

HOUSE OF ASSEMBLY.

Tuesday, August 20, 1963.

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

FRUIT FLY (COMPENSATION) BILL.

His Excellency the Governor, by message, recommended to the House of Assembly the appropriation of such amounts of the general revenue of the State as were required for the purposes mentioned in the Bill.

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

His Excellency the Governor, by message, recommended to the House of Assembly the appropriation of such amounts of money as might be required for the purposes mentioned in the Bill.

**BUSINESS AGENTS ACT AMENDMENT
BILL.**

His Excellency the Governor, by message, recommended to the House of Assembly the appropriation of such amounts of the general revenue of the State as were required for the purposes mentioned in the Bill.

QUESTIONS.**PUBLIC EXAMINATION FEES.**

Mr. HUTCHENS: During the Address in Reply debate the Leader of the Opposition (who unfortunately is absent recovering from a minor illness) drew attention to the increase in fees charged by the Public Examinations Board for Intermediate, Leaving and Leaving Honours examinations. The Leader asked whether the Government would reduce the fees. During the Address in Reply debate, I supported the Leader, and drew attention to the fact that Professor Neal (Chairman of the Public Examinations Board) had said that these examination fees were a matter for politicians whereas I argued they were rather a matter for the Government. Has the Minister of Education or the Government considered this matter, and can the Minister say whether any action is contemplated?

The Hon Sir. BADEN PATTINSON: I differ somewhat from Professor Neal and from the Deputy Leader. I considered that it was not a matter for politicians or for the Government: it was a matter for the board, which initiated the move for the increased fees. Subsequently, the board's decision was approved by the University

Council and later again, the council's decision was ratified by the University Senate. I thought at the time, and still think, that the fees to be charged by the board were excessive, and that view was shared by my Cabinet colleagues. However we did not think it was properly within our province to disallow the decisions of these two properly constituted authorities, which are either autonomous or semi-autonomous. In view of the discussions in this House during the last few weeks, Cabinet has reconsidered the matter and asked me to refer it back to the university and to the board for further consideration.

SURPLUS CHEESE PRODUCTION.

Mr. JENKINS: Co-operative dairying factories, and probably other dairying factories, seem to be faced with a surplus of cheese. I am told that within a few weeks all factory cold storage capacity will be filled and, unless there is a shipment by October, factories will have to rely on other storage, such as Government cold stores, if space is available there. It is considered that there is a market potential in some South-East Asian countries, and that some effort should be made to sell our products in this area. However, apart from Japan and Singapore, these countries suffer from a lack of wharves and cold stores, and goods have to be landed by scow or other such lighterage, and distributed immediately instead of being taken into cold stores for orderly distribution. Will the Premier consult the appropriate Commonwealth Minister to see whether funds can be provided—perhaps through the Colombo Plan, after investigation into the economics of the matter—to help those countries provide an outlet for our surplus dairy produce?

The Hon Sir THOMAS PLAYFORD: Yes.

GEORGES CORNER.

Mr. LOVEDAY: Has the Minister of Works, representing the Minister of Roads, an answer to my recent question regarding sign posts for Georges Corner?

The Hon. G. G. PEARSON: My colleague, the Minister of Roads, states that an analysis of the accident history of this location reveals that no accidents had been reported up to April for this year. However, because of accidents occurring in previous years, the Highways Department has installed standard warning signs in an effort to alleviate the problem. In addition to these warning measures, the department is preparing to install a series of rumble strips to provide audible and tangible notice as an aid to the visual

stimulus of warning signs. Speed studies have already been completed as a preparatory measure.

JET PLANES.

Mr. HEASLIP: At about 11.30 a.m. yesterday, a jet plane flew over Glenelg and Somerton, and the noise from it was not only frightening: it was terrifying. According to this morning's *Advertiser* it was a Vulcan jet of the Royal Air Force. I understand that commercial airlines have ordered similar jets. Although I believe that yesterday the plane came from the Edinburgh airfield, can the Premier say whether, when jets are used from West Beach, they will be forced to fly out to sea and attain sufficient height before flying over the built-up area so that people in the Glenelg, Somerton and surrounding areas will not be frightened as they were yesterday?

The Hon. Sir THOMAS PLAYFORD: The problem of noise from jet aircraft taking off is one that all countries face. When I was overseas recently I observed some methods being used to lessen the impact of such noise. At some aerodromes installations are being provided to obstruct the sound and severe shock from jet aircraft. At one aerodrome aircraft were ordered to operate at low throttle after take-off until they cleared the heavily populated areas. At West Beach the problem may be alleviated because most of the time the aircraft will be able to take off seawards. I will refer the question to the Commonwealth Minister for Air to see whether anything useful can be done. I see no reason why an aircraft operating from the Edinburgh airfield should fly so low over Glenelg and I will bring that matter before the Minister's notice.

WOMEN JURORS.

Mr. DUNSTAN: On the last occasion when the Juries Act was before this House I gave notice of a motion for an instruction to the Committee of the Whole House upon the Bill that it have leave to consider certain other matters. On inquiry from the Premier, I said the purpose of my intended amendment was to allow women to sit upon juries. The Government thereafter did not proceed with the amendment and left the Bill in the proverbial place at the end of the session, and the Juries Act has not since been before the House. I understand that the Premier has received a deputation from the League of Women Voters on the subject of women serving upon juries in this State. Can he say whether

the Government is considering reversing its previous policy on this subject?

The Hon. Sir THOMAS PLAYFORD: A deputation waited on me this morning and put before me a case for women to serve upon juries in South Australia. The submission was handled skilfully and well, and it was a good case, but as it obviously involved Government policy I informed the deputation that I would place the matter before Cabinet and supply a formal reply in due course. Problems were associated with women serving on juries here, but possibly they may now have been overcome. One question related to the provision of accommodation. However, I think that juries now sit at only two places in South Australia—Adelaide and Port Augusta.

Mr. Dunstan: And at Mount Gambier.

The Hon. Sir THOMAS PLAYFORD: At Mount Gambier? In any event, the matter is being considered. Another problem that requires examination relates to the undesirability of compelling women who have young children to leave their homes to serve on juries. Members will appreciate that this would not be good from the family viewpoint or, possibly, for results generally. The matter is being considered by Cabinet and when a decision has been reached I will inform the honourable member. I know his special interest in the matter.

LAND SETTLEMENT.

Mr. BOCKELBERG: In view of the very disappointing reply by the Minister of Lands to a request about the wild life reserve in the hundred of Hambidge, will the Minister consider surveying and allotting land in the hundred of Panitya and elsewhere that has been held for many years but on which no development has taken place so that young men may obtain a block and settle down in their own environment rather than having to seek employment in some other capacity elsewhere?

The Hon. P. H. QUIRKE: As I informed the honourable member earlier this year, the hundred of Panitya is now being surveyed for allotment. It takes time to make surveys, but when that work is completed the matter will be reviewed. The other matter he has raised relates to land that has been kept out of production, but this question naturally depends upon the form of tenure of the land. If it is freehold country—as is a considerable area in his district—we can do nothing about it, but there are conditions attaching to leasehold

tenure. I will have that question examined and will inform the honourable member in due course.

BROKEN HILL ROAD.

Mr. CASEY: Recently I introduced the Mayor of Broken Hill to the Premier when the question of work on the Broken Hill to Adelaide road was discussed. Has the Premier anything to report on this subject?

The Hon. Sir THOMAS PLAYFORD: I promised to make inquiries for His Worship the Mayor and I find that the present position is that all bridges between Paratoo and Yunta and between Mingary and Cockburn have been widened. A contract has recently been let for the reconstruction and widening of three additional large bridges between Yunta and Mingary. This work is in hand, and it is expected will be completed towards the end of the year. Yunta bridge is also being widened and reconstructed. The substructure of this bridge is almost completed, and it is expected that the widening will also be completed towards the end of this year. The design of a further five bridges is in hand, and contracts will be called for these as soon as practicable. The remaining bridges will be reconstructed progressively and completed ahead of road construction.

SCHOOL CROSSINGS.

Mr. LAUCKE: Has the Minister of Works a reply to my question of last week concerning a school and pedestrian crossing at Tea Tree Gully?

The Hon. G. G. PEARSON: My colleague, the Minister of Roads, states that the barriers across Walter Street, Tea Tree Gully, have been erected by the district council as a temporary measure to protect schoolchildren crossing the road. This resulted from the construction and sealing of Walter Street by the council, causing unrestricted traffic movements outside the normal crossing area (that is, in Walter Street as distinct from the Main North-East Road) thus resulting in a hazard for children who are at present protected only while crossing the Main North-East Road. The suggested treatment resulted from an inspection of the site by representatives of the council and departmental engineers. As consideration is being given to the reconstruction of the main road in the area and surveys will be necessary to determine the measures to be taken, the Road Traffic Board gave approval for this action as a temporary measure to be observed and if successful to be retained until the

survey has been completed and some other action taken. It is pointed out that the traffic is still able to enter Walter Street to the left and right of the restricted area and that vehicles are still permitted to park in that street. Furthermore, the area which is now restricted was previously a prohibited area, so that very little parking space, if any, has been lost.

Mr. LAUCKE: The Minister's reply suggested that the local council agreed with the decision to barricade the Walter Street section of the crossing. I have telephoned the chairman of the council, who re-affirms that the erection of the barricade was not in accordance with the desire of the council. Will the Minister of Works refer this question back to the Minister of Roads, seeking further consultation between the Road Traffic Board and the council with a view to having permission granted to the council to erect a further traffic light on the northern side of Walter Street? This would complete the crossing from the southern side of the Main North-East Road to the northern side of Walter Street, which would secure a complete crossing at this point and do away with the obstructing barricade at Walter Street.

The Hon. G. G. PEARSON: Yes.

SEX INSTRUCTION.

Mr. TAPPING: On July 23 I asked the Minister of Education if he would take up with the Education Department the practicability of having some form of tuition and discussion in schools about sex. Has he a reply?

The Hon. Sir BADEN PATTINSON: Yes. I promised the honourable member that I would refer the matter to the Director of Education for report and recommendation. I have received a report and recommendation and, as it is fairly lengthy, I will read only relevant parts. The Director of Education reports:

The inclusion of instruction in the school curriculum is a possible solution that should be seriously considered, although I certainly agree that the tendency of many well-meaning people to think that the inclusion of a subject in the school course is a panacea for all ills is unjustified and to be deplored. It is easy to point to the obvious dangers and difficulties of introducing instruction on sex matters and on family responsibility into the school courses even in the upper years of the secondary schools. If any such move were to be seriously considered it would be necessary to decide most carefully the nature of the instruction to be given, the persons to whom it should be given, and the conditions under which it should be

given. It would be equally true to observe that the giving of this instruction at too early an age in the development of each individual child may easily lead to a marked increase in immorality among teenagers. As this matter is plainly connected with the question of public health, I recommend that I should be authorized to take this matter up with the Director-General of Public Health and the medical officers.

I approved of his recommendation. The Director-General of Public Health has issued a fairly lengthy report and recommendation, and again I will read short excerpts. Dr. Woodruff reports:

I think all authorities are agreed that family influences play the greatest part in shaping behaviour in sex as in other matters, and the general high quality of young people reflects the good quality of the family in which they have grown up. Sex and other matters related to health are important in shaping personality and influencing the quality of subsequent life. But some families are unsatisfactory or broken, and even in some families many health matters, including sex, are either ignored or are subject to ignorance and misunderstanding. There is, therefore, in my opinion, an important place for health education, which will naturally include some consideration of sex, in the school curriculum. . . . I believe it would be unwise to include in curricula, as a new or separate item, instruction related to sex, but it is important to foster throughout the whole primary and secondary curriculum some instruction in and discussion on health matters generally. Sex will take its natural place at various levels in this work.

As a result of these two reports and recommendations, I intend to ask the Director of Education and the Director-General of Public Health to collaborate and see whether some suitable form of instruction can be devised, but that is not a decision that it will be introduced; before anything is done, I will consult my colleagues in Cabinet.

FAIRVIEW ESTATE.

Mr. HARDING: My question relates to the closer settlement scheme on part of the old Fairview Estate in the hundred of Woolumbool, north of Lucindale. Recently, on behalf of the settlers, I presented a petition to the Minister of Repatriation seeking financial relief in relation to amounts outstanding and becoming due. Will the Minister say whether this matter has been considered?

The Hon. P. H. QUIRKE: What is known as the Fairview Estate in the hundreds of Woolumbool and Lochaber has been known for a long time to be country that is difficult to develop. In recent years it was allotted to people who the Land Board in its wisdom

thought would be able to undertake the job of developing that low-fertility soil. The results have been outstandingly good, and it is recognized that, because of some disability due to the nature of the land, the work entailed, and the slowness of development, some relief is needed from the payments that were laid down as part of the tenure of the land. The matter has been carefully investigated, and a decision has now been given. Most of the lessees on Fairview Estate petitioned for relief from payments of instalments on improvements for two years. This estate was purchased in 1945 with State funds for inclusion in the War Service Land Settlement scheme, but the Commonwealth did not agree to include the estate in the scheme. It was subsequently developed with Crown Lands Development funds, and blocks were allotted by the Land Board. The settlers' petition was considered by the Land Board, which concluded that a "breathing space" was necessary so that the settlers should not exhaust their financial resources before they could reach a sound level of production. On the recommendation of the board, I have approved of an arrangement whereby no demand will be made for payment of instalments under the Improvements Account for two years; namely, instalments due on July 1, 1963, and becoming due on July 1, 1964. The amount of these instalments plus interest will be capitalized and spread over the remainder of the term for repayment. When lessees commence re-paying their instalments on improvements, they will pay the amount due in 25 instalments instead of 27, as at present. As a consequence, instalments then payable will be at an increased figure, but the lessees will have had the advantage of the "breathing space" to which I have referred. Although there are differences between individual cases, typical examples of the arrangement are—case A, amount deferred and capitalized, £924 9s.; old instalment, £450 19s.; new basis, £519 17s.; and case B, amount deferred and capitalized, £491 6s.; old instalment, £239 13s.; new basis, £276 5s. Each settler concerned has been advised of the proposals and has the right either to accept the new terms or to continue under existing arrangements. I pay a tribute of congratulation to the settlers who have undertaken the work. Their position, individually and collectively, is sound, but they are feeling the strain, and I congratulate them on the work they have done in bringing this low-fertility area to the stage to which it has now been brought.

PASKEVILLE SCHOOL.

Mr. HUGHES: Last Friday I received a telephone call from the chairman of the Paskeville school committee asking me to meet some of the school committee members and parent members of the welfare association at Paskeville yesterday. I met those parents and found that they had become alarmed over the long delay in effecting repairs to the school buildings, particularly the western wall, which has become so damp on the inside that the paint on the wall is now like glue. If a person were to place his hand on the wall it would come away damp and sticky. The chairman assured me that the committee had been asking for some time for this urgent work to be carried out, and that about 12 months ago he had made personal representations to the department and was promised that the work would be done. In fact, he told me that on the relevant document the work was noted as being considered urgent. I know that no-one will regret this delay more than the Minister of Education, because he has always considered requests from the country sympathetically. However, I ask him now to treat this as an urgent matter and seek a report on why this work has not been proceeded with.

The Hon Sir BADEN PATTINSON: I shall be pleased to do so. This is one of the numerous matters that have not come to my personal knowledge. I know the Paskeville school very well, and have often visited it in the past. I have a soft spot in my heart for the school, and therefore I shall be only too pleased to give the matter my personal attention.

STANDING ORDERS.

Mr. MILLHOUSE: Mr. Speaker, I have been handed by my local Federal member, Sir John McLeay (the Speaker of the House of Representatives)—his son is the incoming member for Unley—a copy of the report of the Standing Orders Committee of the House of Representatives. This report contains proposed revised Standing Orders, which I think have now been adopted in the House of Representatives. The preamble to the report states that the purpose of the review was:

As a general principle, the elimination of unnecessary form and the adoption of procedures allowing more effective consideration and debating time;

The establishment of new simplified procedures appropriate to the modern needs of the House;

The omission of obsolete provisions long since discarded by the House of Commons, and their replacement, where necessary, by Orders expressing modern practice;

The definition of established practice not stated in existing Orders; and

The amendment of Orders which do not clearly express their purpose or which are in conflict with the practice of the House.

We are under no obligation at all—quite the reverse—to take our lead from any other Parliament. However, as Chairman of the Standing Orders Committee, have you, Sir, considered the amendments which have been made in the report to which I referred and, if you have, do you think they should be considered by the committee with a view to their being introduced either in whole or in part in our own Standing Orders?

The SPEAKER: In reply to the honourable member, the Standing Orders Committee has already had one meeting this session. Certain suggestions were made, and some suggested amendments to our own Standing Orders were circulated to members of the Standing Orders Committee for their consideration. As the honourable member will know, the Clerk of the House has not long returned from visiting the House of Commons, and I have been waiting for his report on that visit. I have now seen his report, but have not yet studied it closely. I intend to table the report soon, so it will then come to the attention of the Standing Orders Committee. I intend to call the Standing Orders Committee together regarding Standing Orders legislation. I have seen the report of the Standing Orders Committee of the House of Representatives, but have not had sufficient time to study it. No doubt that report, together with the suggestions made, will be considered by the Standing Orders Committee. The honourable member will realize, I know, that this House functions on an entirely different system from that of the House of Representatives, which has 124 members compared with our 39. For instance, we have no limitation under our own Standing Orders regarding the length of speeches. I do not know whether the honourable member is suggesting a limitation on Address in Reply speeches, but I think he could set a very good example in that regard.

POTATO MARKETING.

Mr. CORCORAN: Yesterday the Full Court gave a majority judgment dismissing an appeal against an order by a Supreme Court judge

who had quashed a conviction for a contravention of an order made by the South Australian Potato Board under the Potato Marketing Act. The essence of the judgment, as I understand it, is that the board has now lost certain controls which it was understood previously to have had. As a consequence, can the Minister of Agriculture say whether the Government intends to introduce legislation this session to rectify the matter?

The Hon. D. N. BROOKMAN: Legislation has been considered in relation to the Potato Marketing Act for some time, and the Parliamentary Draftsman is at present working on some proposed legislation. Now that this case has been concluded the results will be examined closely, and if it is considered appropriate some action will be taken by way of legislation. At this stage I can say that the final draft has not been completed, nor has the Government had an opportunity of seeing the type of Bill proposed, so it is too early to give specific information on the subject.

HUB SCHOOL SYSTEM.

Mr. FREEBAIRN: I understand that under the hub school plan headmasters of larger country schools visit one-teacher schools in their immediate districts with the objective of supplementing the work of district inspectors. Can the Minister of Education indicate the extent of the hub school plan and say whether every small country school will benefit under it?

The Hon. Sir BADEN PATTINSON: The hub school plan is substantially as the honourable member has stated. It provides for able and experienced headmasters of larger schools in country areas (after instruction and briefing by the district inspector) visiting smaller one-teacher schools in the district. The hub school leader does not in any way usurp the functions of the inspector. His visits are advisory only and are designed to give young, inexperienced and sometimes isolated teachers the guidance and assistance of their more mature colleagues. In doing so they help to establish good standards of teaching in the smaller schools and supplement the work of the inspector, who in each case indicates the special aspects of school organization and instruction on which he considers assistance should be given. This briefing ensures that the teacher of the satellite school, as it is known, receives the maximum benefit and enables the hub leader to make adequate preparation for it. The hub school plan, which was introduced

in 1957 as an experiment, has proved very successful. In 1957, 60 schools were helped by 17 heads, whereas already this year the numbers have grown to 133 schools spread throughout the State receiving highly valued guidance and instruction from 62 able and experienced heads. Regarding the latter part of the question, we rely largely on the advice of the various country inspectors as to how far we should enlarge the scheme, but I hope that it will be gradually extended to all the smaller schools throughout the State.

MONASH WATER SCHEME.

Mr. CURREN: Some time ago I approached the Minister of Irrigation regarding the water reticulation system for Monash township and the need for its renewal. Can the Minister say whether this work has been included in this year's Loan works programme?

The Hon. P. H. QUIRKE: The scheme has not been included in this year's programme, although estimates of the cost of this work have been prepared. Because of the position of the Loan funds, no specific provision has been made this year. However, the situation will be reviewed soon when expenditure on certain irrigation works is more accurately known, and if any saving can be effected on these lines it may be possible to provide for some work to be done on the Monash supply.

FORESHORE DEVELOPMENT.

Mr. HALL: In the Address in Reply debate I drew attention to the problems that are being created by the establishment of shack sites on foreshore areas throughout the State. Some people consider that an advisory body is necessary to give advice and guidance to local government authorities, many of which are responsible for the establishment of these foreshore shack recreation areas. I envisage that such an advisory body would include the Town Planner, the Director of the Tourist Bureau, the Director of Lands, the Commissioner of Highways and a representative of local government. Will the Premier consult his colleagues on the appointment of such an advisory body?

The Hon. Sir THOMAS PLAYFORD: I will refer the question to the appropriate Minister.

Mr. HALL: The board I envisage would include the Director of the Tourist Bureau—and I understand that the bureau comes under the Premier's jurisdiction—the Town Planner, the Director of Lands, the Commissioner of Highways and a representative of

local government. As the Premier is the head of Cabinet and the Leader of the Government I naturally thought that only he could bring my suggestion to some satisfactory conclusion. Can the Premier say to which Minister he intends to refer this matter, if he believes that it is not within his province?

The Hon. Sir THOMAS PLAYFORD: I thought that the honourable member would have appreciated when I said that I would refer it to the appropriate Minister that I was modestly referring to myself.

EGG MARKETING.

Mr. BYWATERS: As I understand that the Minister of Agriculture has received further information regarding the Commonwealth egg marketing authority scheme (known as the bird levy), has he had second thoughts about this scheme, and does he now consider that this State should join with the other States of the Commonwealth to make this scheme work?

The Hon. D. N. BROOKMAN: I do not know to what the honourable member is referring specifically, but I have had some information. I asked the Commonwealth Minister for Primary Industry to inquire into the poultry industry generally. Whether the scope of this inquiry would include the scheme or not was immaterial, but I considered that an inquiry was necessary. The Minister has informed me that the inquiry will not be held. That is the only changed condition. There is nothing to stop the Commonwealth Government introducing legislation along the lines recommended by the Council of Egg Marketing Authorities, but it has stated that it would not consider doing this unless it was asked for by all States. South Australia has not asked for it, and I know of nothing to alter that situation. The Commonwealth Government is not generally so considerate as to ask every State to agree before it introduces legislation but, in this case, it has said that. We should like to see that legislation before we introduced a Bill into this Parliament, but that has not come forward. No Bill has been prepared, no detailed plan has been put forward and, as far as I know, the Commonwealth Government proposes to take no further action at present. There have been no changed circumstances except that I have received the information that the Commonwealth Government will not institute an inquiry into the industry. In the meantime, I have received widely varying views on the introduction of a poultry tax, ranging from strong support to strong opposition. I

am happy to listen to advice on the matter, and when I can determine that most people are sure of how the scheme will work and are certain that they want it, I shall be more sympathetic to it. However, much more detail is required about this proposed scheme than is available at present.

DARWIN HIGH SCHOOL.

Mrs. STEELE: In last week's press an article stated that, following a visit to the Northern Territory, the Director of Education had made a statement regarding a Leaving Honours class for the Darwin High School. Will the Minister of Education amplify that report?

The Hon. Sir BADEN PATTINSON: I recently informed the honourable member that the Director of Education would investigate this problem when he visited the Northern Territory. He did so, and at Darwin received detailed reports from the Superintendent of Northern Territory Schools, the Inspector of High Schools, and the headmaster of Darwin High School, and also had discussions with the Administrator of the Northern Territory. He telephoned me from Darwin and obtained my approval for the establishment of a Leaving Honours class at the Darwin High School to commence at the beginning of 1964. The subjects offered will include English, mathematics I and II, physics and chemistry, and we may include two or three other subjects that are shown to be necessary by the results of the Leaving certificate examinations at the end of this year. As a result, the Leaving Honours class will enable all students who wish to proceed to a degree course at the university to complete requirements for matriculation.

RAILWAY TIME TABLE.

Mr. HUTCHENS: It has been brought to the Opposition's notice that recently the Barossa Valley railway time tables have been altered to provide for a reduced service. People in the area have complained that this has had an unsatisfactory effect on the delivery of mail. It is rumoured that the Postmaster-General's Department is contemplating delivering mail direct as from September 1. This will mean a loss of revenue to the Railways Department. Will the Minister of Works refer this matter to the Minister of Railways and ascertain whether there is any truth in the rumour and, if there is, whether anything can be done to safeguard the railways revenue?

The Hon. G. G. PEARSON: The question of the time table was raised by the member

for Angas (Hon. B. H. Teusner) some weeks ago and I referred it to the Minister of Railways who furnished a reply. I believe that the member for Angas has had discussions with the Railways Commissioner on this subject, but I do not know the outcome of those discussions. I understood that the main point at issue related to the delivery of mail, but at that time the Postmaster-General had not expressed dissatisfaction with the time table nor had he considered alternatives for delivering the mail. The matter is before the Railways Commissioner and as soon as I have a reply I will notify the member for Angas and the Deputy Leader of the Opposition.

RAILWAY STANDARDIZATION.

Mr. McKEE: Has the Premier a reply to the question I asked last week about the expenditure on the Broken Hill to Port Pirie railway gauge standardization?

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

The proposed expenditure of £1,680,000 during 1963-64 is made up as follows: earth-works between Peterborough and Cockburn, £150,000; bridging between Peterborough and Cockburn, £184,000; rails—purchase of, £324,000; sleepers, £345,000; establishment of depots, £30,000; conversion of Cutana to Radium Hill railway to permit haulage of ballast, £6,000; stockpiling of ballast, £5,000; plant and rolling stock for construction £451,000; freight charges, £40,000; engineering and administration, £145,000.

PUBLIC RELIEF.

Mr. LAWN: I understand that if a widow with several children goes out and works for five or six hours a week the amount she receives is deducted from relief paid to her by the Children's Welfare and Public Relief Board. I have received a letter from a minister of religion in my district about a family in similar circumstances. He informs me that woman was made the cleaner of the church hall at 30s. a week, but that this was deducted from the amount granted. There was no margin of earning, which was ridiculous. Actually she was cleaning for nothing because the department would grant her the money if she did not earn it. This anomaly made him angry. Will the Premier take this matter up with a view to directing the board to make some allowance for a margin of earnings so that a person can earn a few shillings without its affecting the relief received from the department?

The Hon. Sir THOMAS PLAYFORD: I am not conversant with the tables of relief granted by the board, but I believe it considers cases upon their merits rather than having fixed rules for particular cases. I point out that pensions for widows and assistance for children are provided under Commonwealth legislation. The relief granted by the State is a supplementary sum that is considered necessary to assist in cases of hardship. It is not so much a question of the pension being involved as the supplementary grant. If the honourable member will let me have the letter he mentioned I will have it thoroughly examined and will inform him of the result.

DRY CREEK RAILWAY STATION.

Mr. JENNINGS: I have received a letter from the Australian Railways Union which states, among other things, that the union was informed by the Railways Department some time ago that approval had been given for a new amenities block to be erected at the Dry Creek railway station. The letter states:

Inquiries reveal, however, that although our Railways Commissioner called on the Railway Designing Office to prepare plans and the estimated cost, which was duly accomplished and approved by the Minister, instructions were then issued by him for an A.F.E. order to be drawn up to cover the work, and there, it appears, all activity ceases.

I understand that an A.F.E. means an authority for expenditure. Will the Minister of Works take this matter up with the Minister of Railways to see whether this work can be expedited?

The Hon. G. G. PEARSON: Yes.

CRAFT CENTRES.

Mr. LANGLEY: Has the Minister of Education a reply to my recent question concerning the continuation of woodwork centres in primary schools?

The Hon. Sir BADEN PATTINSON: When the honourable member asked me his question I said that the matter had not been before me for some time but that I personally was strongly in favour of the continuance of the teaching of woodwork in primary schools. Since then I have received a report from the Superintendent of Primary Schools, the relevant part of which is as follows:

The teaching of woodwork has been continued in 44 woodwork centres to the boys of 110 primary schools in both the metropolitan area and rural districts. In all of these centres instruction is given to grade VII boys, and the grade VI boys of 23 schools also receive instruction. In connection with woodwork

instruction by the teachers of primary schools not served by woodwork centres, I caused a questionnaire to be forwarded to all schools stated to be teaching woodwork in an endeavour to discover the extent of woodwork instruction in primary schools other than those served by woodwork centres, the qualifications of teachers for this work, the suitability of the accommodation, the condition and adequacy of the equipment, and the grades of the boys receiving instruction. The information thus gained is in the process of being classified and considered, and I hope in due course to be able to make firm recommendations about the teaching of woodwork in primary schools in the future. Until it is possible to do this I recommend that woodwork should continue to be taught in 1964 while the policy for the future is being determined.

I have approved of that recommendation, so woodwork training will continue at least throughout the calendar year 1964. I have already expressed my own opinion that it should be continued indefinitely, and I hope that will be done.

SCHOOL BUSES.

Mr. CORCORAN: Has the Minister of Education a reply to a question I asked on July 24 about the testing of drivers of school buses and their suitability to care for children?

The Hon. Sir BADEN PATTINSON: There appears to be a lack of uniformity in the tests that drivers of public conveyances are required to undergo. I am advised that in the metropolitan area taxi drivers must pass a special driving test conducted by a police officer, while drivers operating buses running on routes licensed by the Municipal Tramways Trust are required to pass a test conducted by a Municipal Tramways Trust inspector. In country areas, drivers of passenger buses operating over routes controlled by the Transport Control Board are also required to pass police driving tests; this applies also to taxi drivers in a few country towns. Teacher-drivers of departmental buses are required to pass a test supervised by the Transport Section; private drivers of departmental buses are required to pass a police test. Contract drivers and employees of contract drivers are not required at present to pass a driving test but before a contract is let the chairman of the school committee or council is asked to certify that the driver is acceptable to the parents as a school bus contractor. I am of the opinion that the present procedures regarding the certification of drivers of any vehicle used for the conveyance of children under our school transport system should be reviewed

and the requirements made more stringent as follows:

1. All drivers must produce evidence annually that they hold an appropriate licence for the type of bus they are driving.
2. All drivers to be certified as competent to drive a vehicle by responsible police officers; drivers over 60 years of age to be tested annually.
3. All drivers to submit medical evidence of their fitness to drive in accordance with the requirements to be laid down by the Education Department.
4. Subject to the above and also to the production of references as to character from the chairman of the school council or committee, every driver to be issued with a driving permit from this department. Only persons holding such permit will be allowed to drive a school bus.

These conditions will apply to all new drivers to be engaged in the future and all drivers employed under new contracts or existing contracts that may be varied.

CONCESSION FARES.

Mr. RYAN: Will the Minister of Works, representing the Minister of Railways, say whether the Government has considered permitting students over 14 but under 15 to travel at concession rates in view of the increase in the school-leaving age to 15?

The Hon. G. G. PEARSON: The matter has been considered to the point where reports have been requested from the authorities concerned. Those reports have not yet been considered by Cabinet. When they have been considered and some decision has been made, the honourable member will be informed.

AGRICULTURE SCHOLARSHIPS.

Mrs. STEELE: As I am a metropolitan member, I do not often have the pleasure of asking a question of the Minister of Agriculture, to whom my question is now addressed. This morning's *Advertiser* reports that the Government is to offer eight scholarships in either agricultural science, agricultural economics or veterinary science, and that these scholarships are to be restricted to males. There are, of course, women graduates in these branches of the Faculty of Agriculture, and in fact there are several graduates at the Waite Agricultural Research Institute. Can the Minister of Agriculture say whether these

scholarships are to be restricted to males or whether consideration has been given to their being extended to female graduates?

The Hon. D. N. BROOKMAN: There is no policy against the employment of female graduates in this matter: it is simply that the particular positions which the Director of Agriculture envisages future cadets will fill in the department—and I point out that these are cadetships for employment within the Agriculture Department—are for male graduates. I have not discussed this matter with the Director recently, but some time ago we discussed it. I strongly believe that it should not always be restricted to male graduates. The Director assured me that after the new laboratories were completed at Northfield and the work was under way, the department would be looking for positions which female graduates would be able to fill. In those cases, probably cadetships will be provided for them. I think it is still correct to say that women cannot graduate in agricultural science at the University of Adelaide. That is not the only factor, because veterinary scholarships were also mentioned in the question. I can say that there is no policy of discrimination against women: it is simply that up to the present the positions for which we are seeking graduates are not suitable to women graduates.

WHYALLA TECHNICAL HIGH SCHOOL.

Mr. LOVEDAY: Has the Minister of Works a reply to my recent question regarding the Whyalla Technical High School oval?

The Hon. G. G. PEARSON: Yes. The Director of the Public Buildings Department has informed me that tenders for the ground formation of the new oval have been called and will close on September 3.

RAILWAY STANDARDIZATION.

Mr. HEASLIP: Last week I asked the Premier whether he could indicate the future of the Gladstone to Wilmington railway line following on the completion of the standardization of the Broken Hill to Port Pirie line. This line carries much production from these areas, and the people there are particularly interested in its future. Has the Premier a reply to my question?

The Hon. Sir THOMAS PLAYFORD: As the position stands, the Commonwealth Government has given no indication that it would be prepared to authorize the conversion of the Gladstone-Wilmington line. If the approval is not forthcoming, then on the completion of the 4ft. 8½in. gauge line from Port Pirie to Broken

Hill the position will be that a transfer yard will be established at Gladstone with facilities for the transfer of traffic to and from the 3ft. 6in. gauge Wilmington line to either the standard gauge line to Port Pirie or the broad gauge line to Adelaide. If, on the other hand, the Commonwealth Government agrees to approve the conversion of the Gladstone-Wilmington line to standard gauge, the position will be that at Gladstone there will be facilities only for transferring goods from the standard gauge to broad gauge. As a matter of policy the South Australian Government strongly supports this railway line being converted to standard gauge.

MINES DUMPS.

Mr. HUGHES: When I spoke in the Address in Reply debate I drew the attention of the House to the serious drift from the Wallaroo Mines dump, and I maintained that it was the responsibility of the Government of the day to act to control this dump. As I understand that the Minister of Lands has made some research in this matter, can he give the House any information?

The Hon. P. H. QUIRKE: I had the pleasure of listening to the honourable member's Address in Reply speech and to his remarks on the mine dumps and the disability consequential on their erosion. I had in mind that something had been done previously about the matter, and on investigation I found that action had been taken by the Director of the Botanic Garden (Mr. Lothian) in response to a request. In 1960 the Corporation of Kadina approached the Mines Department for advice on methods to arrest the drift from the old mine dumps and the matter was referred to the Minister of Lands, who obtained a comprehensive report from the Director of the Botanic Garden on plantings that might be effective as windbreaks and for stabilization of the surface. This information was supplied to the Corporation of Kadina on July 8, 1960. Since the honourable member referred to these dumps, I have obtained a further report from the Director of the Botanic Garden, as follows:

Referring to your request relating to a question asked by Mr. Hughes (Wallaroo) in the House a few days ago, the following details are respectfully submitted. In early 1960 a request was received from the then honourable Minister of Lands for me to visit this region following advice sought from the Corporation of Kadina regarding ways and means of stopping drift of the old mine dumps. Details of the report and possible solutions are contained in the Docket D.M. 220/60. Briefly, it was pointed out that whilst it is very difficult to grow plants on the dump

material itself, similar treatment to that recommended at Broken Hill (at the request of the Broken Hill Mines Managers' Association) could be carried out, namely, the planting of wind breaks immediately below the extent of the mines dumps and the erection of brush fences in one or two places, running across the width of the dumps to break the force of the wind.

Alternative to the brush fence would be the laying of strips of limestone rubble about 6ft. wide and at least 3in. deep at distances up to two or even three chains apart. When this had been done at Broken Hill, and without additional water, debris was caught in these strips and germination of seeds took place. It is necessary to reduce the alkalinity of the dump material which is most acid (pH 4.5). Earlier this year it was possible for me to visit this area to see if any remedial measures had been taken, but it appeared that no action had been taken on the recommendation. May I say that this is not an uncommon occurrence, and it is a little disturbing not only to officers of this department, but I understand in other departments also, that following detailed inspection, consideration, discussion and finally recommendations being forwarded to organizations, that they had either been ignored or, in actual fact, had not been put into practice.

As you are aware, this department has on its staff a tree advisory officer who is constantly moving about the countryside giving advice to local government bodies, school councils, progress associations and, in fact, any organization in the country whose members have a problem relating to tree planting in their district. This officer would be made available should you so desire to specifically visit this area and subsequently bring down further recommendations. I will accompany this officer should you consider this essential. It is reiterated that while it is conceded the problem is a severe one it is not insurmountable. Should you consider it necessary I will be happy to undertake experimental planting in the region so that we can obtain first-hand information about such matters, although it is submitted that much of this work has now been done at Broken Hill following the suggestions made by the Director.

That is the conclusion of the letter from Mr. Lothian to me. I will let the honourable member have a copy of that letter. I point out that this is evidence that even what the honourable member said in the Address in Reply debate can be taken down and used as evidence against him.

OCCUPATION CENTRE.

Mr. BURDON: Has the Minister of Education any knowledge of further developments regarding the acquisition of land for an occupation centre at Mount Gambier?

The Hon. Sir BADEN PATTINSON: Since the honourable member's question and my reply, the Land Board has increased its

valuation and the two property owners have reduced their figure, so we have been able to purchase the land at an agreed price. The Superintendent of Primary Schools states:

The Chief Psychologist has advised me that at the commencement of this school at least 12 children will be enrolled, and that in the district there are approximately 20 others who will come under consideration. It is proposed to build a quadruple timber building on the land, which will consist of two classrooms, each 20ft. x 20ft., an assembly room, 32ft. x 20ft., a dining room, 16ft. x 20ft., together with office accommodation and accommodation for the staff. The building will be given a high priority, but it will not be ready before the second half of next year because of the long delay in acquiring the land.

POISONED OATS.

Mr. JENKINS: Has the Minister of Lands a reply to my recent question about the high price farmers were paying to stock and station agents for oats poisoned with 1080, and about the method used by the Victorian Lands Department to supply farmers with oats treated in this way?

The Hon. P. H. QUIRKE: Following the honourable member's question, I investigated and found that in this State serious regard is given to the use of 1080 poison, which is of tremendous strength and which has to be strictly controlled. The authorities here are not willing to allow that poison to be used by inexperienced people. A rabbit destruction trial about to commence in the Tatiara District Council area, designed to introduce recently developed techniques to bring about district-wide rabbit control, includes the provision of 1080 poison at rates comparable to those in most other States.

Poisoned bait material will be available to landholders in this trial area at a cost considerably lower than the commercial product now procurable. The cost will be higher than that in Victoria as that is subsidized by the Victorian Government. The bait material will be made available only to those landholders who are prepared to carry out rabbit control measures under the supervision of a trained operator who, in turn, will be under the directions of the council. When the trial has been completed and the results assessed, consideration will be given to the desirability of extending the service to other areas in South Australia. The cost of commercial poisoned oats is about £11 for a 120 lb. bag, and not £15.

Mr. Jenkins: Some people have paid £15.

The Hon. P. H. QUIRKE: Then they have been robbed. Under the scheme at Tatiara the cost will be about £3 for the oats and the poison.

Mr. Jenkins: That is much better.

The Hon. P. H. QUIRKE: That is only for the purpose of the trials in the experimental area. Yesterday I had the pleasure of inspecting Yalkuri, which is adjacent to the Coorong. It has an area of 12,000 acres, and is owned by a prominent landholder who has had much trouble in eradicating rabbits because of the type of soil. In the last few months an experiment has been carried out using 1080 under proper control and with a proper technique. During a close inspection of the whole area I did not see a single rabbit on the 12,000 acres, although adjacent properties had thousands of rabbits.

Mr. Jennings: How does it affect birds?

The Hon. P. H. QUIRKE: So far no dead birds have been found, and that aspect is being closely watched by the people in charge of the experiment. They made a close survey of the area to see whether bird life had been affected in any way but it had not been.

Mr. Jenkins: Poisoned carrots can be used also.

The Hon. P. H. QUIRKE: Yes, and have been used. This trial embraced both types of basic application. Diced carrots and oats were placed in furrows, not immediately around the burrows or warrens but some distance away in an irregular contour, and the bait was dropped in the furrow by a small machine. The rabbits were fed for a week on carrots and oats free from poison. After a certain time they were treated to a dose of 1080 with calamitous results, and these pestilential rodents were wiped out in thousands. In the Tatiara district this trial is continuing in conjunction with the district council, and in one other place in the South-East. From the result of these experiments and trials, the progress of this campaign for the almost complete eradication of rabbits in this State will be studied. From what I saw, the results may have a devastating effect upon the bunny. Areas adjacent to the treated country without application of any fertilizer are almost completely devoid of pasture, whereas this year the pasture on the experimental area has regenerated to a thick mat following the elimination of rabbits and has resulted in an increased carrying capacity of the holdings. The people in charge of these experiments are dedicated, and I give them full marks for the work they are doing. They need the support of every district

council, and any council which does not support them is not doing a proper job.

APPRENTICE TRAINING.

Mr. McKEE: Has the Minister of Education a reply to my recent question about the lack of training facilities for motor trade and panel beating apprentices in Port Pirie?

The Hon. Sir BADEN PATTINSON: Following the honourable member's recent question, the Superintendent of Technical Schools (Mr. Bone), and the Assistant Superintendent (Mr. Macklin-Shaw) visited Port Pirie on Thursday last to investigate matters associated with the training of motor mechanic apprentices, and had discussions with the school council concerning trade training in general and the training of motor mechanic apprentices in particular. They have advised me, as a result of inquiries, that the Port Pirie Technical School, with the help of the Technical Correspondence School, has been giving reasonably satisfactory training for motor trade apprentices. However, in the beginning of 1964 it is proposed to employ a full-time trade teacher in motor mechanics and to provide practical facilities for the training of motor mechanics. In the case of panel beating apprentices, it is intended to provide tuition in metalwork, welding and the theory of their trade, by correspondence, with some tuition in motor mechanics as a special requirement for Port Pirie, where the major number of panel beating apprentices come from crash repairers workshops.

SOLDIER SETTLEMENT.

Mr. HARDING: Last week, in the absence of the Minister of Repatriation, I asked the Minister of Works whether he would ascertain how South Australia's share of the £4,255,000 being made available by the Commonwealth Government for soldier settlement was to be used. I said that I presumed it would be used to bring farms now being developed up to standard. Has the Minister of Repatriation a reply to that question?

The Hon. P. H. QUIRKE: The purpose for which that money will be used is not as suggested by the honourable member. In his question to the Minister of Works, the honourable member was no doubt referring to the statement which appeared in the press that day. According to that statement, when the Commonwealth Treasurer was introducing the Loan (War Service Land Settlement) Bill, which provides for raising £4,255,000 Loan money for war service land settlement, he said that it was expected that £1,229,000 would be made

available to South Australia. No details of that amount have been received from the Commonwealth authorities, and it is unlikely that particulars will be sent on until the Bill has been dealt with. It can be assumed, however, that the amount referred to in the statement is the Loan money to be made available to meet the estimated cost, for the current year, of providing for advances to settlers and what further development work is still necessary.

JERVOIS BRIDGE.

Mr. TAPPING: Last Friday afternoon the Jervois bridge was out of commission for about 2½ hours, and traffic was diverted to the Birkenhead bridge where, consequently, there was chaotic traffic congestion. I understand that the Jervois bridge is being maintained by the Highways Department and I commend the Highways Commissioner for his endeavours in trying to keep it in serviceable order. Some time ago a speed limit of 15 miles an hour was applied to the Jervois bridge, and from personal observations I believe that motorists are complying with this requirement. A load limit of two tons was also applied, but I have seen vehicles of at least eight to nine tons tare using it. When one has regard to the shocking state of the western approach to the bridge near the sugar works, one can realize that this is hazardous. Will the Minister of Works ascertain from the Minister of Roads what policing of the limitation on loads is carried out at the Jervois bridge?

The Hon. G. G. PEARSON: Yes.

FOSTER CLARK (S.A.) LTD.

Mr. CURREN: Can the Premier report whether any progress has been made with the tenders for Foster Clark (S.A.) Ltd.?

The Hon. Sir THOMAS PLAYFORD: The tenders, of course, have to be considered by the Official Receiver. I understand that none of the tenders was entirely satisfactory. The prices offered were not sufficient. The Government does not want to dispose of this factory as such because there is great need for it to be maintained. Large quantities of fruit will be coming forward and it is imperative that the factory should be available to handle it. One tenderer who tendered for all of the equipment subsequently stated that he intended his tender to relate to the break-up value of the factory. At present the Receiver is negotiating for an entirely new firm to take over the assets.

REFLECTORS.

Mr. HUTCHENS: On August 13 the Leader of the Opposition asked whether it would be possible to use triangular warning devices on stationary police vehicles. Has the Premier a reply to that question?

The Hon. Sir THOMAS PLAYFORD: I have been informed that if illuminated triangular warning devices are made available the Police Department will be pleased to carry out trials on one of its vehicles. I realize that it would not be possible for the honourable member to devise such a device so I will see whether the appropriate department can manufacture one for experimental purposes.

ROAD SAFETY SIGNS.

Mr. HALL: Has the Minister of Works a reply to my recent question about protecting road safety signs by printing slogans on the back thereof?

The Hon. G. G. PEARSON: My colleague, the Minister of Roads, informs me that the Highways Department has already commenced the painting of safety slogans on the rear of standard warning signs. These signs have been erected adjacent to main roads in areas where vandalism is known to be prevalent. When the effect of these slogans can be gauged it will then be determined whether it is worth while continuing to use the slogans on all road warning signs.

HANDICAPPED CHILDREN.

Mrs. STEELE (on notice):

1. How many children have been carried under the scheme to provide transport for handicapped children attending special schools for each of the years since its commencement?

2. How many schools are connected with the scheme and what are the numbers transported from each school in each year?

3. What has been the cost to the Government for each of these years?

4. How many taxis are involved?

5. What are the names and occupations of the members of the committee administering the scheme?

The Hon. Sir BADEN PATTINSON: The replies are:

1.	1960	1961	1962	1963
	140	202	250	314

2. (a) Thirteen.

(b) —

	1960	1961	1962	1963
Kent Town Occupation Centre	46	52	58	50
Woodville Occupation Centre	29	35	32	30
S.A. Oral School	46	66	77	86
Townsend House School	7	10	18	22
Suneden	12	12	12	—
Richmond School (Brain Damage Class)	—	5	6	5
North Adelaide Occupation Centre . .	—	14	26	28
Berri Occupation Centre	—	7	6	—
Whyalla Occupation Centre	—	—	8	9
Somerton Crippled Children's Home . .	—	—	—	36
Kings Park Occupation Centre	—	—	—	34
Gilles Street School (Special Class) .	—	1	4	4
Hospital Day School (at Wakefield Street Child Guidance Clinic)	—	—	—	3
North Adelaide Speech and Hearing Centre	—	—	—	1
Woodville Speech and Hearing Centre . .	—	—	3	6
	140	202	250	314

3.

1960	1961	1962	1963
			(to end of July)
£	£	£	£
3,500	5,300	6,400	6,900

4. 44.

5. Mr. J. Whitburn, Superintendent of Primary Schools, and Mr. W. F. T. Harris, Assistant Secretary, Education Department. Mr. J. M. Blumberg, Assistant Transport Officer, Education Department, is Executive Officer. The late Mr. W. D. Howard, consultant to the Treasury, had been Chairman from the inception of this scheme until his death on August 13, 1963.

PARKING BAYS.

Mr. RYAN (on notice): How many parking bays are provided on the following main highways used by interstate transports: (a) Sturt Highway; (b) Princes Highway; (c) Dukes Highway; (d) Ouyen Highway; (e) Main North Road; and (f) Lower North Road?

The Hon. G. G. PEARSON: The Commissioner of Highways reports:

The number of parking bays provided and signed as such on the main highways used by interstate transports are as follows:

	(under construction)
(a) Sturt Highway	2
(b) Princes Highway	2
(c) Dukes Highway	7
(d) Ouyen Highway	1
(e) Main North Road	—
(f) Lower North Road	3

Ouyen Highway and the Lower North Road are not known as such by the department, but it is presumed that reference is made to the

Tallem Bend to Pinnaroo main road and National Route No. 1 *via* Port Wakefield, Snowtown, Crystal Brook to Port Augusta. In addition to the numbers quoted, many other parking places are available alongside the roadways, but have not yet been signed as such.

OCCUPATIONAL THERAPISTS.

Mrs. STEELE (on notice):

1. How many trained professional occupational therapists are employed in the Government hospitals and institutions?

2. Where are they employed?

3. How many cadets are in training?

4. When is it anticipated the first graduate in occupational therapy will be appointed to a hospital or institution?

5. What has been the cost of these cadetships in each year since the inauguration of the scheme?

6. What is the estimated number considered necessary to bring each of the Government hospitals and institutions up to strength?

The Hon. Sir THOMAS PLAYFORD: The replies are:

1. Five.

2. Two at Northfield Wards of the Royal Adelaide Hospital; two at the Queen Elizabeth Hospital; and one at Enfield Receiving House.

3. Three.

4. Two cadets are expected to graduate and be available for allocation in January, 1965. The other one is expected to be available in January, 1966.

5. 1962, £1,250; 1963, £1,775.

6. Royal Adelaide Hospital: No vacancies exist at present, although an additional position has been requested for the Paraplegic Unit. One cadet at present under training would be allocated to this position if not previously filled.

The Queen Elizabeth Hospital: No positions vacant at present.

Mental Health Services: Five vacancies at present exist: two at Parkside; two at Northfield; and one at Enfield.

One cadet of two in training and originally proposed to be placed at Royal Adelaide Hospital can be allotted to the Mental Health Services. The cadet allotted to the Queen Elizabeth Hospital can be similarly placed in the Mental Health Services if the vacancies are not filled in the meantime.

VETERINARY SURGEONS.

Mr. FREEBAIRN (on notice):

1. How many veterinary surgeons, veterinary practitioners, and veterinary permit holders, respectively, are operating in South Australia?

2. Where do they operate?

The Hon. D. N. BROOKMAN: The replies are:

1 and 2. The names of veterinary surgeons and practitioners registered under the Veterinary Surgeons Act, 1935-1957, together with their business and private addresses and qualifications, are listed annually in the *Government Gazette*, the last publication being February 14, 1963. There are 63 veterinary surgeons and nine veterinary practitioners listed in the *Government Gazette*. In addition, there are six veterinary surgeons who have been registered since January 1, 1963. Their names are available from the Registrar of the Veterinary Surgeons Board. There are six persons who are permit holders pursuant to Part IIIA of the Veterinary Surgeons Act, 1935-1957. These have all been allotted areas in country districts. Details are available from the Registrar of the Veterinary Surgeons Board.

LARGS NORTH HOUSING.

Mr. TAPPING (on notice):

1. How many emergency houses remain in the Largs North area?

2. When does the Housing Trust intend to remove these dwellings?

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

1. 73, of which 59 are still occupied.

2. The re-housing of tenants of emergency dwellings in rental houses built at Taperoo

and Osborne has been delayed by lack of services. These services are now being provided and the first of the houses should be available very soon. Whilst a firm date for the removal of the emergency houses cannot be given, this should take place in the near future.

SALES TAX.

Mr. MILLHOUSE (on notice):

1. What authority, statutory or otherwise, has the Prices Commissioner or his officers to make a survey as reported in the *Advertiser* of August 15, 1963, to ensure that the sales tax cuts announced in this year's Federal Budget are passed on to the consumer?

2. What subsequent action does the Government propose to take?

The Hon. Sir THOMAS PLAYFORD: The replies are:

1. Section 8 of the Prices Act gives the Prices Commissioner power to obtain information on any goods or services, whether declared or not. If prices of decontrolled items are considered to be too high they can be recontrolled and prices fixed. The Prices Commissioner's authority rests with his obligation to this Government and the community to ensure that consumers receive all benefits possible resulting from sales tax cuts, as was intended by the Commonwealth Government when it removed the tax. (It is surely the desire of every member of this House that his constituents receive the benefit of the tax cuts.)

2. The Government has already acted in this matter by having released a report by the Prices Commissioner on the survey to the press. As regards future action, it is proposed to leave the matter for recommendation by the Prices Commissioner, who will keep the Government informed.

JOINT COMMITTEE ON CONSOLIDATION BILLS.

The Legislative Council intimated its concurrence in the appointment of the committee.

BALHANNAH AND MOUNT PLEASANT RAILWAY (DISCONTINUANCE) BILL.

Received from the Legislative Council and read a first time.

HECTORVILLE CHILDREN'S HOME.

The Legislative Council transmitted the following resolution in which it requested the concurrence of the House of Assembly:

That this House resolves that the following purpose shall be a public purpose within the meaning of the Lands for Public Purposes

Acquisition Act, 1914-1935, namely—The establishment pursuant to the provisions of the Maintenance Act, 1926-1958, of a home or other institution at Hectorville for the reception, detention, education, employment, training or reformation of State children.

LOAN ESTIMATES.

In Committee.

(Continued from August 15. Page 527).

Irrigation and Drainage, £825,000.

Mr. FREEBAIRN: On August 1 I raised a question concerning seepage at Cadell, and in his reply the Minister of Irrigation promised that steps would be taken to remedy the situation. However, no provision has been made on the Loan Estimates for this. Can the Minister say what provision he will make for Cadell?

The Hon. P. H. QUIRKE (Minister of Irrigation): Three schemes have been considered, and provision is being made for the cheapest of the three to be undertaken. A much wider investigation is taking place. The proposed scheme, which will cost between £500 and £600, can be put into operation soon. This scheme is being used to ascertain how much is likely to be involved in the overall scheme that might become necessary.

Mr. BYWATERS: A sum of £12,000 is provided for the installation of a new pumping unit and rising main at Mypolonga. This does not seem a large sum if the rising main is to be replaced. Has the Minister any more information on this matter?

The Hon. P. H. QUIRKE: I will obtain the information for the honourable member.
Line passed.

Woods and Forests, £1,100,000—passed.

Railways, £2,800,000.

Mr. LOVEDAY: No mention is made of any proposal regarding a railway line between Port Augusta and Whyalla. Can the Minister of Works say whether estimates have been taken out for this work, and whether the matter has been further considered since it was raised some time ago?

The Hon. G. G. PEARSON (Minister of Works): I cannot furnish that information offhand, but I shall endeavour to get it as soon as possible.

Mr. LOVEDAY: Some time ago I travelled on the New South Wales railways and noticed that the passenger services were very effective, particularly regarding the provision of refreshments and reading material. Will the Minister of Works endeavour to see that the service to passengers is raised to the standard that one finds in some of the other

States? I have travelled on all the other railways, and I consider that in some respects the standard of service to passengers in South Australia is not quite so good.

The Hon. G. G. PEARSON: Yes, I will raise the matter.

Mr. LANGLEY: Last year I had correspondence with the Minister of Railways regarding a new railway station at Clarence Park. In a letter, the Minister promised that a new station would be included in this year's Loan Estimates and that the work would be done this year. Has the Minister of Works any further information on this matter?

The Hon. G. G. PEARSON: I cannot answer the question specifically, but I will obtain information for the honourable member.

Mr. HUTCHENS: The sum of £80,000 is set aside for nine air-conditioned passenger cars. I assume from the Treasurer's remarks that these nine cars are intended for the Adelaide to Port Pirie line to connect with the Transcontinental service. Can the Minister of Works say whether these cars will be built immediately and when they are expected to be in service?

The Hon. G. G. PEARSON: I assume from the notations in the line itself that these cars will be constructed at once and that they will go into service as soon as they are constructed. I will endeavour to get a firm answer for the honourable member as to when they may be in service.

Mr. BOCKELBERG: Can the Minister say when work is likely to begin on the Thevenard to Kevin railway?

The Hon. G. G. PEARSON: Legislation dealing with this matter is now on the Notice Paper. I think the Railways Commissioner will be doing the preliminary drawing work required, and as soon as the Bill is passed he will have authority to carry out the work.

Mr. RYAN: Can the Minister say what is intended in the provision of new trucks on Eyre Peninsula to handle the crop for the forthcoming season?

The Hon. G. G. PEARSON: I do not see that item here. There are 3ft. 6in. lines in South Australia other than on Eyre Peninsula, so the line may not necessarily refer to Eyre Peninsula; but I assume it probably does.

Mr. RYAN: The Minister will be fully aware of this matter, seeing that his district is the focal point for unloading. In the past there have been delays at Port Lincoln because the grain could not be shipped, the silos were full, and every available truck was

standing fully loaded for a week. During this period no superphosphate could be handled for a considerable time. These delays are serious and cause concern because they affect the district. Will additional rolling stock be available during the grain season?

The Hon. G. G. PEARSON: I am well aware of the situation. The instances referred to by the honourable member can be relieved only by a ship taking away the grain. If more trucks were available they would probably also be full of grain. It is a matter of whether certain trucks should be reserved for superphosphate traffic at that time. New diesel locomotives are being provided for the Eyre Peninsula service and, although they are not trucks, by using them the Superintendent may organize a more efficient handling of trains because of these better prime movers.

Mr. BURDON: The Minister of Works, representing the Minister of Railways, informed me recently that no air-conditioned carriages were to be provided on the South-East railway night service. This matter should be reconsidered as these carriages are most necessary. If first and second-class air-conditioned carriages were provided on this night service, the number of passengers would increase. Several years ago roomette carriages were placed on this line for a trial period of about six weeks during the winter, and that was the worst period for this kind of trial. The public did not know about these new carriages, but if this service were provided and sufficient advertising done, the South-East service would become a paying proposition. I urge the Government to consider the introduction of such a service on the South-East line. I understand that, unless six bookings are made for the second sleeping carriage on the Mount Gambier service, the carriage is not despatched. This carriage is in the railway yard and there seems to be no reason why it cannot be made available and the public advised of this, so that greater patronage would result.

Mr. CORCORAN: I support the member for Mount Gambier regarding the provision of air-conditioned carriages for the South-East night service. I constantly use this service. The sleeper car is reasonably comfortable, but the sitting-up accommodation leaves much to be desired. I have often seen women with children leaving the train at the Adelaide station and the effects of the journey are obvious. If first-class and

second-class air-conditioned coaches were provided they would not only improve the position but would attract additional custom. The service is eminently convenient for people who have a day's business to conduct in Adelaide. They can leave Mount Gambier at 9 p.m. and arrive in Adelaide at 7.30 a.m., conduct their business, and leave Adelaide at 9 p.m. and arrive back in Mount Gambier at 8 a.m. I am sure that people do not use the service as extensively as they might because of the discomfort suffered in travelling at night from Mount Gambier to Adelaide and *vice versa*. People often try to book sleeper accommodation, but unless there are six bookings over and above the number necessary for one sleeper carriage, the Railways Department will not put an additional sleeper on. The department claims that it costs £45 for an additional sleeper. If more attention were paid to providing an adequate service, more customers would be gained.

Mr. Freebairn: Do you think that there would be a proportionate decrease in road traffic?

Mr. CORCORAN: Not necessarily. Many people cannot afford to travel the distance by car. Indeed, many workers do not have cars. Sometimes women have to bring children to Adelaide and if they cannot drive a car or have no car they must travel by train. I believe that people in reasonable financial circumstances would prefer to use the train, rather than a car, if good accommodation were provided.

Mr. HARDING: I strongly endorse the honourable member's plea. I use this service almost every week during the Parliamentary sittings. I believe that at this time of the year it should be possible to use on this service sleeper carriages that are not required for the Melbourne Express. About a fortnight ago the sleeper carriage provided on the service broke down at Frances in the early hours of the morning and the passengers were obliged to transfer to sitting-up accommodation in a non air-conditioned carriage.

Mr. Ryan: Are any of the carriages air-conditioned?

Mr. HARDING: No, but they were bundled out of a reasonably comfortable sleeper into a sitting-up car. News soon spreads that a service is not satisfactory, and people travel by road. I cannot prove that the provision of more adequate accommodation will increase railway patronage, but I believe

that it should be possible to utilize unused sleeper carriages from the Melbourne Express service.

Mr. HUGHES: At the weekend my attention was drawn to what residents of Cross Roads, near Moonta, regard as a death trap. With the advent of more motor vehicles on the road the popularity of the Port Hughes and Moonta Bay seaside resorts has increased and many strangers cross the railway line at Cross Roads. The wig-wag signalling device there is too far to the side of the road and is situated on a rise and is above the headlights of cars. It is suggested that this device could be re-sited so that car headlights would bear directly upon it. It has also been suggested that the department should consider installing flashing lights at this crossing. I believe that something must be done if we are to avoid a fatal accident. Will the Minister of Works refer this matter to the Minister of Railways for investigation?

Mr. RYAN: It is obvious from the multiplicity of works for which £439,000 is provided that the sum spent on signalling and safety devices will be comparatively small, yet the need for these devices is great. The Government periodically sponsors safety campaigns, yet many serious accidents occur at railway crossings because there are no adequate warning devices. I am not referring to places where accidents may happen, as was the member for Wallaroo (Mr. Hughes): I am referring to places where they have happened. Approaches are often made to councils, but they will not bear any part of the cost of installing warning devices. This is understandable because, although they are in council areas, they are on railway property. After approaches have been made the Railways Department, although it agrees that in some cases warning devices should be installed, has said that it has not sufficient funds to cope with this ever-increasing demand. I cannot see why the Government cannot finance the Railways Department to construct warning devices where they are considered an urgent necessity. After all, it is Government money allocated to the Railways Department, and only a book entry is involved. I do not doubt that the Government wants to prevent accidents, so surely it should consider providing funds to carry out this work. Hardly a week passes without there being a serious accident at a railway crossing, and most of these accidents occur because of the absence of warning devices. Accidents do occur at crossings over double lines even where warning devices have been installed, but this

does not apply to single lines. I do not think the sum provided will be adequate, so the Government should consider giving supplementary finance to the Railways Department to install warning devices. This would show its sincerity in desiring to prevent accidents.

The Hon. G. G. PEARSON: I think that in all fairness I should comment on the remarks made about warning devices. The Government appreciates the necessity for protecting lives on roads and railways, in factories and elsewhere as far as it is humanly possible to do so, and I think that in its approach it has always been as generous as possible towards any item. However, it cannot by the application of any device of any kind prevent accidents altogether. I am not suggesting that is why it does not provide lights, but the honourable member realizes that the human factor enters into the matter. I was nearly run down at 10 at night by a train on a railway line that passes through my property.

Mr. Ryan: Were there any warning devices?

The Hon. G. G. PEARSON: No, but the honourable member would not suggest that there should be a warning device on private property. As I was a little inattentive, I did not see the train. The honourable member suggested that it was the Government's responsibility to provide specifically the money required for warning devices, but that is not correct. The Commissioner is allocated a certain amount out of total Loan moneys available each year. Total Loan moneys are determined by the Loan Council, and I think it will be agreed that the Treasurer has done a mighty job over the years in extracting money from that source. All departments submit to the Treasury overall Loan programmes they desire, and usually they must be curtailed to fit in with the total moneys available.

Out of the total allocated to a department, it is the responsibility of the head of that department to determine how he will spend his total funds. Regarding Loan funds made available to the Railways Department, it is the prerogative of the Railways Commissioner, having received notification of the total allocation, to determine how he will spend it. This is subject to some oversight by his Minister, but the powers of the Railways Commissioner under his Act are wide. The responsibility for providing sums under a particular heading is not as much on the Government as the honourable member suggests. The Government agrees that whatever funds can be provided for this purpose

should be provided, and that everything possible should be done. If the honourable member thinks there is some justification for any case presented, I hope he will place the matter before me.

Mr. HALL: I refer to expenditure on buildings. Last year £2,330,000 was allocated to the Railways Commissioner for all expenditure, but only £2,046,248 was spent. If that were the result of good management, and to the benefit of the State generally, we should congratulate the Commissioner, but some members have promises about railway buildings that have not been fulfilled. One would not mind if proposed works were too expensive to consider, but many are of a pin-pricking nature.

Mr. Millhouse: Would you say that the Railways Commissioner is the exact opposite of a "yes" man?

Mr. HALL: Last year he did not spend all the money allocated to his department, and he could be said to have been parsimonious in the way he used the money. If Parliamentary government means anything, it is reasonable to expect him to make full use of the money allocated.

Mr. Millhouse: You must be fair. He must make the department pay.

Mr. HALL: To do that he must have customers. The only other way would be to curtail services. One small pin-pricking problem occurred at Hoyleton, a small Mid-North town, where there is a new railway station building. I do not know its actual cost, but it would be several thousands of pounds. The Electricity Trust's supply service is close to the station building that if one of the nearest poles fell it would fall on the building, yet the Railways Commissioner refused to have electricity connected. I protested on behalf of about 25 to 30 local people, which is a large number for the Hoyleton district. After our twice putting a case to the Commissioner, he said that we had passed on from horse and buggy days, yet he insisted on adopting horse and buggy methods. He discovered some oil lamps, which apparently cost the department nothing, but it cost money to light them every time they were used. It was poor business to refuse an electricity connection to the station, and at the same time have the lamps lit by employees. Are we to congratulate the Commissioner on not spending the money allocated to him, and on providing amenities that would not be tolerated in the city? In this matter he was parsimonious beyond all reason. The Loan Estimates should contain information about the money not spent on buildings last year. We have an

overall figure, but not for buildings alone. I know that about £70 to £80 was not spent in a desirable way at Hoyleton. I hope the Commissioner will see the light and provide electricity for the new building.

Mrs. STEELE: I am pleased that £80,000 is to be spent in constructing nine air-conditioned passenger cars for the Adelaide to Port Pirie service, which is a section of the trans-continental system, for it caters for passengers travelling from east to west and south to north, and *vice versa*. I travelled from Adelaide to Port Pirie recently and on arrival at the Adelaide station entered a coach that had "second class" frosted on the window, but on it was pasted a piece of paper indicating that it was a first-class carriage. I was glad that I was a first-class passenger because the second-class coaches were the most antiquated assortment of vehicles that I had seen. My son said he thought one coach was one of those originally used on the Adelaide-Glenelg service. It was the most disgraceful railway vehicle I had seen. The woodwork was falling to pieces because of exposure to the weather, and the inside accommodation was poor indeed.

On the train were many travellers from other States and we later discovered there were also people from overseas, and they were not complimentary about this section of our railway system. Further, they were not complimentary about the service from Port Pirie onwards on this occasion, because we had a dreary trip and had to wait three hours at Port Augusta without prior notification. We arrived at 2.10 p.m. and were then told that the train would leave at 5.10 p.m. I believe the position has since been rectified. From Port Pirie northwards the train is a Commonwealth Railways Department responsibility. Because of this experience I am glad there is provision for building new coaches, and in the interests of overseas and interstate travellers I hope the service will be much improved.

Mr. MILLHOUSE: Mrs. Steele's remarks remind me of a matter that should be raised, although it does not concern my district. Yesterday I went to the Edinburgh airfield and on the way saw a row of disreputable broken-down carriages standing at Penfield. They are incredible things. They have been there for 18 months or longer and have greatly deteriorated in condition. I understand vandals enter them and light fires, and probably do other things. I ask that the carriages be removed immediately. Even if broken up it would be better than leaving them in their present condition. Associated with this is the

matter of State pride. The driver of the vehicle I was in said that none of the many overseas people who travelled to Edinburgh and to the Weapons Research Establishment failed to comment on the condition of the carriages. It is a bad advertisement for South Australia.

Mr. Hall: So are the carriages at the Adelaide railway station.

Mr. MILLHOUSE: I have not seen any carriages at the Adelaide railway station in the same state as those out at Penfield.

Mr. Ryan: You would not even see them as bad in a museum.

Mr. MILLHOUSE: They are not worth putting in a museum. We have been told today that the Railways Commissioner is deaf, but this is a serious matter and I ask that something be done to move these carriages from Penfield; they should not be allowed to remain there indefinitely.

Mr. RYAN: The member for Burnside (Mrs. Steele) raised a question concerning the train from Adelaide to Port Pirie to link with the Ghan. I have heard it said that the Railways Commissioner's policy is to encourage passenger traffic on that service, but I imagine that the service provided would drive passengers away from the north-south line. On Thursday the train that connects with the Ghan leaves Adelaide just before lunch and arrives at Port Pirie some time in the afternoon, yet no provision is made for the cafeteria car to be hooked on to that train, although this car is lying idle at the Adelaide railway station. On making representations, passengers have been told that the cafeteria is on the Port Pirie train every day of the week except Thursday, when it links with the north-south line. On this day passengers embark on a journey of about 48 hours, yet the cafeteria car is allowed to remain idle at the Adelaide railway station. If the cafeteria car were needed for some other service, the decision could be readily accepted.

Mrs. Steele: The train left at 7.30 a.m. the day I travelled on it.

Mr. RYAN: The day I travelled it left at 11.45 a.m. We were told last year that, as no cafeteria was available on the Port Pirie train, the refreshment rooms at Bowmans would be made available to the travelling public, but the train goes through Bowmans without stopping. It is apparent that when these important matters are raised they fall upon deaf ears. It has been said that if we provide a service for railway travellers we will drive people off

the roads, but is that not what the Government's railway services are meant to do? It is not the Government's worry that the travelling public is taken away from the roads; in fact, that should alleviate the position, because the tracks and the rolling stock have already been provided and if they are used it will improve the Railways Department's finances and relieve Government expenditure in other directions. I raise this matter in the hope that the Government, while it is in its dying hours, will at least go out of office offering some advantage to the people who use the antiquated railway services.

When I raised the question of flashing lights the Minister pointed out that the department makes representations to the Government which has only a certain sum allocated from the Loan Estimates for work that has to be done, but I do not think the Minister has stated the position correctly. We see from the Loan Estimates that the requirement for 1962-63 was £2,330,000 and that the actual payments for the year amounted to only £2,046,248—an under-spending of nearly £300,000. The Minister says that the department applies for money, the money is appropriated, and the Railways Commissioner can then spend as he thinks fit. When representations are made to the Commissioner for certain work to be done, we are told that finance is not available, but it seems ridiculous to say that when last year £300,000 that was available to him was not used. Something must be radically wrong with the administration.

When I raised this question of warning devices and safety signals the Minister agreed that the installation of these things was considered, not only by the department and the Government but also by the public itself, to be important and urgent, yet we find that this £300,000 that was available last year was not used. No-one could say that this money was left unspent merely because equipment or manpower was not available. I believe that this equipment is available, and there can be no doubt at all that plenty of manpower is available. This work would be one way of absorbing some unemployed. Why is this money not used? If money is required for rolling stock or any other railway requirements, it would seem that there is something wrong with the administration of the department when the money is available but not used. Other Government departments that wish to do absolutely essential work do not have the finance available to them. The question I raised concerned the

provision of safety facilities. I do not think anybody can assess the value of human life in monetary terms. Each week numerous accidents occur, and most of them could be avoided by the provision of suitable warning devices. If it is said that the reason is that money is not available, that is not so. If money is available to a Government department where work should be done in a financial year, it should use the money allocated to it.

Mr. BURDON: I support the member for Port Adelaide, who has covered the point well. Some time ago the Corporation of Mount Gambier and the Chamber of Commerce approached the Minister about flashing lights at railway crossings. Money should not be considered where human life is concerned. The Government has decided that in the interests of safety it is necessary to set up a safety division in the Department of Labour and Industry to see that safety provisions are applied in factories. It is also the Government's responsibility to ensure that consideration be given to the preserving of life at railway crossings. Money should be provided for flashing lights. Although similar conditions exist at both ends of the town of Mount Gambier, there are three flashing lights at the western end and none at the eastern end.

Mr. HUGHES: Much has been said about our antiquated railway services but the service to Kadina, Wallaroo and Moonta is very good. Perhaps I can assist the Railways Commissioner in determining how to use available money resulting from under-spending. Although there is a reasonably good service to my district, it is not much good if the proper amenities are not provided at the destination. It is only natural that Salisbury with its population should have a platform—and there are good platforms, too, at Virginia, Two Wells and Mallala—but Kadina, with a population greater than the total population of the three towns I have just mentioned, has no platform, although it is one of the finest business and professional areas outside the metropolitan area. Only last Thursday some elderly people alighting from the train at Kadina had to be helped down the steps. If ever a claim was justified for a platform, to assist the Railways Commissioner in spending surplus money, it is Kadina's. If a new platform and station, long overdue, were provided, it would improve the service tremendously and bring additional revenue to the Railways Department. Moonta, too, has no platform but the populations of Kadina and Moonta differ considerably in

size. I hope the commissioner will realize the wisdom of providing these amenities at the end of a good rail service.

Line passed.

Harbors Board, £1,740,000.

Mr. RYAN: The Minister of Marine has announced publicly that the Government is now seeking a survey from the various shipping companies for the purpose of improving the passenger terminal at Outer Harbour, the gateway to South Australia. About 95 per cent of passengers travelling to South Australia by sea enter Adelaide by way of this terminal. I once asked the Treasurer and the Minister of Marine whether the Government intended to make financial provision for renovating the terminal. I was once told by the Treasurer that it was not necessary because the Outer Harbour equalled many other terminals in the world. It is apparent that the Treasurer must have avoided inspecting passenger terminals. Can the Minister of Marine say whether, as a result of the survey now being made by the Harbors Board, additional passenger amenities will be available at Outer Harbour, and whether any of the amount provided in the Estimates will be used to provide them.

The Hon. D. N. BROOKMAN (Minister of Agriculture): I am unable to make a definite statement. I am aware that the Minister of Marine is inquiring about the future use of Outer Harbour by shipping companies, and that these inquiries will take time. I understand he will be unable to make recommendations for a while. He cannot provide for a hypothetical possibility. When the survey is completed, he will be able to make recommendations to Cabinet. At this stage, it is impossible to itemize any expenditure for work that may or may not be done.

Mr. COUMBE: The sum of £9,000 is provided for improvements to an industrial area. I presume this is the Gillman area. Some years ago the Harbors Board prepared a comprehensive brochure on the Greater Port Adelaide Plan. It was announced that the land was being reclaimed for use by industrial concerns. I understand some has been used for that purpose. I commend the scheme, and agree to the expenditure, but can the Treasurer say what progress has been made, what industries have been established in the area, and what return is received by the Harbors Board?

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer): The scheme has progressed satisfactorily, but the honourable

member will realize it is not cheap land. The Harbors Board is selling at what is regarded as a nominal price of £4,000 an acre, but that is low for that locality. Industry with much plant and equipment is not attracted to this area because of polings required on reclaimed land. The scheme is progressing and will be continued, but at present probably 160 to 200 acres is available for development and, under those circumstances, forced development is not necessary. That land will be taken up as suitable industries require it; for example, the timber industry favours it because it is adjacent to a port. On the other hand, one industry (Liquid Air Aust. Pty. Ltd.), which bought land, asked the Government to cancel the contract and then purchased land at Elizabeth. The land available is ample for the present demand.

Mr. TAPPING: Can the Treasurer say whether the £240,000 provided for a bucket dredger is being spent in Australia or overseas?

The Hon. Sir THOMAS PLAYFORD: I understand the contract is for a dredger constructed in Holland. It has been completed and will be available soon.

Mr. HUGHES: Can the Treasurer say whether, following on the recommendation of the Public Works Committee, any of the £244,000 for dredging improvements will be spent in dredging and deepening the Wallaroo berths and channels?

The Hon. Sir THOMAS PLAYFORD: No item costing more than £100,000 may be shown on the Loan Estimates unless it has been investigated by the Public Works Committee.

Mr. Shannon: It has been recommended.

The Hon. Sir THOMAS PLAYFORD: I will inquire whether the work is being done and inform the honourable member tomorrow or Thursday.

Line passed.

Engineering and Water Supply, £12,170,000.

Mr. HUTCHENS: The Leader of the Opposition is concerned because no provision has been made for the proposed Chowilla dam. Can the Treasurer say whether this important project has been shelved?

The Hon. Sir THOMAS PLAYFORD: The agreement made at a conference in Canberra between the Premiers of Victoria, New South Wales and South Australia, and the Prime Minister, provided that Victoria and South Australia would use the Menindee Lakes water scheme until 1970, and would pay to New South Wales a sum towards the cost of that

scheme. Our water supply will be completely protected until 1970. The Engineer-in-Chief has estimated that it will take one year to prepare plans and specifications for the Chowilla dam and three years to construct the dam after the contract is let. South Australia will be the constructing authority. We have been authorized to go ahead with the preparation of the plans. The other States have agreed to accept as a charge against the scheme the money spent by South Australia in preparing the initial plans. We spent about £100,000 prior to the agreement being reached, and this will be included in the cost of the scheme. The Engineering and Water Supply Department, with the aid of overseas consultants, has been busily engaged on preparing plans that are now reaching an advanced stage. The actual drawing up of an agreement for ratification has proceeded and a draft copy has been sent to the various States concerned. We have approved it and I believe the other States will do so. I expect that a copy will be ready for signing within a matter of two to three weeks and that legislation will be introduced this session to all the State Parliaments concerned for ratification.

No money for the project has been included in these Loan Estimates as it is expected that it will take a full year to prepare the necessary plans because of the peculiarity of the area. Boring has disclosed a good clay band about 60 feet thick under which is a fairly uncompacted substantial bed of sand. Experiments that have been undertaken with a vibrating machine indicate that it is possible, at a reasonable cost, to compact sand to make the foundation firm. Because there are two separate channels in the area it will be necessary to provide two lock gates in the dam. The work involves the construction of an embankment about 3½ miles long and about 50 feet high. This will cost about £7,000,000. The two lock gates will each involve about £3,500,000. The agreement provides that the work will be under the control of the River Murray Commission; that each State concerned and the Commonwealth Government will pay one quarter of the cost; and that instead of South Australia obtaining three-thirteenths of the water from the Hume reservoir as its allocation in drought years—the other States receiving five-thirteenths each—the new proposal will provide for the States to share the water on the basis of five-fifteenths each. South Australia will get a better allocation of water and all States and the Commonwealth will share the cost of the project.

Mr. MILLHOUSE: The sum of £127,000 is provided for the Clarendon, Belair and Blackwood water supply. Can the Treasurer say when this scheme is likely to be completed? Its completion has been promised for a long time. People are anxious to receive the water it will provide and they are anxious, too, because the Government has repeatedly said that once the scheme is operating it will then seriously consider the question of sewerage the hills area in my district. The sum of £841,000 is provided for the sewerage of areas near Adelaide. Can the Treasurer supply details of the districts involved in this expenditure? I notice that £618,000 is provided for country sewerage and that four districts are mentioned, including Gumeracha and Lobethal, both hilly areas. If those areas can be seweraged it affords hope that Blackwood, Belair and Eden Hills will be seweraged in due course.

The Hon. Sir THOMAS PLAYFORD: The reply to the first question is that water schemes are never completed. When they reach a certain stage, extensions are always requested. I have no doubt that when the current amount is expended in the honourable member's district further requests for extensions will be made. Almost all water schemes should be regarded as proposals that are constantly being extended. The water supply scheme for Adelaide is not completed; in fact we are starting a new project to bring a main from Murray Bridge to Adelaide. The answer to the honourable member's first question is that the scheme is not completed and I do not know when it will be completed. However, I will get him progress reports. The answer to the second question is that some plans were prepared some time ago for sewerage of the area referred to. They were referred to the Public Works Committee, which took evidence. The expenditure in these plans was about £2,000,000 and I understand the financial result of the proposals was not attractive. However, I will inquire for the honourable member on that point.

Concerning sewerage schemes for Gumeracha and Lobethal, these places are in my district and were mentioned for that reason but, if honourable members look at the Loan Estimates, they will see that my district does not get any favouritism.

Mr. Millhouse: I am not suggesting that.

The Hon. Sir THOMAS PLAYFORD: These places were mentioned once before and removed from the Estimates but the Government has been informed that they are in the watersheds of two important reservoirs; and public health

is involved. I resent the fact that these two places were mentioned by the honourable member because they were in my electoral district. That was the reason for their being mentioned.

Mr. Millhouse: It was not the reason.

The Hon. Sir THOMAS PLAYFORD: There are many other places with country sewers, but the honourable member picked out these two in particular. However, the reason for their being included was that the health authorities maintained that it was absolutely necessary for the health of the city of Adelaide that these two areas be seweraged because they were situated in the watershed of the River Torrens and the River Onkaparinga and also because the effluent from the towns was being taken into the reservoir. That is the reason why Gumeracha and Lobethal are being seweraged: it had no reference to my district.

Mr. McKEE: Regarding the duplication of the Morgan-Whyalla main, can the Premier say whether it has been decided to take the main under Spencer Gulf or around it?

The Hon. Sir THOMAS PLAYFORD: The Government desires to put the main under the gulf. If that could be achieved it would save about £900,000 and would be a big saving in mileage. We desire to call tenders to ascertain what the advantages will be. We have encountered one problem, which is the subject of negotiation between the State and Commonwealth Governments at present: military authorities have established a training area on the western side of the gulf and south of Port Augusta.

The size of that training area was subsequently increased by the Commonwealth Government so that it now extends south of Backie Bay. It cuts completely across the line that the main would follow to Whyalla. We have negotiated with the military authorities but they, or the Department of Supply, have been most difficult to deal with: they suggested, first that we should not encroach at all; the second suggestion was that the main be laid in a southerly direction under the sea-bed emerging south of the line. That would be the most effective line for the main to follow. If the route were practicable and the sea-bed suitable it would cost about £250,000 more than the cost for the route we are proposing for the main.

I discussed this matter with the Prime Minister and recently offered him two suggestions that I believed were reasonable: either that we bury the main in the military area so that it does not interfere with vehicular traffic or that the Government of South Australia repurchase

the land south of the main so that it will be cut off from the military area if the Commonwealth Government so desires. These matters are under negotiation and I cannot answer the honourable member's question except to say that we believe that a substantial saving will be made by taking the main underneath the gulf and thereby saving about 44 miles of main. When a solution is reached I will inform the honourable member.

Mr. FREEBAIRN: I refer to the line for waterworks and sewers concerning the duplication of the Morgan-Whyalla main. A large section of this main lies within my own district, between Morgan and Robertstown. I understand the Engineering and Water Supply Department is building a large camp at Robertstown at present and that in the new year the work force at the Robertstown camp will be about 250 men. Can the Treasurer indicate how much this grant of £2,363,000 will achieve in the duplication project?

The Hon. Sir THOMAS PLAYFORD: The Public Works Committee has inquired into this project and a report has been prepared. I think the total cost is between £14,000,000 and £16,000,000, so it is a long programme. Each year work is done on a restricted part of the main so that we can get the water supply to Morgan to meet requirements. A full report is available for honourable members on this matter; I think it is on their files now. I will get a report and give the honourable member the information concerning his district.

Mr. FRED WALSH: The sum of £841,000 is provided for sewerage. The Treasurer said that money was provided for new housing areas, some of which would be developed by the Housing Trust and some privately. Can he indicate the area being developed privately?

The Hon. Sir THOMAS PLAYFORD: I will get a report for the honourable member. It has been departmental practice, wherever land is being developed, to require the developers to provide a substantial sum for the installation of water and sewerage services. When the houses have been serviced and rates are being paid a rebate is made to the department, so its funds are not used to put mains everywhere. Such a procedure would mean the expenditure of a large sum, and many pipes not being used.

Mr. JENKINS: The sum of £8,000 is to be spent on the Brinkley water project in improving the service. If it is sufficient to serve the people without detriment, will the department consider extending the project to serve people at Hartley?

The Hon. Sir THOMAS PLAYFORD: I will get a report for the honourable member.

Mr. BYWATERS: Last year the Engineering and Water Supply Department bought land at Murray Bridge for the erection of a pumping station to provide additional water for Adelaide. Can the Treasurer say when the new station is likely to be built?

The Hon. Sir THOMAS PLAYFORD: The project has not gone beyond the exploratory stage and has not been referred to the Public Works Committee. The present investigations will enable a plan to be drawn. I think it is proposed to have the main functioning by about 1970. A sum was made available recently for investigation purposes, but about eight to 10 months will elapse before the matter goes to the Public Works Committee.

Mr. LAUCKE: The sum of £841,000 is provided for sewers in certain areas. Can the Treasurer say whether, in old established towns with a rapidly increasing population, but some distance from sewer mains, consideration will be given to providing special financial assistance to assist in making available local sewerage schemes that ultimately will be incorporated in major schemes?

The Hon. Sir THOMAS PLAYFORD: I have some knowledge of these schemes in certain areas (I think Murray Bridge was one), but they are not permanently satisfactory. There has been a problem at Gawler. Although these schemes may be satisfactory for a short time, the ground becomes saturated and then they are unsatisfactory. I think that eventually the cost of a local scheme is greater than a proper scheme.

Mr. Laucke: What about a place like Tea Tree Gully where there is much development?

The Hon. Sir THOMAS PLAYFORD: The developers there should provide money for the installation of water and sewerage services, and have them installed properly. It is being done in other areas. When a local scheme proves unsatisfactory the Government is condemned. Where there is development and an increase in population the sellers of the land should see that services are provided as the development progresses.

Mr. LOVEDAY: The Treasurer mentioned the difficulties that exist between his Government, the Commonwealth Department of Supply and the military authorities in connection with the duplication of the Morgan-Whyalla main. One factor leading to the duplication is the quantity of water supplied to the department in its operations at Woomera, and it will have

to be increased. Because of this, we should get more co-operation from the department. The sum of £27,000 is to be spent at Whyalla in connection with country water districts. Can the Treasurer say whether that has to do with the sewerage scheme to be provided for the Housing Trust area at Whyalla, or does the sum provided under "Sewers" cover the work? It was agreed that the project be started in September, 1962, but nothing has yet happened. Recently it was said that it would begin next September. Will a start be made as promised? I understand the department has been preparing plans for the initial work.

The Hon. Sir THOMAS PLAYFORD: The honourable member will appreciate that it is not possible to give information offhand on every small item in a big Loan Estimates programme. However, I believe that the £27,000 referred to relates to a payment to the Broken Hill Proprietary Company. The honourable member will recall that, prior to the last agreement with the B.H.P. Company, the company supplied water to the township. Under the last agreement, the State Government agreed to pay for the scheme that the company had put in—the payment being the same as the original cost to the company—and to take over the town supply. I would not be surprised if the £27,000 was one of the payments under that scheme, the total cost of which I believe is £270,000.

Mr. Loveday: Spread over a number of years.

The Hon. Sir THOMAS PLAYFORD: Yes. I will check on the position and let the honourable member know.

Mr. HARDING: An amount of £50,000 is included for the Penola water scheme. At this time of the year the water table at Penola is very high. Will the Treasurer obtain further information for me on this line?

The Hon. Sir THOMAS PLAYFORD: If I remember rightly, an additional bore had to be put into operation and additional extensions made. I do not think the amount provided is related in any way to the present water table; in fact, I think it is related to the water table in probably March or April.

Mr. BURDON: An amount of £300,000 is provided for Mount Gambier sewerage. Mount Gambier has been waiting a long time for a sewerage scheme, and I am happy to see this amount provided. However, like many other people in Mount Gambier—and I think I speak for most of its residents—I am concerned at the proposed sewer rate. Taking an average assessment of £140, the yearly rate for a

connected service will be £15 15s. I point out that Mount Gambier has a natural water supply; the water is pumped over the banks of the Blue Lake and gravitates throughout the city area. One of the things that drives people away from the country, is the exorbitant rates charged. On an assessment of £140, people in Adelaide can get their sewerage service for £8 10s. a year, and they pay only 1s. 3d. in the pound on annual values as against a charge of 2s. 3d. in the pound on annual values in the country. Mount Gambier has a population of about 17,000 people living in a densely populated area, and I fail to see why people there are to be charged a rate comparable with other country districts where water has to be pumped hundreds of miles in some instances. I do not decry anything that provides water for the country people, but on behalf of my district I ask the Government seriously to consider the injustice of the sewer rate that will apply to the city of Mount Gambier as compared with Adelaide. I trust the Government will take notice of my plea, and that when the sewerage scheme operates the people at Mount Gambier will be relieved of some of this great cost.

Mr. HEASLIP: I thank the Government for what it has done for people in the country. Under country water districts, £9,000 is set aside for the Booleroo Centre scheme. The extension to the Caltowie-Booleroo line is appreciated by the people. An amount of £2,000 is provided for a storage tank at Ororoo, and this will eke out the meagre supplies of that centre and carry the people through the summer months when they run short of water. The sum of £35,000 is provided for a spur main from Wirrabara to the Caltowie-Booleroo main. I understand that this amount provides for the commencement of this extension. Wirrabara has been waiting for this water for about 11 years, and last year the people had to cart water during the summer months. Can the Treasurer say whether it is likely that this water will reach Wirrabara during the coming summer?

The Hon. Sir THOMAS PLAYFORD: I will obtain the information for the honourable member.

Mr. CURREN: On several occasions last year I sought information on what priorities the Upper Murray towns had for sewerage, and I found they were well down the list. In order to install a scheme to dispose of effluent from septic tanks at Barmera, the council has been trying for some time to get permission to borrow money, but a regulation under the

Local Government Act precludes it from doing so. I understand that the Government has promised to amend the legislation to enable the council to borrow for that purpose. The proposed scheme would dispose of effluent in an oxidization pond. I understand that this method has been successful in other areas, and if it is successful in Barmera I am certain other towns will follow suit. Can the Minister of Works say what priority Renmark, in particular, has for sewerage?

The Hon. G. G. PEARSON: The committee set up by the Government to advise on priorities for country sewerage schemes looked at all the problems of the country towns, more particularly from the health angle, which is the compelling factor in deciding priorities. It did not at that time give the River Murray towns a very high priority. As the honourable member knows, we are pressing on with Mount Gambier as a main project. Naracoorte is finished, Port Lincoln is virtually finished and work is required in the new Housing Trust area at Whyalla. Then, in accordance with the advisory committee's report, we have agreed that Bordertown should commence before Mount Gambier is completed. At the request of some members who raised problems about their districts, I did ask Cabinet to re-appoint the advisory committee on a permanent basis so that, where any new factors had arisen since the committee issued its original report which, in its opinion, justified a re-opening of the matter of priorities in respect of any particular town, the committee would sit to examine any such cases submitted to it by a council to see whether or not in the committee's opinion such new factors, if any, justified a revision of its original priorities.

The difficulties encountered with septic tanks throughout the whole State have brought an avalanche of requests from councils for country sewerage. It is just not possible to deal with all, or even half, of them at any one time. The programme must be orderly, based on such factors as the health requirements in various towns. Council authorities in the River towns have been helpful and able to devise ways and means of overcoming this problem, at least for the time being. The scheme mentioned by the honourable member is one that I personally suggested in the first instance to the Engineer-in-Chief and that the council authorities in the honourable member's district and in other districts have supported. I think the council authorities in the district of the

member for Barossa (Mr. Laucke) have all endeavoured to devise some temporary alleviation. Without refreshing my memory, I do not know just what that will mean in the Upper River towns. I was not aware that an amendment of the Local Government Act was necessary to enable councils to borrow for that purpose. If that is so, it may be that the Local Government Act will be amended later, but I cannot now say definitely whether that will happen. In any case, the matter will be looked at to see what can be done to help the towns concerned.

Mr. FREEBAIRN: Members are always delighted when money is spent in their own districts and I am pleased that Hansborough, Hampden, Rhynie and Watervale have received allocations of money. I have one question about the allocation for the Watervale scheme, for which the figure is £3,000. This scheme involves a bore, a storage tank of 100,000 gallons capacity and 7½ miles of asbestos-cement mains. The estimated cost is about £42,800. As the bore for the Watervale scheme is at present being constructed, on the face of it £3,000 seems a small allocation. What are the plans for financing this scheme?

The Hon. G. G. PEARSON: Without referring to the docket, I think the correct information is that the £3,000 will provide funds for completing and testing the bore. Until that is done, the department cannot assess with any certainty just what the supply to be obtained will be. Until that point is determined we cannot progress with the scheme. The honourable member can be assured that we shall make all haste to determine the bore's yield. I presume the Engineer-in-Chief thought he was not justified in allocating a larger expenditure for that project on which, if the bore were not good enough, he would not be able to spend the money.

Mr. Freebairn: If the bore is a success, will the people at Watervale have to wait one more year?

The Hon. G. G. PEARSON: I cannot answer that. The amount required to complete the scheme is not unduly large and often, as a year progresses, the Engineer-in-Chief can find more money for going further with a scheme than he could be certain of at the time the Loan Estimates were being prepared. If the bore is successful, the Engineer-in-Chief and I will examine the possibility of taking the scheme further than the £3,000 at present provided will enable us to go. I think the honourable member is pleased with at least

two, and possibly three, of the other schemes that he has been worried about. Not many members are in such a fortunate position.

Mr. RYAN: I refer to the line on page 8 "Treatment Works—Bolivar, £1,760,000". I am vitally concerned with this as a large portion of my district is not sewered and the department has said that it will not be sewered until it can be linked up to the Bolivar sewerage scheme. At present temporary pumps have to be installed until that scheme can take connections from that part of my district. The amount so far provided in the Loan Estimates for the Bolivar scheme is about £3,500,000, and the total estimated cost at the beginning of this project was about £11,000,000. In reply to a question I asked, I was advised that the first year was purely preliminary, that during the next four years it would be connected up, by stages, and that the final work was due to be completed in the financial year 1966. That means that we are entering the third year of this project at the end of this financial year, and only £3,500,000 will have been spent, whereas the estimated cost is about £11,000,000. Can the Minister of Works report whether this work is up to schedule and will be completed in the estimated time?

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

The Hon. G. G. PEARSON: The honourable member for Port Adelaide was inquiring about progress of the Bolivar sewerage scheme and, more particularly, whether or not its progress was up to schedule. Generally speaking, progress is on schedule. Slight delays occurred because recent winter months were severe, and the type of country has made it difficult for the contractor to work under the wet conditions. The Engineer-in-Chief has informed me that he is satisfied, in general, with the progress, and that the scheme is on schedule. The whole matter is governed by the necessity to dovetail various units of the scheme, and the programme has been arranged so that the main trunk sewer from Adelaide is connected to the treatment works when the works can take the sewage from the metropolitan area. I understand the contract for the main trunk sewer has or is about to be let. This brings the programme into line if the contractor makes reasonable progress in the summer months. We are satisfied, in the main, with the progress of the scheme.

Mr. CASEY: In many country areas local government authorities are requesting householders to install a septic system, so that every house in the township will be so equipped.

Many householders are pensioners who cannot pay for the installation of this system. Has provision been made by the Government to lend money to local government authorities to help pensioners with the initial costs of this system?

The Hon. Sir THOMAS PLAYFORD: From time to time banks, which lend money for house building, have made available money for alterations. I do not know whether special grants have been provided for this purpose.

Mr. LOVEDAY: The sum of £17,000 has been provided for bores and de-salting plant at Coober Pedy. Can the Minister say what stage has been reached, the nature of the de-salting plant and its capacity? Also, does he know when the Housing Trust will start its sewerage scheme at Whyalla? It has promised several times that this would be done.

The Hon. G. G. PEARSON: From memory, the capacity of the proposed plant at Coober Pedy is 8,000 gallons a day, but I will check on that figure. Because of the plentiful winter rains, ample water is stored at present, but this condition may not continue. However, this gives the Engineer-in-Chief some respite to enable him to operate the plant. I understand that boring has started, but I am not certain of this. Regarding Whyalla, I have had several discussions with the Engineer-in-Chief and this planning is well advanced. I cannot say definitely when a start will be made, but I will find out and inform the honourable member.

Mrs. STEELE: The Governor's Speech referred to the provision of water for the foothills area. Is this work included in the Loan programme?

The Hon. G. G. PEARSON: I think the answer is "Yes". It is a main which is urgently needed and on which progress has already been made. I assume that in the absence of any specific sum allocated to it, provision has been made in the general item for mains in the metropolitan area.

Mr. CURREN: Has any provision been made for work on the Chowilla dam? I understand that this project has been agreed to in principle, and that legislation will be introduced to ratify the agreement, but will work be done on the dam this year, and what funds will be used?

The Hon. G. G. PEARSON: The honourable member will appreciate that much work has already been done in testing soils and foundations near the dam site but more has to be done on the design. We are in touch with overseas consultants regarding the methods, the type of construction and the soils to be used.

The whole matter is governed by the availability of materials near the site. This week we contacted a firm of London consultants, and yesterday I dispatched, through the Premier's office, the necessary reports and data that have accumulated since the earlier site testing, so that the consultants would know of this when making recommendations. I am certain they will come to South Australia within two or three months to advise the Government. Much work has been done, but not much more work will be done on the site for some time.

Mr. HALL: Earlier this year I submitted a petition on behalf of residents owning holiday shacks at Fisherman's Bay (in the Hundred of Mundoora) to the Minister of Works requesting a water supply to these shacks. Since then I have heard nothing of the investigation into this area. This scheme would probably be one of the best revenue earners the department would have, if completed, because several hundred shacks are built in this area. A serious sanitary problem exists during the summer. When water is connected, this resort will be more popular than it is now. Has the Minister anything further to report on this proposal.

The Hon. G. G. PEARSON: Several examinations have been made and suggestions have been put to the people and the local council concerned but, as far as I know, no finality has been reached.

Mr. BURDON: The sum of £150,000 is provided for the Mount Gambier water district. I believe that this will be spent on laying reticulation pipes and in providing a 2,000,000-gallon tank which should ensure an adequate water supply for some time, particularly to the higher areas of Mount Gambier. I am, however, concerned at the disparity in charges for water. Mount Gambier is on a 9½ per cent annual assessed value compared with 7½ per cent in Adelaide. On an annual assessed value of £140 the Mount Gambier resident pays £13 6s. whereas the city dweller pays £10 10s. On July 28, 1959, in reply to a question asked by the late Mr. Ralston, the Minister of Works said:

As regards the background of this apparent disparity—and I say "apparent" advisedly—I have learned two factors that, in the main, apply. Firstly, the density of housing in country towns is not nearly so great as in the metropolitan area, or at least it has not been so hitherto. Blocks in country towns tend to be larger, therefore the number of dwellings assessed per lineal foot of main laid is so much less. Secondly, the values of houses in country towns, and particularly the values of the land

on which they are built, have not reached the same level as similar houses in the metropolitan area. These two compensating factors are offset against the apparent disparity in the two percentages of annual values.

I believe that we have now passed the stage that the Minister then referred to. Mount Gambier's population is approaching 17,000 and today this city is a compact area. Its residents cannot accept its being referred to as a country town. I hope that the Minister will recognize the disparity that exists and that he will give it his usual sympathetic consideration.

The Hon. Sir Thomas Playford: To which line is the honourable member referring? Is he making a Budget speech?

Mr. BURDON: I am referring to the provision of £150,000 for the Mount Gambier water district under the heading "Country Water Districts".

The Hon. Sir Thomas Playford: I wouldn't have known it!

Mr. BURDON: I realize that my remarks might not strictly come within the ambit of that line, but I have taken this opportunity—and I will take every possible opportunity—to bring this disparity before the Government's attention. Figures supplied to me indicate that over the last eight years the Mount Gambier water district has shown a profit of about £60,000. I hope that the Government will take this into consideration, too. Can the Minister say when the Government will be in a position to bring Mount Gambier's water rates more into line with the rates applying in Adelaide?

A precedent exists for this as the area under the District Council of Salisbury comes within the 7½ per cent rate, which applies in the Adelaide Water District.

Mrs. STEELE: Can the Minister say what the item "Agreements, £55,000" is for?

The Hon. G. G. PEARSON: It represents repayments due to subdividers under agreements entered into whereby they provide the capital for installing water schemes. When houses are built and become ratable a reimbursement is made to the subdividers. The figure mentioned is the sum due this year for that purpose.

Line passed.

Public Buildings, £9,000,000.

Mr. HUTCHENS: The sum of £600,000 is provided for prefabricated school buildings. I am not opposed to prefabricated school buildings, and last week I justified their existence when discussing them with a school committee in my district. I appreciate that during the

last 15 years our school-going population has increased by more than 120 per cent and that it has been necessary to provide temporary classrooms. I notice in the list of schools referred to by the Treasurer that of the 29 completed last year only four were prefabricated, and that of the 43 listed as under construction or to be built during the year none are listed as prefabricated schools. Educationists believe that the time is opportune to limit the provision of temporary buildings. Can the Treasurer say whether it is Government policy to limit the number of prefabricated buildings or to build them only when they are essential to provide temporary accommodation?

The Hon. Sir THOMAS PLAYFORD: The Government's policy is to construct solid buildings wherever possible, because they are much more economic than prefabricated buildings in the long run. They involve less upkeep, although the prefabricated buildings do supply good accommodation and I have had no complaints concerning the comfort of children using them. Prefabricated classrooms have the advantage that they can be readily transferred from one school to another. The honourable member will realize that in a programme of £9,000,000 an amount of £600,000 is relatively small. Periodically additional classrooms are required at schools and the quickest and most convenient way of providing them is to supply temporary buildings from our prefabricating factory.

Mr. LOVEDAY: Last week when speaking to the first line I deplored the absence of any provision in the lines for a needed new technical high school at Whyalla. I discovered afterwards that the Treasurer during a television interview earlier that evening had made an announcement on the subject. I cannot understand why that announcement was not made in Parliament because it should have been announced here. I cannot understand why this work is not on the line because, on my inquiry from the Public Works Committee which considered the building of a new technical high school in 1958, I found that there had been some mention in the evidence of a technical college as well. I am informed that the Public Works Committee has not considered the building of a technical college since. This is a costly project and I am puzzled that there is no mention of it on the Loan Estimates. Can the Treasurer enlighten me?

The Hon. Sir THOMAS PLAYFORD: The reason is that there is no need on these Loan Estimates to provide for such work because

expenditure this year can be met from other sources. The Broken Hill Proprietary Company Limited is to make a substantial donation to the college. We expect (although I have no authority to say this) that it will qualify under the Commonwealth University Grants Commission legislation. The University Commission has accepted the Institute of Technology as the equivalent of a university and makes grants to it. We expect that there will be a grant from that source and another substantial grant from an outside source which has not disclosed its intentions publicly but which has intimated that it would be prepared to assist this institution.

The answer to the honourable member's question is that there is no need for finance to be provided this year because of the circumstances of the undertaking. Two or three outside sources will probably contribute large sums to this undertaking.

Mr. Loveday: This means that it will not have to go before the Public Works Committee.

The Hon. Sir THOMAS PLAYFORD: I do not think it will. The Institute of Technology is a separate outside authority and I doubt whether it constitutes a public works within the meaning of the Public Works Committee's Act. For instance, the grants we make to the university have never been subject to the approval of the Public Works Committee. It is an outside institution to which we make a grant; it is not money spent directly by the State on a State project, so I doubt whether there is any need for any such item to be included in the Estimates this year because no expense has been undertaken this year from State funds.

Mr. MILLHOUSE: I refer to two lines under Hospital Buildings: alterations and additions to the Parkside Mental Hospital and Northfield Mental Hospital. I noticed that the Treasurer stated, when moving the adoption of the first line, that these proposals for mental health services were relatively small and that a major building plan was being prepared for submission to the Public Works Committee. Having visited both those institutions, I am glad to hear that a plan is being prepared. Can the Treasurer give the Committee some idea of the plans and say when they are likely to be submitted to the Public Works Committee?

The Hon. Sir THOMAS PLAYFORD: The plans are being drawn up by the Director who went to other States and as far as New

Zealand (where he understood some advanced work had been done in this direction) to see what was being provided in institutions elsewhere and what ideas he could get for up-to-date treatment of mental illness. I am not qualified to discuss the plans but the Government has instructed the Public Buildings Department to give the highest priority to their preparation and we have given Dr. Cramond and his assistants the widest scope to go ahead with the proposals. That does not mean that the Public Works Committee will not scrutinize the plans but no limitations have been placed on Dr. Cramond in their preparation. He has been given the fullest assistance.

There are one or two features about mental illness that we shall have to consider. At present ordinary sickness in hospitals—even private hospitals—qualifies for a considerable amount of Commonwealth assistance including the insurance benefits scheme. People entering a mental hospital receive no such consideration. This has led to a great departure concerning the treatment of mental health in Queensland, where the Government today is building in its ordinary hospitals, wards for treating mental sickness, and receiving Commonwealth grants and assistance for the treatment of those patients. Our authorities, however, believe that a person who is mentally ill will get more and better attention if he is in a hospital that gives particular attention to that type of illness.

Mr. Hutchens: Those that play the game suffer.

The Hon. Sir THOMAS PLAYFORD: Yes. People suffering from an ordinary sickness are getting a substantial benefit from the Commonwealth Government in respect of their treatment, whereas mental illness is totally and utterly disregarded. It is something we have to look at and something I believe the public of Australia will have to look at ultimately. I do not separate mental illness from ordinary illness. Mental patients should have the same treatment; in fact in some instances more advanced treatment and more specialized treatment. Dr. Cramond has been authorized to prepare plans; the Public Buildings Department has been instructed to give his plans the highest priority; and I assure honourable members that as soon as possible they will go before the Public Works Committee.

Mr. JENNINGS: Recently I was informed that at the Northfield Mental Hospital some of the older wards occupied by women and girls

have concrete floors. As some patients are unable to control their bodily functions, floors get in such a condition that they must be hosed several times a day. We can all appreciate how cold and wet concrete is when hosed down several times. I understand some of the patients are either inadequately clothed and shod or unable to restrain themselves and keep on their clothes and footwear. This is causing much concern to the staff and relatives of the patients. I know that the Treasurer cannot say now how much of the £100,000 will be used in providing better floors in the wards, but will he let me know what is in mind and take steps to deal with the complaints? In the newer wards the floors are of concrete with a rubber solution on top, which enables them to dry quickly after being hosed.

The Hon. Sir THOMAS PLAYFORD: I shall be pleased to do that for the honourable member and shall probably inform him on Thursday.

Mr. COUMBE: I am full of admiration for the work done by the professional staff, under the Director of the Public Buildings Department. Over the years the staff has been working at high pressure, and some of the larger projects have been farmed out to private architects, which has meant an increase in costs. If the work had not been farmed out, the projects would have been unduly delayed. I understand it is all due to a shortage of professional men in the department, aggravated by the fact that private work and Commonwealth departments have a greater attraction. Some years ago the Government undertook a recruiting programme. Has it any plans to increase the number of professional men in the department, and is it planned to get them from England or other places overseas? I regard the matter as critical and urgent.

The Hon. Sir THOMAS PLAYFORD: We obtain competent architects wherever possible, and we have brought some from countries overseas. We have had to farm out some work to private architects. If we had not done that the Queen Elizabeth Hospital project would have occupied all our architects for about nine months. The farming out enables us to get considerable assistance from another State. In some undertakings it is necessary to have an architect with a specialized knowledge, which creates a problem. To overcome the difficulties we try to have a plan that can be duplicated, and that applies particularly to

school buildings. The recruiting of professional men is not always satisfactory, because of greater attractions outside.

Mr. DUNSTAN: It is proposed to spend £105,000 on the rebuilding of the Royal Adelaide Hospital, but from a perusal of the Treasurer's general remarks on the Loan Estimates it appears that the rebuilding will not proceed at a rapid rate. I have been unable to discover anything beyond a plan for the rebuilding of that hospital. Is there a plan for additional general public hospitals in the metropolitan area? The Town Planning Committee's report says that in about 30 years Adelaide will have a population of about 1,300,000 people. If we are to provide sufficient hospitals for that number we should be planning immediately. Before he joined the Ministry the Minister of Education on many occasions raised the question of a general hospital at Oaklands. If we are to provide the number of doctors needed, we must have additional teaching facilities. Already the university is restricting entries to the medical faculty because of the difficulty in getting sufficient teaching facilities.

Is there a plan for a general hospital at Oaklands to meet the needs of the expected population in the southern districts, and is there a plan for a general hospital in the Modbury-Tea Tree Gully area? I do not suggest that these hospitals should have the full range of facilities that must be provided at the Royal Adelaide Hospital, and to a lesser degree at the Queen Elizabeth Hospital. These facilities must necessarily be provided in a central hospital. We should be doing all we can to provide bed requirements. In the ratio of beds to population South Australia has fewer beds than any other State. Is there anything in mind apart from the rather slow rebuilding of the Royal Adelaide Hospital?

The Hon. Sir THOMAS PLAYFORD: Until the plans for the Royal Adelaide Hospital were completed, tenders let and demolition work done it was difficult to make a quick beginning on the rebuilding work. The east wing had to be built to provide accommodation relief whilst older portions of the hospital were demolished. At the same time services had to be maintained while the change-over took place. While this is being done there must be rather slow progress in the rebuilding work. I am informed that this work is now getting past that stage and that we shall soon be able to provide for a much bigger programme.

It was no good putting money on the Estimates just for the sake of having it there if the department could not expend it. The Government, as part of its long-term planning, has secured land at Oaklands Park and in the Tea Tree Gully area for future expansion. The honourable member touched upon what is probably the most pressing need, namely, ample teaching facilities.

Incidentally, I do not agree with the action of the Adelaide University Council in restricting the number of entrants for the medical course. The number actually decided upon was less than the number accepted in the previous year. We have had some adverse criticism by the Commonwealth Universities Grants Commission, which considered that our training facilities at the Queen Elizabeth Hospital, which are second to none in Australia, would not be fully used. I do not accept as a fact that the restriction was necessary purely from a numbers point of view; whether or not it may have been necessary from the point of view of the quality of the candidates, I do not know. If the university had wanted to take another five, six or eight candidates, or whatever the number was that it turned away, I have not the slightest doubt that it could have taken them without any great difficulty. However, I point out that that is only my opinion. I repeat that long-term planning for hospital facilities is taking place. The most urgent project at present is undoubtedly the Royal Adelaide Hospital, and the most rapid progress possible will be made there.

Mr. LAWN: Following on the comments of the member for Mitcham (Mr. Millhouse), I wish to raise a matter in connection with the £127,000 provided for the Parkside Mental Hospital. I think the Queensland Government has adopted the policy of using private institutions. The Labor Party for many years has advocated that more hospitals should be built in certain country areas and that in the building of those hospitals provision should be made for accommodating many of the patients who, unfortunately, are now being sent to Parkside. The Treasurer will recall that year after year I have asked questions about the number of voluntary boarders at Parkside. On one occasion when some of my colleagues and I visited Parkside we went right through the institution and discussed this subject with Dr. Birch. I have been through the institution several times since. Dr. Birch had a map in his office, and he pointed out the various parts of the State from which his patients came.

He said he believed (as I have always maintained) that many of those patients could have been cared for in their home town by the provision of wards in the local hospital. That opinion exactly accords with the policy of the Australian Labor Party. He pointed out that these people were not what could be termed hopelessly insane, that it should not be necessary to send them to Parkside, and that if they could remain in their home town their own relatives and friends could visit them, something which they could not do at Parkside because of the difficulty involved in having to come to the city.

The Enfield Receiving House has capacity for a certain number of patients from the northern districts. If patients there need some long-term treatment and the building becomes overcrowded, somebody has to go to Northfield and it is these long-term patients who are sent. However, the moment they go to Northfield, the Commonwealth Government makes no further payment to the State and stops their pensions.

The Hon. Sir Thomas Playford: You are speaking about aged persons?

Mr. LAWN: No, any person at all. If a patient is receiving an invalid pension or a sick payment from the Commonwealth social services—both payments are made from social services—he no longer receives these payments when he is transferred to Northfield. The Commonwealth Government pays the patients while they are at the Enfield Receiving House or (in the southern districts) at Cleland House, which Dr. Cramond has opened as a receiving centre.

Mr. Bywaters: Country patients are now zoned, and those from Murray Bridge must go to Parkside.

Mr. LAWN: Probably that is because they are in the southern districts. If a patient is in such a condition that he or she needs some long-term treatment—which I think the authorities regard as about six months—that patient is taken out of Enfield or Cleland House and put into some other ward, into which he goes as a voluntary patient. Those people, who are not hopelessly insane, agree to this course; in most instances they confer with their parents, and the unsuspecting parents accept the suggestion of the authorities. However, the moment patients go to these wards the Commonwealth Government stops their sick pay or their pensions. That is a condemnation of any Government, and I hope the Commonwealth Government will look further into this

matter. Can the Treasurer say how this £127,000 is to be spent? Is there any possibility that Cleland House will be extended and that patients can go there for longer than six months and still receive their social service payments?

The Hon. Sir THOMAS PLAYFORD: I understand that the £127,000 is for numerous improvements and alterations to existing accommodation. However, I will check up for the honourable member. If he cares to ask me this question on Thursday, I hope to have a report ready.

Mr. SHANNON: Perhaps I could give a résumé of the progress on the Royal Adelaide Hospital. The Public Works Committee's final report was issued in July of this year. The Public Buildings Department has been working on this project for the committee. Prior to that it was working on it on the instructions of the building committee of a group of 10 or 11 people. The Public Works Committee discarded the plan produced on that occasion and a new start was made. We now have the 1962 plan, which has been adopted. I pay a tribute to Mr. Slade and his department for the expedition with which they have produced the new design which they themselves worked out. (The Public Works Committee, of course, does no designing; we are all laymen.) The Public Buildings Department has done an excellent job and now has the co-operation of all the senior people connected with the running of the Royal Adelaide Hospital—the teachers (the university professors), the lecturers (the honorary staff) and those charged with the running of the hospital (the Medical Superintendent and the Lay Superintendent).

The Public Works Committee visited the Public Buildings Department's office just off Frome Road in those old prefabricated buildings. One of the department's senior men (Mr. Roberts, the Senior Architect) is in charge of about 40 people. It is a big office in every sense of the word, and there these people are working on the final working drawings, which have to be completed before one can go to tender. The Public Works Committee was impressed with the way in which those people were going about their duties in those prefabricated buildings which, although reasonably decent, were nevertheless old and probably substandard as office accommodation. However, the officers working in them do not complain and I pay a tribute to them for the way in which they are doing their work.

The Public Buildings Department gave the Public Works Committee a programme of six years for the reconstruction of the Royal Adelaide Hospital (excluding the eastern wing, for I am referring to the rebuilding of the main block, the nurses' quarters and the ward blocks). I have no doubt from what I know of the officers concerned that that programme will be fairly rigidly kept to. I have confidence in them.

The Education Department has had the benefit of the services of another senior architect from the Public Buildings Department working on newish ideas for the construction of classroom blocks in any desired number, if they can be readily added. Mr. Allan, the architect concerned, took us down to Finsbury to show us the prototypes erected there. We saw some of the ingenious arrangements he had worked out for aligning the buildings and levelling the floors. It was simple but ingenious. It is all prefabricated and well finished and, with the air-conditioning that goes with this type of construction, it will be comfortable to work in for both the staff and the scholars. I hope the Government will have the courage to try out one of these buildings shortly. The committee was most impressed with what it saw. As a rule, builders do not take too kindly to new ideas and at first tend to unload the price on to their clients but, once this type of construction is adopted and proves successful, I am convinced from what Mr. Allan has shown us that considerable saving in construction will be effected.

Prefabricated buildings are regarded as a heavy maintenance burden, but great care has been taken to provide all the outer sheathings with prefabricated metals requiring no maintenance. I should be delighted to have these schools in my area in place of the old ones we have in the hills. When the people who will occupy them experience what they are getting, there will be no complaints—not that there is any complaint about the present provision of additional classrooms to cater for the rising education requirements. Very few people in South Australia can point a finger at the Education Department and say, "My son could not go to school when he had turned five because there was no desk for him to go to." That is a great performance on the part of the department.

Mr. BYWATERS: The Treasurer when speaking to the first line talked of the finishing of the building known as the police divisional headquarters at Murray Bridge. I am critical

of the situation that has arisen there. In the first instance, we had to plan for a Government building, and a police station and headquarters, and, when the Public Works Committee took evidence, it was suggested that the old house used as a police office and also an office for one of the departments should be demolished to make room for an overall plan for a Government building including a courthouse and a divisional headquarters. That was not proceeded with. A sum of £800 was spent on doing that place up and in 12 months it was demolished to make way for the divisional headquarters. It is a small area and the Government offices have taken up much of it, so that there is not enough space in the building. A Clerk of Court was appointed at Murray Bridge about a year ago, and has done a fine job, but he has many things to do and frequently several people are waiting to see him. This lack of office space has been caused by the short-sighted planning for the construction of this building.

I was pleased to hear that, for the building of the Royal Adelaide Hospital and the mental hospitals, officers who were to work in these buildings were consulted about the plans. But the people working in the courthouse and police offices at Murray Bridge were not consulted about the design of that building. The only solution would be to add another storey to these offices. I understand that foundations sufficient for another storey were laid when the building was constructed. One illustration of faulty planning is that, in the receiving part of the police station where prisoners are charged, there is a glass door. Should a prisoner become obstreperous, no doubt this glass door could easily be broken and would have to be replaced. A definite shortage of working space is apparent in this building, which was completed only a short time ago, and the Government will soon have to consider adding another storey to overcome this shortage. People wishing to speak to the Clerk of Court should not have to suffer the indignity of other people using the office, and should have some privacy when discussing their business. I hope the Government will provide better facilities soon.

Mr. HUTCHENS: The sum of £3,000 has been provided for office accommodation, Victoria Square. I understand the Treasurer made an announcement that as soon as Parliamentary approval was granted, work would be commenced on this new building. Does this amount indicate that little work will be done this year?

The Hon. Sir THOMAS PLAYFORD: Honourable members will remember that the Government announced some time ago that it had reached an agreement with the Commonwealth Bank to share with it part of the large building to be built on the corner of Victoria Square and Flinders Street. The Commonwealth Government is to erect a building on this site and, under a long lease, we shall occupy seven or eight floors. This will enable the Government to demolish some of its office accommodation between the new bank building and the Engineering and Water Supply Department building, and to erect there a building of a type conforming to the general pattern of the Commonwealth Bank building. That long-term plan was announced some time ago but, unfortunately, the Commonwealth Bank has had problems in having its plans and specifications drawn, and with letting a contract at a price within its limits. I think the Commonwealth Bank building was to have been started three or four months ago, but nothing has been done other than to demolish the building it purchased from us. The £3,000 is the cost of drawing up preliminary plans.

Mr. FRED WALSH: I know that the building of the Royal Adelaide Hospital and the central laundry at Islington are linked, as the second stage of the hospital cannot be proceeded with and cannot be occupied until the laundry is completed. The sum of £10,000 is allocated for the central laundry, but with this small allocation very little will be done before the end of this financial year. Can the Treasurer say what progress has been made with the central laundry?

The Hon. Sir THOMAS PLAYFORD: Progress on that laundry project is proceeding quite well. The Government has accepted a contract for all of the equipment. Although a Scandinavian firm secured the contract for the plant, I understand that some of the plant will be constructed in South Australia. As far as I know the project is proceeding in accordance with the time table considered by the Public Works Committee. I should imagine that the £10,000 would be for architectural plans.

Mr. MILLHOUSE: I should like to make a few general observations, if it is in order, on the proposed expenditure of £5,400,000 on school buildings, and then link them with comments on a specific matter. During the debate on the first line the member for Barossa (Mr. Laucke), whom I have always regarded as an astute person, said that we

must have Commonwealth aid for education but that it should be without any tag. I think he lacked realism in suggesting that we could ask the Commonwealth for money for a specific project and not expect sooner or later to have tags applied to it. We cannot have Commonwealth aid without some measure of Commonwealth control. One need only think of what has happened in the field of tertiary education and recall some of the Grants Commission's comments about the University of Adelaide. One need only think of what has happened to our federal system of government since uniform taxation started in 1942. If we get money from outside, sooner or later we shall have control from outside. It seems to me that the States can either get a greater total volume of money from the Commonwealth for all purposes or we can in some way increase the proportion of our present Budget that we spend on education. Both of these methods are unlikely if we consider the position realistically. I believe that we shall be faced with the choice of seeking Commonwealth aid for education knowing that it will eventually mean control and a further breakdown of our federal system of government: either that, or we continue as at present. It is not practical politics to expect a significantly greater amount of income tax reimbursement from the Commonwealth to be spent on education, nor is it realistic to think that we can spend a greater proportion of our Budget on education purposes to the detriment of other needs of the State.

Is the present sum spent in Australia on education sufficient? I am not referring to South Australia or any particular State, but to the amount that we, as a nation, spend on the investment of education. There has been much talk in the community about this. A students' report from the Melbourne university has been circulated and it contains much good matter. Students from the Adelaide university have distributed a hand sheet on this topic. It is interesting to examine a paper given by Professor Karmel (Principal-Elect of Bedford Park branch of the university). He is an economist of note and his paper is entitled "Some Economic Aspects of Education". In it is set out a table of the total expenditure by a number of nations on education related to the gross national product. Australia is fifteenth of the 23 countries listed. Our current expenditure is 2.3 per cent. United States is the highest with 3.6 per cent and Luxembourg the lowest with 1.3 per cent. Our total expenditure, which

includes current expenditure and capital expenditure, is 2.9 per cent compared with the United States 4.5 per cent and the Soviet Union and United Kingdom 3.7 per cent each. We are well down on the list as a nation. Professor Karmel suggests that considerable caution must be exercised in interpreting the comparison, but he states:

Nevertheless, even if we take account of all these qualifications, the fact remains that, in comparison with the experience of the more advanced areas listed, Australia spends a relatively low proportion of gross national product on education.

Of course we could pay more income tax and spend less on alcohol and cigarettes. There are many ways in which we could spend more on education.

The Hon. Sir Thomas Playford: That comparison, of course, assumes that all countries have a uniform gross product, but the gross product of Australia is extremely high. When you compare the percentage you don't necessarily have the same amount being spent, do you?

Mr. MILLHOUSE: No, and another point that Professor Karmel makes is that in a country like Australia, where there are many children, more has to be spent on education. Having discussed the point that the Treasurer made, Professor Karmel comes to the conclusion that nevertheless we are, as a nation, spending comparatively little. Knowing that, we on this side of politics are faced with a choice that I believe the member for Barossa tried to ignore when he spoke. I believe wholeheartedly in the federal system of government. I had always thought, until now, that the system was the justification for not going to the Commonwealth for money for education, because I believed that a specific grant would mean control. However, when one examines these figures and sees what other countries are doing, one is not so sure. I raise this only to emphasize that we, on this side, will have to make up our minds about which is the more important need. The Opposition, of course, has no hesitation about this. It has no problem, but we have, because we believe in the federal system of government. I have raised this matter because I was pricked into it by the member for Barossa, but it is a choice that we must make.

I was gratified to learn of the new buildings and additions to schools in my district, but disappointed at no mention of a new building at the Urrbrae Agricultural High School.

PL

Recently the member for Albert (Mr. Nankivell) asked some questions in this place about the provision of living-in accommodation at the school. This is a long-term project that the school council has in mind, but it is not so much concerned about that matter as the provision of a new school building. The Minister of Education said he took the matter to Cabinet a few months ago and that Cabinet had authorized the preparation of plans for a new building. The Minister in December, 1962, wrote the following letter to the honorary secretary of the Urrbrae Agricultural High School Council:

Following on your letter of November 22 conveying your council's request that the erection of a solid construction school building be referred to Cabinet and my reply of November 29, I am pleased to inform you that at its meeting yesterday Cabinet approved plans and estimates being prepared for inclusion in the 1963-64 Loan programme of works. I mentioned this matter to the Minister, who informed me that the plans had been put in the hands of a private firm of architects. The letter was written about seven or eight months ago and it envisaged that the building would be included in the Loan Estimates this year. It may be that the project will cost more than £100,000, and therefore must be referred to the Public Works Committee. Can the Treasurer give me any information on this matter?

The Hon. Sir THOMAS PLAYFORD: I agree with the honourable member that education is one of the fundamental problems confronting us under federation, but I do not think his argument is valid. The table he quoted showed that the United States of America provided the highest amount for education and that Australia was fifteenth on the list. He deduced from that that we must have financial support from the central Government, which would mean that it would control education in this State. When I was in the United States a few weeks ago I noticed that education was more decentralized than here, for it is controlled by local boards. This high expenditure in the United States is not directly connected with Congress, but I believe Congress gives some financial support. I do not agree that we can have Commonwealth help for education without the Commonwealth taking over our educational activities. American experience has shown that. What I saw made me realize the difference between their standards and ours. Some of their boards are efficient, but one was inefficient. I do not think it was up to the standard of our State

schools. Cabinet has approved plans and specifications in connection with the Urrbrae Agricultural High school and they are in the hands of a private architect. Obviously the project will cost more than £100,000 and therefore must be referred to the Public Works Committee. I shall do my utmost to hasten the matter.

Mr. LOVEDAY: I am concerned about the absence of any reference to the Whyalla Technical High School. At present 830 students are in the secondary section and it is expected the enrolments will be 950 next year. On the adult education side 174 are enrolled. That is a drop from 348 because the fees were raised. There are 249 apprentices, plus trainees in the diploma section. Apart from the new school building and the extensions, on which there was a final report from the Public Works Committee in 1958, there are 11 portable units of 26 rooms, and two more units of five rooms have been promised for 1964. That is for an area that is now filled with portable units. Obviously the congestion will be increased next year. Can the Treasurer indicate the prospects in this matter?

The Hon. Sir THOMAS PLAYFORD: I should not like to make a haphazard reply to the honourable member on this topic. Although I do not have the full information before me, I know that a substantial area has been reserved for the institute building, and I believe that a similar area is held over for the Education Department.

Mr. Loveday: That is for a trade school but the new high school area is on the other side of the road.

The Hon. Sir THOMAS PLAYFORD: I have not the full details but will get them for the honourable member and see that he has an authentic report of what we intend to do.

Mr. LAUCKE: I refer to the line "School Buildings, £5,400,000." I express gratitude that in the list of new schools there is a primary school for Steventon and a high school for Modbury. In reply to my colleague, the member for Mitcham, I should like to comment on my references to Commonwealth aid for education last week when I advocated such aid without tags attaching to the moneys to be so granted. I think that in this matter there is a clear precedent which indicates that no tags are attached to special grants from the Commonwealth. The Universities Grants Commission in the last two years has allocated to this State no less

than £1,900,000 and in those allocations I have discerned no great intrusion by the Commonwealth Government into the affairs of the University of Adelaide. I think a similar situation would result in our primary and secondary education when we could show the Commonwealth Government we had the most rapidly increasing population, percentage-wise, of any State and that we had special needs for school requirements. The purpose of a Commonwealth Education Commission would be to investigate the requirements of individual States and assess their basic needs, bearing in mind population increase and other factors. I cannot see how I am unreal in my approach when I say, "Let us have Commonwealth assistance; let us have it without tags."

I refer again to the figures for the last two years in respect to university allocations. In 1962, this State provided the University of Adelaide with £1,440,000, which was assisted by a Commonwealth grant of £903,000. In 1963, £1,500,000 is being provided by this Government and £997,000 is to be forthcoming from the Commonwealth. There we have, in two years, just over £2,000,000 without which our university could not do what it is doing now. With the extremely generous allocations within Loan and Budget Estimates, this State is giving so much more to education than to any other necessary activity of a State, but there must come a time when the Treasurer cannot provide enough money for education in this rapidly developing State. It must call then for Commonwealth assistance, leaving sovereign rights in respect to the administration of education. If we advocate Commonwealth grants, however, and forfeit our sovereign rights, I say "No" because we have not discerned any undue encroachment in the affairs of the university consequent on having received special grants from the Commonwealth Government.

Mr. DUNSTAN: I have been extremely interested to hear the utterances of members of this Committee tonight on the subject of special Commonwealth grants for education. It has been the policy of this Party for some years that special section 96 grants should be sought from the Commonwealth Government for education and this is the only way in which we shall be able to meet the education needs of this State. As to the agonizing reappraisal that has taken place tonight on the part of the member for Mitcham, I think it is overdue and I am glad to see that he at least has been

prepared to make it because he was the only member on the other side who spoke with any sense of reality about this matter.

Concerning the comments of the member for Barossa, it is not the case that a section 96 grant on the recommendation of the Universities Grants Commission is given without some control of policy by the Commonwealth Government. The original Murray Commission laid down certain lines of policy to which the University of Adelaide has always adapted itself in making submissions to the Universities Grants Commission for assistance. For instance, one line clearly established in their proposals was that there should not be a replanning of universities that would put new universities in centres where there was not already sufficient population to provide a university population.

In other words, the commission set its face completely against the development of country university colleges of a residential type such as have been established in England or at Armidale, in New South Wales. That in itself indicates the policy to which we have had to adapt ourselves. What is more, in order to attract the amount of Commonwealth grant that we have attracted to South Australia we have had to seek other means for increasing the university's income and in so doing every State in the Commonwealth has been forced to increase university fees. The result of this has been that the poorer people in the community, in many cases, simply cannot afford (unless there is an exceptionally brilliant child in the family) to put their child through one of the more expensive university courses.

The chances of a working man's child studying medicine in South Australia are almost nil. This is a matter of policy that has been inevitably forced upon us by the nature of the Commonwealth grants to the university. It will be impossible, in my view, for this State to get grants from the Commonwealth for secondary and primary education without having tags attached.

One matter that will concern the Commonwealth almost immediately upon giving grants to the States for secondary education will be the question of comprehensive schools and, for the life of me, I cannot see that the Commonwealth is likely, on any commission that is set up similar to the Murray Commission in order to recommend the basis of grants to the States for education, to fail to deal with that topic. I believe that the point of view expressed by the member for Mitcham here

tonight is a very real one, that he has seen the problem, and that he is prepared to grasp the nettle. I had hoped that we had persuaded him to come around to the policy of this Party: that we have to get on with the job of education and that the only way is to seek and accept the Commonwealth grants, albeit with tags.

The Treasurer has suggested that this is not a situation that we may have to face because in the United States of America there is a decentralized administration in education and Congress provides certain grants-in-aid to the schools. The problem there is (and I cannot see any State taking action to set up the kind of administration and education that exists in the United States) that the schools are largely financed out of the local rating system.

Mr. Loveday: They appoint their own teachers.

Mr. DUNSTAN: Yes, and their own school boards. They also hold local elections. A person has to choose his area very carefully in order to get his child adequately educated, because there are some high-rated areas where there are good schools and some lower-rated areas where there are wretched schools. I hope we never get to that stage in Australia. Even if the federal system gets somewhat wrecked in the process in that there is some transfer of control regarding education policy, I think it is preferable to transferring to an education system of that kind. I hope the States will apply for these grants from the Commonwealth, and that a commission will soon be set up by the Commonwealth on the lines of the Murray Commission to deal with all aspects of technical, secondary and primary education in this country and to recommend grants to the States for that purpose. I cannot see how we are to meet the educational needs of this country without such grants; it is just not within the State's capacity to raise the money, and it must come from income tax. I believe we have to pay more in income tax as a moral duty. The alternative is clearly before us: either we pay no extra tax and leave our children inadequately educated as compared with the education that can be gained in some comparable countries, or we do pay extra tax for education. I think we ought to be paying more taxation for more education.

I am distressed to discover that in these Estimates no provision is made for a rejuvenated Norwood Girls Technical High

School: I raised this matter soon after Parliament assembled last year. I pointed out then that the over-crowding at the school had become so bad that the overflow was catered for in the Baptist Church hall on the other side of the Parade, and that up till then the school council was not aware of any comprehensive plan for the rebuilding of a fair conglomeration of buildings on the original site. In his reply, the Minister of Education said:

I know that the Superintendent of Technical Schools is preparing what I consider is a comprehensive plan, and I think that is urgently necessary. I hope to get some further information on that as soon as possible.

The "soon as possible" was six months later, when the Minister told me sadly that he was not prepared to promise me a date when this work would take place because he had made a promise for Marryatville (about which I have been bouncing up and down in this Chamber ever since) and, whilst the Marryatville promise was having somewhat belated performance, he was not prepared to promise anything about the Norwood Girls Technical High School at that stage, although he admitted that this work was urgently necessary. So far the school council has not seen the comprehensive plan which the Superintendent apparently was drawing up. A plan was proposed and agreed to, I understand, about 14 years ago for substantial additions to the main building at the Norwood Girls Technical High School, but that plan seems to have disappeared. A certain amount of minor rebuilding has taken place there. For instance, a temporary building has recently been erected, a certain amount of demolition work has been done, and a fence has been repaired. However, we still have no substantial plan for the alterations to this school. Certainly, there has been some relief from the opening of the Kensington Girls Technical High School, at which there is plenty of space, but the Norwood Girls Technical High School still has to use, for some classes, the Baptist Church hall across the Parade, and the council is most anxious to have this comprehensive plan before it so that we may see when the work might be done. Can the Minister of Education say what has been done about the plan and when we can expect some action on it?

Mr. JENNINGS: We know that the member for Mitcham (Mr. Millhouse) is rather a rabid States-righter, and he ran true to form tonight in most of his utterances. However, I wish I could be nearly as sanguine as the member for

Norwood, who thinks that we have the honourable member around to our way of thinking; I did not interpret the honourable member's remarks that way at all. He said that we had to choose between the present system of raising money for education and the obtaining of a Commonwealth grant, which he said would mean Commonwealth intrusion into the educational affairs of this and other States. I do not think it necessarily follows that that would be so. The honourable member had the sagacity to be forewarned that we on this side of the House did not have the problem of worrying whether or not it would interfere unduly with the federal system of government, because my Party will certainly not be upset at all if obtaining funds from Commonwealth sources ultimately results in some kind of control by the Commonwealth Parliament over education. Certainly we realize that ultimately the policy of the Labor Party for sovereign powers for the Commonwealth must, like all justice, prevail, and then of course education will be a Commonwealth matter. Even though it will be a matter under the jurisdiction of the Commonwealth Parliament, under a system of sovereign powers for the Commonwealth Parliament certain powers may be delegated to subordinate authorities.

I wonder whether the Minister of Education can give me some general information about the proposed Gepps Cross Girls Technical High School. The Minister will recall that when the Public Works Committee made its recommendation for this school a considerable number of objections came from local organizations about the locality chosen. However, I did not have any fears about the site for this school, because whilst certain traffic hazards are associated with it, nevertheless the land was easily and readily available and, generally speaking, suitable. Whilst it might not be suitable for a primary school because of the rather limited traffic hazards, I have no doubt whatever that it is eminently suitable for a technical high school. I know that the member for Torrens (Mr. Coumbe) will agree with me that the Nails-worth Girls Technical High School is now terribly overcrowded and hopelessly inadequate, and I therefore think it is most urgent that the Gepps Cross Girls Technical High School be completed as early as possible. Can the Minister say when this might happen?

Mr. HUGHES: An amount of £600,000 is set aside for prefabricated buildings as required. Every honourable member is well aware that these temporary classrooms have

served a useful purpose. We are also of the opinion that the time is fast approaching when the Government should consider solid construction buildings. The Minister of Education himself holds this view, because in answer to a recent question by the Leader of the Opposition about portable classrooms in State schools, which he maintained were far too many, the Minister replied that he would be pleased to call for a report, saying that he was anxious, as was the Leader of the Opposition, to replace the existing portable classrooms with solid construction buildings. The Minister is to be commended for having that line of thought. The mere fact of there being a line of £600,000 on the Loan Estimates indicates that it must still be the policy of the department for some time to come to have these temporary classrooms placed where required. I agree with that up to a point. Is there anything now upon which the Minister can report and can he indicate when the Government will be able to dispense with further temporary classrooms?

Mr. RYAN: I refer to the line on page 9 dealing with change rooms at various schools—£60,000. Can the Treasurer or the Minister of Education say whether the amount is for the whole financial year at the expense of the department or is there a subsidy that must be paid by the department on certain payments by school committees?

Mr. HALL: Can the appropriate Minister tell me what saving is effected by erecting prefabricated timber frame school buildings instead of solid construction buildings of equal size?

The Hon. Sir THOMAS PLAYFORD: I will get the information in detail on each of the items raised by honourable members and hope to have it available before the end of the week. In answer to the question by the member for Port Adelaide (Mr. Ryan), I think it is a part payment only. A prefabricated school is not so much cheaper but the point is that it is provided more quickly. I will get the comparison of cost for the honourable member.

Mr. DUNSTAN: I turn now to "Other Government Buildings" and refer to the line "Children's Welfare and Public Relief Department—Magill Boys' Training School—Senior Boys' Reformatory". We have on the file the report of the Public Works Committee concerning the senior and junior reformatories and boys' training schools, and it appears that the committee decided that the training schools should go ahead at Magill on, basically, two grounds. The first was that this was the only

suitable site about which evidence was given to the committee, not that there may not have been other suitable sites, but the committee simply was not told about them. The Government offered this site and the committee investigated one other, but other sites, generally speaking, were not shown to the committee. Therefore, having knowledge of only a very small number of alternatives, it came down in favour of the existing site.

The second reason for choosing the site was that it was an advantage, administratively, to have a site reasonably close to Adelaide. It wanted a site fairly close to the head office of the Children's Welfare and Public Relief Board; it wanted a place where the parents of boys could visit them reasonably easily, and a site where it would be able to obtain the necessary qualified staff with more ease than it anticipated it would be able to if the boys' training school were further from the metropolitan area than the site at Magill. Consequently, the committee came down in favour of the retention of the Magill site although, from the point of view of rural development, it was not particularly satisfactory. It is a fairly small site and the building of the new reformatory there will involve the demolition of the old reformatory building which, as a reformatory, is useless. It is hopelessly outdated, antiquated and quite inadequate for the purpose for which it is now used. But it is something of a landmark and is a building in which the National Trust has taken some interest. A committee of local people has thought that it should be retained as an historical building and used for some other purpose, either for exhibition purposes or for the development of a recreation area for tourists such as has been developed in other States. On the face of it, this is a reasonably good proposal.

I understand that representations have been made on this score to the Government. I do not know what its attitude is now in view of the report of the Public Works Committee. Many objections were, of course, raised to the use of the Magill site for a boys' training school rather than moving to some other area. Is the Government considering an alternative site or does it consider the matter closed?

Mr. CURREN: I refer to the line "Purchase of land for school purposes, £500,000". Can the Treasurer say whether there is provision for acquisition of land at Renmark for the purpose of establishing an adult education centre?

The Hon. Sir THOMAS PLAYFORD: I cannot go into the implications of the Public Works Committee's report on the rebuilding project. It was the subject of a protracted investigation by the committee, but there is always local opposition when other sites are mentioned. The Government naturally wanted the best site, but it is a big question and I prefer not to indulge in an extensive debate. This is a general item of £500,000 to cover the purchase of land as and when it becomes available. Purchases are, in fact, made from day to day. Where a school has inadequate land and an opportunity of expanding arises, we take advantage of it, and provision is made for a line on the Estimates to enable approval to be given to the purchase. The line on the Estimates gives the Treasurer discretion to make a larger amount available if it is desirable. The non-inclusion of a line on the Estimates precludes financial arrangements from being made. I will inquire whether Remark has an active project at the moment.

Mr. DUNSTAN: Nothing has been allocated for an alcoholics treatment centre. A proposal was referred to the Public Works Committee for this centre, but I understand the committee has not reported on it. Whispers have reached me that the original proposals for the centre have not found favour in the committee's eyes, and there is some suggestion of an alternative proposal. It is many years since the question of the urgent need of an alcoholics treatment centre was raised in this House. It was raised by several members before I came here. I am becoming a veteran, and have raised it every year. It is a growing need, and has been urgent since I can remember. Is the Government finding difficulty in getting acceptance from the Public Works Committee of the original project? If so, has it any alternative project that may be more likely to receive the committee's support?

The Hon. Sir THOMAS PLAYFORD: Some years ago the Government compulsorily acquired a large area of land adjacent to Yatala Labour Prison. It did that for several reasons, one being that it was desirable to have prisoners somewhat remote as it was better for control. I am speaking from memory, as it is now some 15 years since this was done, but I think the area acquired was about 200 acres. When there appeared to be some delay in getting approval of the Public Works Committee, the Government, in view of the urgency, approved of two wards being erected—not at the Yatala Labour Prison—in the area I

mentioned. These buildings will be proceeded with immediately. This will assist in removing, from the prison proper, alcoholic patients and providing them with suitable treatment.

Line passed.

Miscellaneous, £3,690,000—passed.

Grand total, £32,914,000, passed and Committee's resolution adopted by the House.

PUBLIC PURPOSES LOAN 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 authorize the Treasurer to borrow and expend moneys for public works and purposes and to enact other provisions incidental thereto.

Motion carried.

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

The Hon Sir THOMAS PLAYFORD: I move:

That this Bill be now read a second time.

It appropriates the moneys required for the works and purposes detailed in the Loan Estimates which the House has considered. Clause 3 defines the Loan Fund. Clause 4 provides for borrowing by the Treasurer of £27,892,000. This is the amount of South Australia's allocation for works and purposes arranged at the June, 1963, meeting of the Loan Council. Clause 5 provides for the expenditure of £32,914,000 on the undertaking set out in the first schedule to the Bill. Clause 6 authorizes advances to the State Bank during 1962-63. As authority was not included in the Public Purposes Loan Act of 1962, appropriation was given by warrant by his Excellency the Governor under powers conferred on him by the Public Finance Act. Clause 7 provides for borrowing and payment of an amount to cover any discounts, charges and expenses incurred in connection with borrowing for the purposes of this Bill.

Clause 8 provides for temporary finance if the moneys in the Loan Fund are insufficient for the purposes of this Bill. Clause 9 authorizes the borrowing of £10,000,000 for the purpose of carrying on Loan works at the commencement of next financial year and until the Public Purposes Loan Bill for 1964 is considered by Parliament. Clause 10 gives the Treasurer power to borrow against the issue of Treasury Bills or by bank overdraft. The Treasurer possesses and may exercise this authority under other legislation, but it is

desirable to make the authority specific year by year in the Public Purposes Loan Bill as is done with other borrowing authority. Clause 11 deals with the duration of certain clauses of the Bill. Clause 12 directs that all money received by the State under the Commonwealth Aid Roads Act shall be credited to a special account to be paid out as required for the purposes of the Commonwealth Aid Roads Act. Clause 13 provides for this Bill to operate as from July 1, 1963. This is the normal Public Purposes Loan Bill.

Bill read a second time and taken through its remaining stages.

ADJOURNMENT.

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

That the House do now adjourn.

I appreciate the difficulties that the Deputy Leader of the Opposition has experienced during the Leader's absence. If he will indicate which Bills he would prefer to proceed with tomorrow, I shall make arrangements accordingly.

Motion carried.

At 9.50 p.m. the House adjourned until Wednesday, August 21, at 2 p.m.