters would not be placed all around the city as they now are.

I wish to refer to one other matter. During the past two sessions at least members on this side of the House have drawn attention to the activities of certain book salesmen. I have advocated that all salesmen, whether they are selling books or anything else, should be licensed the same as marine store dealers are licensed. I remember a time when a marine store collector could walk in and pick up empty bottles and, if no-one was at home, he would take bottles, used coppers or anything else that took his fancy.

Mr. Hutchens: One took a brand new copper out of my house.

Mr. LAWN: Yes, and was walking out with it when the honourable member arrived. Since then they have been licensed and today cannot walk in to collect empty bottles or used coppers. They can come in only if invited to do so, although they can go up

and down the street calling for bottles. I have advocated that book salesmen and other salesmen should be licensed, but the Government has rejected my suggestions. On March 27 I wrote a letter to the Attorney-General referring to the prosecution of a Mr. McLaughlin at Nuriootpa. During the case this man admitted that he had more than 20 convictions for offences including theft, unlawful possession, false pretences, forgery and the illegal use of motor vehicles.

Mr. Jennings: No-one is perfect!

Mr. LAWN: If salesmen had to be licensed, the Government would not licence a person who had 20 convictions, including some for false pretences and unlawful possession. Marine store dealers used to pick up anything that took their fancy, and book salesmen could do the same thing because, at present, they do not have to be licensed.

Mr. Jennings: They should have a hawkker's licence.

Mr. LAWN: The Minister, after further representations, stated in a letter of April 16:

I am referring this matter to Cabinet with other matters for which legislation for the coming session is being considered.

I have not heard anything further, but I hope that the Government has decided to introduce legislation this session to licence these salesmen, and if it does, I will support it. I oppose the motion, hope that it is defeated, and will think about the suggestion made by the member for Onkaparinga that I divide the House.

Mr. FRED WALSH (West Torrens): Contrary to my colleague, I support the motion and, in doing so, pay my respects, as other speakers have done, to the memory of our late colleagues, Sir Cecil Hincks and Ron Ralston. Sir Cecil Hincks was a member of this House when I first came into Parliament, and gave long and faithful service to the State as a member of Parliament and as a Minister of the Crown. He also gave service to his country as a soldier, and suffered a disability through the loss of his leg, which affected him in the latter part of his life. I do not think anyone enjoyed the respect of both sides of the House as did Sir Cecil Hincks. He was highly respected by members on this side, and never was an unkind word said of him. He was too big for the capriciousness of Party politics, and never took advantage, at any time, of anything said in debate. For the time the late Ron Ralston

was with us, he endeared himself to all members and did yeoman service for his district and for the State. I congratulate the two members elected to fill the vacancies caused by the deaths of these two gentlemen. I am sure that both new members will carry out creditably their responsibilities and duties to the districts they represent. Because the boundaries will probably remain the same, I am confident that they are likely to hold their seats for many years, given reasonably good health. Both members impressed the House with the manner in which they delivered their maiden speeches, particularly my colleague, the member for Mount Gambier.

When one speaks at the closing stages of this debate, one is often left with very little to say, particularly when one follows the member for Adelaide. One often thinks that his thunder has been stolen. On this occasion, I cannot say that, because the members for Adelaide and Port Adelaide have a thunder of their own. This would be difficult to emulate even if one so desired. In the closing stages of this debate, one often seeks to take up where others have left off and try to be critical of what some member has said. I am going to be critical of what the member for Light said, and I do not mean it unkindly. I consider that what he said was said in innocence more than anything else, and not because he wanted to do anything viciously. I am not selecting the member for Light as a target, in a sense of the word, but I shall be critical of him as he said that he was a poultry breeder or an authority on egg production.

Mr. Freebairn: I said I was an egg producer.

Mr. FRED WALSH: They seem to me to be the same thing. I am not an authority and am prepared to concede that the honourable member is. Last year, the honourable member claimed to be an authority on wool production. Earlier he said he had raised fat lambs prior to 1948, and he claimed to be an authority on that subject.

Mr. Millhouse: That shows what a good member he is.

Mr. FRED WALSH: I had to look it up to be sure, but the member referred to it and I checked it. He was engaged in fat lamb production prior to 1948 and then he switched to wool production. I can appreciate that he switched because wool production was then profitable, and many others did the same. Apparently, he has found egg-producing profitable. He varied his farming and one could call it mixed farming now.

Mr. Freebairn: That is precisely what I am—a mixed farmer.

The SPEAKER: He is a "free bairn"!

Mr. FRED WALSH: "Bairn" is Scotch to me, and I am not an authority on that. I have a smattering of the Scottish language, and apparently he is a "free bairn". I do not wish to introduce the question of free action because that could be misunderstood. A man should stick to subjects that he is an authority on, but in the course of his remarks the member for Light referred to the competition between the city and the country and the difficulties a farmer has in retaining his employees in the face of that competition. He spoke of the shorter working hours, long service leave and annual leave conditions applying in the city and said that it was not possible for a farmer to compete for labour. He was then speaking on a topic on which he was not an authority. If, as he claims, he knows about the industries he mentioned, he should know that with the exception of the wool industry none of them is bound by the provisions of any award.

Mr. Hall: The goods he uses—

Mr. FRED WALSH: He should be—

Mr. Millhouse: You misheard him.

Mr. FRED WALSH: I will come to the honourable member later. He should also stick to subjects he knows, including the law. However, I claim to know something about this subject.

Mr. Millhouse: You did not hear what he said.

Mr. FRED WALSH: Perhaps I didn't, and if I didn't I apologize.

The SPEAKER: Only one member is making this speech—the member for West Torrens.

Mr. FRED WALSH: Thank you, Mr. Speaker. I realize that some of the younger members of this House cannot appreciate how these better conditions were obtained. They do not understand the conditions that obtained in the early part of this century, and before 1930, in fact. They do not know of the struggle and sacrifices made by my generation, and by the generation preceding it, in gaining the improved conditions that apply today. When I first entered the brewing industry I worked six shifts of 10 hours each a week and my wages were £2 9s. I had no annual leave and was paid time-and-a-quarter if I worked on a Sunday or holiday. Today the wages and conditions of employees in the brewing industry are the best for unskilled labourers in the Commonwealth, and I claim, along with others, some credit for those conditions. I realize that, because of their youthfulness and



innocence, some members do not appreciate what happened in those days.

Mr. Hall: That was not the only section of the community that made sacrifices.

Mr. FRED WALSH: True. The pioneer farmers made sacrifices, and I do not deny that for one moment. Unfortunately, many people in industry—forgetting the primary industries for the moment—are not prepared to appreciate what was done for them. They take everything for granted. I am concerned about what will happen in the future. Today there is not the concerted action that we had in those days. To get away from the industrial strife prevalent early in this century—strikes and lock-outs—industrial courts and tribunals were established to mete out justice. If members analyse the different awards that have been determined by the courts throughout the years they will realize that the unions with the greatest economic strength have always obtained the best awards, frequently irrespective of the merits of their cases. I defy members to prove otherwise. The Chamber of Manufactures—and the Employers' Federation before it, and before they worked in co-operation—always opposes applications to the courts irrespective of the merits unless they can see some gain to themselves.

Mr. Loveday: The time is never right.

Mr. FRED WALSH: Or "opportune", as they put it. They always argue from their viewpoint, which is only to be expected, but they should recognize that there is often merit in the employees' claims. Regarding a recent decision by the courts, Mr. Ramsay, the Federal President of the Chamber of Manufactures of Australia, following the line taken by his predecessors, said that in a judgment of April 18 this year the Commonwealth Arbitration Commission in granting a 10 per cent increase in margins in the Commonwealth Metal Trades Award emphasized that the decision was not to be applied automatically outside of that industry and that, despite this, the 10 per cent increase was being applied generally. He implied that the increase was not to be given to industries other than those covered by the Metal Trades Award. Every industry in this State, in order to get the 10 per cent increase, has had to go before a commissioner, if covered by a Commonwealth award, or before the Industrial Court for an award, or a wages board for a determination to establish its claim. True in most cases the employers have agreed. I have met them in conference on behalf of certain sections of the industry I represent in an honorary capacity

and they have agreed. However, the increase has not applied automatically. The chamber said that this was contrary to the decision of the Arbitration Commission, but that is not in accordance with fact.

If we delve further into the question of the base rate, we find that the chamber was the first to apply for a suspension of the quarterly adjustments. We opposed its application, but it was successful in an application in 1953. However, the court now has the tendency to try to get back to periodical adjustments—annual adjustments—but the chamber does not want that. It wants to deal with productivity. It argues that the latest judgment was not based on productivity. The member for Light (Mr. Freebairn) referred to productivity in relation to primary production, and said that primary production had increased by 90 per cent in the last 15 years but that not one person had been added to the labour force in that industry during that period. I think that is what he said.

Mr. Freebairn: Not quite; I said production had increased by 50 per cent.

Mr. FRED WALSH: I will bear out my statement by reading a letter that I, together with other members, received today from the Reciprocal Trade Federation of the United Kingdom, and, if the honourable member refers to *Hansard*, I think he will find that he said something like this himself. This letter states:

Recently in London that skilled helmsman, Trade Minister John McEwen, addressed a luncheon of the Australian Association of British Manufacturers. It was a blunt speech. Australia desperately needs people, and John McEwen, Leader of the farmers' party, is a principal proponent of industrialization.

It is only of recent years that he has been a proponent of industrialization; he has always been a strong proponent of primary producers. The letter continues:

It is the only way to support Australia's rapidly growing population. Since the beginning of the Second World War Australia has added 50 per cent to the value of her rural production but not one person to her rural work force. Australia, earning 90 per cent of her export income from "the basic commodities of farm and mine", is faced with the overlying problem of falling prices for such products.

I am sorry; it was an increase of 50 per cent, as the member for Light said. Relating to the margins judgment a summary states:

The commission made its judgment on the grounds of justification of an increase and the capacity of the economy to pay. It said the consumer price index had moved up 6.05 per cent since September, 1959. Because an increase

was within the capacity of the economy, it would be inequitable not to award it. But the commission stressed that its decision should not be applied automatically outside the metal trades.

I have explained how that was applied. Continuing:

"We realize that margins fixed in the Metal Trades Award have been used as standards for other awards," the written judgment said. It was necessary to see whether productivity had increased in deciding whether real margins should be increased. Figures given in evidence before the commission showed that production increased by 17.3 per cent between 1949 and 1962. "We are prepared to assume that productivity is still continuing to increase in line with past trends," the commission said.

That is a summary of the things upon which the commission made its decision, yet Mr. Ramsay and others in the same camp make statements criticizing the commission's decision. They want a change in the method to relate increases to productivity, not to the cost of living. We claim that the whole thing should be related to the cost of living, as a worker must have a reasonable wage; that is, that his basic needs must be related to the cost of living if he is to be given a reasonable standard of living. If it is to be increased margins, it should be related to productivity. It has been proved beyond doubt that in the last 13, 14 or 15 years the productivity of this country has been increased considerably. This is shown in the figures placed before the Commonwealth Conciliation and Arbitration Commission. The member for Light (Mr. Freebairn) said:

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.

Apart from wool and, to a lesser degree, wheat, I should like him to name the primary industries able to compete on international markets.

Mr. Heaslip: Not with a 40-hour week!

Mr. FRED WALSH: It doesn't matter if there is a 40-hour week. A 40-hour week is anathema to my friend. In another debate I will tell him which other countries have a 40-hour week. This is not the only country with a 40-hour week. The United States of America has a working week of slightly less than 40 hours.

Mr. Heaslip: Not primary industries.

Mr. FRED WALSH: Goodness gracious, man—primary industry! The honourable member, as a member of the Public Works

Committee, has been through farms with me; on occasions one does not see the farmer at all. We went through a big farm on the way to Maitland recently—the honourable member remembers the track. I said we had never been in worse country.

Mr. Heaslip: That is where they live.

Mr. FRED WALSH: I am talking about the road, not the farm.

Mr. Heaslip: What about the conditions?

Mr. FRED WALSH: I should like to have his farm; he could have this job!

Mr. Loveday: You would not mind having his 40-hour week, would you?

Mr. FRED WALSH: Oh, 40 hours! Don't give me that! People producing canned fruit, wine, dried fruit and butter are experiencing difficulties in competing. As the Minister of Agriculture and all those who are engaged in primary production know better than I, they are experiencing difficulty in competing on overseas markets. If it were not for wool and, to a lesser extent, wheat, they would not be "in the race" on overseas markets, particularly because of the association of countries marketing in Europe and the Common Market. The situation is becoming worse and worse and, if Britain enters the Common Market (which ultimately I think she will) it will become still worse. It seems to me that the only hope for more trade (and I think Mr. McEwen and most members opposite realize this) is in the Far East, the Middle East and South America.

Mr. Casey: We hope they do realize it.

Mr. FRED WALSH: I give them credit for having a knowledge of their own interests and for being concerned about the matter. The member for Light went on to say:

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.

The answer is that primary production in itself does not provide sufficient employment. The honourable member knows that with mechanization of primary industry there is reduced employment.

Mr. Heaslip: That is the only way we can compete.

Mr. FRED WALSH: I am not arguing that point. Until we can establish industries in the country the natural drift must be to the city, or to big towns, where there are industries:

It is not the conditions, as the honourable members implies.

Mr. Heaslip: It is a matter of economics.

Mr. FRED WALSH: I admit that, but I am not arguing that point. The industries must be in the country and they must be economic industries. It would be useless to put an industry at, say, Oodnadatta. It would be uneconomic to take the raw materials, power and water to that town merely to establish an industry there. No-one would suggest that it be done, and that applies to other towns in a similar position. Before an industry can be established there must be raw materials, power and water available. There must be inducements before an industry can be established.

Mr. Bywaters: What raw materials are in the metropolitan area?

Mr. FRED WALSH: We have power and water.

Mr. Bywaters: They are not raw materials.

Mr. FRED WALSH: No. If the raw materials are available use can be made of the other two commodities. There must also be a consuming public and an export facility. All these factors must be considered. From an economic point of view the facilities are not available in primary industry to create sufficient employment for country people. That is why I point out to the member for Light that it is not a matter of better working conditions in the city. Country industries cannot compete because there is a lack of employment. An industry should not be established unless it can be done economically. The member for Light also mentioned, as did Mr. Ramsay, the matter of annual leave, which matter has been the subject of much discussion in the community in recent months, ever since the Commonwealth Arbitration Commission granted three weeks' annual leave throughout Australia, which decision has now been accepted by the States. I point out that the New South Wales Labor Government was the first to provide three weeks' annual leave for employees. Then the commission, after a protracted period, granted the leave to workers in industry under Commonwealth jurisdiction. Then the States adopted it.

Mr. Bywaters: New South Wales took the lead.

Mr. FRED WALSH: Yes. I do not take any credit from the commission. Due credit must be given to Mr. Hawke for the case he presented on behalf of the A.C.T.U., despite all the arguments submitted against the matter by the employers' representatives. The point raised suggests that Australia is the only

country enjoying annual leave. Dealing with that matter, I will quote from a recent issue of the *I.L.O. News*. As far back as 1935, the first year that I was a delegate to the I.L.O. conference, the matter of paid annual holidays came up for discussion, but it was only a discussion because no decision was made. In 1936 a recommendation was adopted by the conference, which comprises representatives of Governments, employers and workers. The first three words of the quotation are "Hurrah for Vacations". Then the article goes on:

Today, in most countries, workers have the right to paid vacations, either as the result of legislative action, as is usually the case, or as the result of collective bargaining in places where this is the essential factor in the regulation of working conditions. It is no exaggeration to say that the application of the principle of holidays with pay varies to such an extent from one country to another that it is nearly impossible to make any generalizations. I.L.O. studies of holidays with pay bring this out clearly. The duration of the leave may, according to the country, be six days, a week, eight working days, 10 consecutive days, 12 working days, two weeks, 15 or 18 working days, or three weeks. And there are any number of intermediate formulas. The diversity is equally great when it comes to the conditions under which leave is granted. Here are some of the provisions in force in different parts of the world: the application of the principle to all employees; length of stay in the undertaking (usually a year) as a prior condition. . . . Collective agreements often add to diversity of conditions under which paid vacations are granted and taken. Thus certain categories of workers may obtain four weeks of paid vacation and others still more. The International Labour Organization has dealt with the problem of vacations with pay in various ways. The most significant steps it has taken in this field are the adoption by the International Labour Conference of 1936 of a Holidays With Pay Convention and Recommendation, and in 1954 of a recommendation to embody provisions which recognize the advances made in vacation benefits since 1936. This international instrument establishes the principle of a vacation with pay which should be no less than two working weeks for 12 months' service . . .

To be sure, paid vacations do not facilitate the task of management. They are an undeniable financial burden and they complicate production planning. Even in these countries where the vacation habit has taken a firm hold, the going is not always smooth. Similarly, since it is often management that decides when the employees may take their days off, a feeling of dissatisfaction may occur here and there. Today, no-one denies that the vacation break is actually necessary for the repair of the human machine, for its recuperation. Modern working conditions are familiar enough; they do not have to be described here. Whether tiring for the body or for the mind, the hours of work accumulated over a year call for an extended rest.

And so it goes on. There are many pictures of places provided by Governments as holiday resorts in which workers can spend their vacations with their families. There are also pictures of holiday camps established by unions in different countries, including Japan, Russia (a place on the Black Sea that I know something of), Canada, Norway, United States of America, the United Arab Republic, Switzerland, France—and there is one place here with no name that reminds one of Bondi, judging by the beach facilities available.

This will give members some idea of the provision made by the different countries where the workers are granted holidays with pay either by legislation or by collective agreement. The general principle obtaining in both Canada and the United States is that such facilities are provided so that the workers may spend their leisure time with their families and return to work properly recuperated after such vacations. This practice could well be followed in Australia. In Britain, a very enterprising gentleman known as Billy Butlin has set up holiday camps all over England and Scotland. I remember that in the early 1950's, when I was in England, these camps were well established. All facilities are provided and the charge is moderate. I understand Mr. Butlin is a millionaire today as a result of this venture, and many workers who could not otherwise afford an ordinary holiday at a resort can now spend their holidays in those camps built by Mr. Butlin.

The same is true of the other countries I have just mentioned. A few years ago the New South Wales Labor Council bought some considerable properties on the banks of the Hawkesbury River and started off with about four (I think it was) holiday homes, but there are nine or more now. The workers can rent them only during their holiday periods and the Christmas and Easter vacations. Other unions could co-operate in this, even in South Australia, and purchase land to establish such homes and make a go of it, because in South Australia apart from the Tourist Bureau I know of no place that attempts to cater for that type of vacation.

Mr. Casey: The South Australian Railways Department has similar properties.

Mr. FRED WALSH: I do not know about that. This point is well worth considering. I did not intend to be unkind to the member for Light (Mr. Freebairn). I hope that he does not take it that way and that he will accept my criticism as being kindly.

The member for Mitcham (Mr. Millhouse) has been spoken about by members on this side and by some of his own Party. Very little remains for me to say except that I cannot understand his outburst against his leader in a public place such as this House. To make a public outburst against his leader suggests there must be strong grounds for doing so. It was so well-publicized that I had no doubt that the press was well aware of what, in essence, he was going to say before it was said, and the cameras were on the front doorstep to take his photograph before he entered the House the next day.

Mr. Millhouse: I can tell the honourable member that that is entirely incorrect.

Mr. FRED WALSH: It is only a thought running through my mind. As the honourable member expressed the thoughts that were running through his mind, so I am trying to express those running through my mind.

Mr. Millhouse: As long as the honourable member does not mind my putting him on the right track.

The SPEAKER: The honourable member is out of order. The member for West Torrens!

Mr. FRED WALSH: The honourable member may attempt to put me on the right track, but he would have difficulty in appreciating the track I am on because to attack the Premier in the way he did was, to say the least, unjustified. Whether it was a round-about way of getting something else would be best known to himself, but I think the right and proper thing to do was to do it in another place and another way.

Mr. Lawn: They don't get much attention there.

Mr. Shannon: In other words, the honourable member thinks that sugar is a better bait?

Mr. FRED WALSH: No; I don't think that sugar is a better bait, but one can express himself as he honestly believes and not say something in a different way. I do not believe in putting a sugar coating on it: I believe in calling a spade a spade. The honourable member was a little disappointed at certain trends and events last year and it could be that he was and is ambitious. I like to see an ambitious person, one who strives for something even if he does not attain it. There is an old saying that, "if at first you don't succeed, you are only average."

I wanted to touch on why the honourable member attacked or was rather critical of the Premier, and certain happenings within his Party. The honourable member is so fond of attacking the Labor Party that I feel

justified in referring to his Party. If he gave us a break occasionally, we might be prepared to give his Party a bit of a break but, as he did not, we feel we must come back. He spoke about only one aspect and section of his Party when he referred to the manner in which the Premier made his selections. One Minister referred to the Premier being "the boss" but, as he is a member in another place, I cannot refer to him here. I think honourable members opposite would be well advised to follow the Labor Party's practice in the selection of the Cabinet and not follow a practice whereby they appoint their leader, and their leader appoints No. 2. Then, Nos. 1 and 2 appoint No. 3, Nos. 1, 2 and 3 appoint No. 4, Nos. 1, 2, 3 and 4 appoint No. 5, and so on. As a result, there is a happy family: everybody is consoled and happy. I think the same thing happens in the Commonwealth sphere as well.

Mr. Shannon: We on this side are happy with our system of appointing a Cabinet.

Mr. FRED WALSH: The honourable member may say that in here, and I admire his loyalty. I would not think much of the honourable member if he were disloyal to his Party, nor would I think much of any of my colleagues who were disloyal to our Leader in this House. Opposition members have their say in other places. What goes on here in South Australia also goes on in the Commonwealth sphere: Uncle Bob does the same thing. Let us see what two former members of the House of Representatives said last year. The two to whom I refer are Mr. Henry Gullett, who was Government Whip from 1950 to 1955, and Mr. Roy Wheeler, who was a member from 1949 to 1961. In the *Advertiser* of January 28 this year the following report appears:

Mr. Wheeler, a Sydney stockbroker, said the system of allowing Mr. Menzies to choose the Cabinet tended to result in a Cabinet of "yes-men" and had led to a one-man rule. He blamed the isolation of Canberra and the "one-man rule" of Mr. Menzies for the Federal Government's major mistakes, culminating in the November, 1960, credit squeeze. He described Canberra as the "highest ivory tower in the world." The Federal Liberal Party gave the Prime Minister a weapon which assured personal domination—the power of appointment of Ministers. "In his eyes the role of the private member is to be seen and counted at division times, but not heard," Mr. Wheeler said. Mr. Wheeler said that with a Cabinet of "yes-men" the burden of major decisions fell on the Prime Minister, with the result that policy tended to be day-to-day improvisation.

Mr. Lawn: It sort of reminds one of South Australia.

Mr. FRED WALSH: The report continues:

Mr. Gullett said that Mr. Menzies, choosing his own Ministers, had "foisted" upon the public some extraordinary second-rate men. Seldom had an administration commanded so little public enthusiasm, he said.

Mr. Coumbe: He is still there!

Mr. FRED WALSH: It reminds me of the local position. I am not reflecting on anyone in particular, but I suggest that in the event of a Labor victory in South Australia at the next State elections—and I hope no-one will think that I am pushing my own barrow, for I will not be here—

Mr. Shannon: If I may say so, more's the pity.

Mr. FRED WALSH: I can afford to speak with some disinterest in the matter. In the event of Labor being victorious at the next State elections, the Labor Party itself will appoint the Ministers, and it will be left to the Leader to allocate the portfolios.

Mr. Ryan: That is democratic.

Mr. FRED WALSH: It is the decision of the Labor Party that counts in these questions, and I think the Liberal Party could well follow our example. The member for Mitcham (as is his wont) attacked the Labor Party on what was done at the last State Labor Conference. He went on to refer to the President of the Australian Labor Party as the reigning czar, and he said that everybody had to bend the knee. Let me tell the honourable member that I have never bent my knee to anyone, and I am not going to bend it now to the President of the Australian Labor Party or any other living man.

Mr. Bywaters: He does not expect it anyway.

Mr. FRED WALSH: I do not think anybody on this side of the House would bend his knee, either, so the honourable member's insinuation goes for nothing. I resent that insinuation, and I think the least said about the Labor Party in these matters the better it will be for the honourable member and his Party, as well as for my Party.

I now wish to speak about a matter that has given some concern, perhaps not to everybody but to a number of people in the community. I think this matter was touched upon by the member for Port Pirie (Mr. McKee) in the course of this debate. We have all received much correspondence from interested people on the suggested establishment of an off-course betting system in this State. We have been inundated with matter from the racing clubs and associated interests on the one hand in support of such a system, and from the church organizations that have arrayed themselves

against the proposal. Numerous letters have appeared in the press for and against this matter, and some people have taken it upon themselves (or perhaps they have been pushed into it) to appear on television concerning it. I do not care two hoots whether or not a totalizator agency board system of off-course betting is established, but if a Bill came before the House for that purpose I would not vote against it. The racing people have had much to say on this subject, but I believe they have allowed their own interests to cloud their judgment.

Mr. Coumbe: Would you say they have exaggerated the position?

Mr. FRED WALSH: In some instances they have. They have singled out only one State and have not mentioned the position in other States. I am not averse to the terms of reference that those people have suggested, and therefore I am not altogether in accord with what the Premier has done in referring the whole matter to the Betting Control Board. I believe that the board knows as much about racing as the man in the moon, if there is one. Its members rarely go to race meetings. The board decides such things as betting procedures to be followed, yet its members do not understand horse racing and rarely go to race meetings.

Mr. Jenkins: Would the persons the racing clubs wanted on a Royal Commission know any more?

Mr. FRED WALSH: I am coming to that, but the matter is too complicated to consider seriously in this debate. I am speaking about it now because I may not have the opportunity again. Referring the matter to the B.C.B. is tantamount to referring it to the undertakers. The Premier said that it was unlikely that any commission could make recommendations within a reasonable time. This is a serious matter, so what is wrong with an inquiry taking some time? What is wrong with considering every detail? Let us hear every aspect of it and give every person, for or against it, an opportunity to express his views. This would give members of Parliament an opportunity to consider the whole matter before determining their attitude. What is the point of a factual report from the B.C.B. based on what they hear about the Victorian Totalizator Agency Board? This system of off-course betting operates in every State except South Australia and New South Wales, and soon it may be operating there. In reply to a question by the member for Port Pirie, the Premier said;

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 terms of reference suggested by the racing clubs were such that they wanted an inquiry into the control of racing. They suggested that Mr. Justice Ligertwood, Sir Edgar Bean and Sir William Bishop should form the Royal Commission. I do not know whether these gentlemen attend race meetings or not. The racing clubs also proposed that the Royal Commission should examine the characteristics and operations of the existing control of racing in South Australia, and examine whether there should be some alteration of the administration through appointment of additional people. I could not agree more with that suggestion.

Mr. Shannon: I have heard you on this before.

Mr. FRED WALSH: An inquiry is needed now into the control of racing in this State. Attention should be paid to the poor attendances and the complaints of people who go to race meetings—the little men such as I am—for a Saturday afternoon's entertainment, and not to win money. I have been going too long to believe that one can win money at the races, but I go for an interest and for relaxation. I am not satisfied with how the racing is controlled, and that seems to be the opinion of my associates who attend races on Saturday afternoons. Why should racing be controlled in South Australia by the South Australian Jockey Club; in New South Wales by the Australian Jockey Club; in Victoria by the Victorian Racing Club; in Western Australia by the Western Australian Turf Club; in Tasmania by the Tasmanian Racing Club; and in Queensland by the Queensland Turf Club? There should be an overall authority to control racing and to appoint stipendiary stewards. If action is taken against

a trainer, owner or jockey, and he is suspended or disqualified for a lengthy period, the odds cannot be named that an appeal will follow. There always seems to be a friend on the committee and, when the appeal is heard, for some reason or other the offence is considered to be trivial, or the evidence is not strong, or the case is weak, and the suspension is either lifted or the term of it reduced. Rarely, unless it is imposed on a battler, does the suspension remain as it was decided by the stewards. The result is that the stewards consider that there is no point in taking action, because the committee, on appeal, either reduces the suspension or lifts it.

Older members of this House will remember that Bob Richards (the then Leader of the Opposition and member for Wallaroo) persistently tried for many years to have instituted an overall control of racing in South Australia. He had no interest in racing and never attended a meeting, but he knew that something was wrong with it. If there is nothing wrong with it now, then the Commission may report that way, and the control can remain as it is, and everyone will be satisfied with the report. I am sure that, if the Commission reported upon any undesirable features of the present system and suggested legislation to control it, there would be no objection. I have no objection to the other suggestions made by the Off-Course Totalizator Committee. This matter is too complicated to decide quickly; everything for and against it should be quietly and calmly considered; and everyone should be heard, so that this House has all the facts before it. I do not criticize those who are against the proposed facility. The Premier said that the Betting Control Board had power to do certain things, but he knows that it does not have power to introduce the T.A.B. system of off-course betting. It can license betting shops, but since the war it has not seen fit to license betting shops other than at Port Pirie.

It has been suggested that off-course betting will result in increased stake money and improved horse breeding. That may or may not be so; I doubt it. I realize that I will be subjected to criticism, but I believe that one of the causes of the falling off in the quality of racehorses today is the use of drugs. A horse will win like a champion one week, and the next week I could kick my hat as fast as it could run. Another horse may win three or four races, and then it is never heard of again.

Mr. McKee: They should race them without bridles.

Mr. FRED WALSH: It is not a question of racing them without bridles. A boy may try as hard as he can, but the horse is not up to standard. This is not an idle story. Anyone who goes to the races knows that this happens. Last year a report about the use of drugs and stimulants on Sydney racehorses was published. It stated:

Bogus stimulants are being peddled to Sydney racing stables for as much as £15 a phial, the Department of Agriculture has revealed. The department's veterinary officer (Mr. N. K. Golding) warned today that the appearance of the stimulants in recent months had coincided with surprising reversals on Sydney tracks. Mr. Golding said that chemicals offered by unscrupulous pedlars as tonics, stimulants or vitamins, were useless to build up a racehorse as a consistent winner.

He said *bona fide* stimulants or vitamins should be registered under the Stock, Food and Medicines Act of New South Wales and bear on the label the endorsement of the Stock Medicines Board. There had been a consistent pattern in recent shock reversals of form—“Horses show promising form for a couple of runs, then lose their zest for racing.”

The chairman of the Stock Medicines Board (Mr. R. M. Watts) said today, “Some racehorse trainers are being taken for a ride. As soon as we have sufficient evidence we will take legal action against the manufacturers of the stimulants.”

This happens in Sydney, and it happens in Melbourne. In Sydney they used to take swabs from the first, second and third placed horses in every race. I am not sure of the position today. I do not think they take any swabs in Melbourne, and in Adelaide they occasionally take a routine swab. In fact, it is a long time since I have heard the result of a swab, so whether they catch any offenders I do not know. If dope is being used on young horses, particularly on mares, obviously breeding will be affected. Action should be taken by the racing clubs to check on the use of drugs, because not only are the racing public and bookmakers being filched, but our breeding industry is being jeopardized.

On July 20 the main race at Cheltenham was worth £715. It attracted five runners and the top weighted horse conceded 6 lb. to the minimum weighted horses. Apart from the top weight, the horses were all trial stakers. The top weight had good form a couple of years ago (and I suggest that he could be in the category that I was mentioning, but as I cannot prove it I am not going to say anything about it), but lost form entirely. A couple of months ago I was in Western Australia and at one meeting the main race was worth £600,

but the attendance was only 5,000. The following Saturday the main race was worth £850 and the attendance was 6,000. The T.A.B. operates in Western Australia, but most of the betting is conducted on races in Melbourne and Sydney. I think I have said sufficient to indicate that the racing game should be thoroughly investigated. I am a "flat" patron, and I do not mind admitting it. I do not mix with the "skulls". I patronized the flat before I entered Parliament, I have patronized it since I have been a member, and I will continue to do so when I leave here.

Mr. Clark: It would be just as profitable on the flat as in the grandstand.

Mr. FRED WALSH: I would be no worse off, because, as I have already said, a person cannot win at the races. I have been going to the races for as long as I can remember, and my memory is clear as far back as 1905. The South Australian Jockey Club has done well with its "flat" enclosure, although I think it could consider the "flat" patrons a little more by directing that cars park farther from the betting enclosure on the flat. The Port Adelaide Racing Club has shown no consideration for the flatties, and little for the derby patrons. As for the Adelaide Racing Club, it has done nothing at all. The flat at Victoria Park is a dust bowl in summer and a mud bowl in winter. The A.R.C. collects revenue from commission on totalizer investments and bookmakers' fees. When the Government refused to agree to a suggestion to extend and enclose portion of the "flat" betting enclosure, and charge an entrance fee the A.R.C. threatened—Mr. Chandler threatened—to close the totalizer on the flat and transfer the bookmakers to the derby enclosure. That is how much they are concerned about betting facilities for the public.

Mr. Clark: What about Gawler?

Mr. FRED WALSH: I am not concerned with Gawler; one cannot see the races there anyhow. I saw Mr. Sattler on television last Sunday week. He started off with a "square-off" to the bookmakers, with whom he was apparently "off-side", and finished with a tirade of abuse against members of Parliament. He said none had the guts (to use his words) to move in Parliament for a totalizer agency board system. He praised you, Mr. Speaker.

Mr. Jennings: Because the Speaker was there with him.

Mr. FRED WALSH: He praised you, Sir, in connection with that matter, but he had nothing but abuse for other members of Parliament because, he said, they had not taken action.

I suggest that he has as much knowledge of Parliamentary procedure as he has of racing form. If racegoers followed his advice they would soon be broke. I believe this matter has been referred to the undertaker, however. I have pleasure in supporting the motion.

Motion carried.

The SPEAKER: I have to inform the House that His Excellency the Governor has advised that he will be pleased to receive members for the presentation of the Address in Reply at Government House on Thursday, August 15, at 2.10 p.m.

#### TOWN PLANNING JOINT COMMITTEE.

The Legislative Council transmitted the following message:

That, pursuant to Joint Standing Order No. 1, the Legislative Council requests the concurrence of the House of Assembly in the appointment of a Joint Committee with power to adjourn from place to place, to inquire and report what action should be taken in respect of any report of the Town Planning Committee laid before both Houses of Parliament pursuant to section 13a of the Town Planning Act, 1929-1957.

That, in the event of the Joint Committee being appointed, the Legislative Council shall be represented thereon by three members, two of whom shall form the quorum of Council Members necessary to be present at all sittings of the committee.

That the Hon. Sir Arthur Rymill, the Hon. K. E. J. Bardolph, and the Attorney-General shall be representatives of the Council on the said committee.

#### LOAN ESTIMATES.

In Committee.

(Continued from August 8. Page 429.)

Grand total, £32,914,000.

Mr. FRANK WALSH (Leader of the Opposition): Although I am not reflecting on you, Mr. Deputy Chairman, I think once again I can complain that I seem to be competing against Canberra.

Mr. Lawn: The House should adjourn this evening.

Mr. FRANK WALSH: If I am placed in this position again, I assure the Government that I will not speak on Loan Estimates when the national Parliament is dealing with the Budget. I do not think this is fair. I know that this Government is not responsible for what happens in Canberra, but I am not satisfied with everything in the Loan Estimates.

The Hon. Sir Thomas Playford: Would the Leader like me to move that progress be reported?

Mr. FRANK WALSH: I accept the offer.



However, I should like to indicate what happened this morning, and in doing so I reflect on no-one. I had a ring from someone connected with national radio or television station, asking me to comment on what I should like to be developed as a result of what would be contained in the Commonwealth Budget speech, and I said that I was about to speak for probably three-quarters of an hour today on an important measure involving an expenditure of about £60,000,000. I said that I did not suppose this person knew that I was to speak and I said that probably no reference to my speech would be made over the air or on television. The Commonwealth Budget is important and the people should be able to hear the Treasurer's speech. However, the people should have some report tomorrow of my remarks.

Progress reported; Committee to sit again.

#### AMUSEMENTS DUTY (FURTHER SUSPENSION) BILL.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer) obtained leave and introduced a Bill for an Act to suspend further the levy and collection of amusements duty under the Stamp Duties Act, 1923-1960. Read a first time.

#### METROPOLITAN TAXI-CAB ACT AMENDMENT BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to amend the Metropolitan Taxi-Cab Act, 1956-1957.

Motion carried.

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

#### THEVENARD TO KEVIN RAILWAY BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee

of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to provide for the construction of a railway from Thevenard to Kevin and to authorize the discontinuance of the railway between Wandana and Kowulka.

Motion carried.

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

#### FRUIT FLY (COMPENSATION) BILL.

The Hon. D. N. BROOKMAN (Minister of Agriculture) moved:

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to provide for compensation for loss arising from measures to eradicate fruit fly.

Motion carried.

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

#### BRANDS ACT AMENDMENT BILL.

The Hon. D. N. BROOKMAN (Minister of Agriculture) obtained leave and introduced a Bill for an Act to amend the Brands Act, 1933-1961. Read a first time.

#### HEALTH ACT AMENDMENT BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution: That it is desirable to introduce a Bill for an Act to amend the Health Act, 1935-1961.

Motion carried.

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

#### ADJOURNMENT.

At 5.37 p.m. the House adjourned until Wednesday, August 14, at 2 p.m.