

HOUSE OF ASSEMBLY.

Thursday, October 17, 1963.

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

INDUSTRIAL CODE 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 all the purposes mentioned in the Bill.

QUESTIONS.**SOUTH-WESTERN SUBURBS DRAINAGE.**

Mr. FRANK WALSH: Has the Minister of Works a report on the progress of the south-western suburbs drainage scheme, and can he say whether the university has completed its scientific examination of the flow of water into the River Patawalonga?

The Hon. G. G. PEARSON: As the Leader knows, my department is not the constructing authority for this scheme, apart from the responsibility for constructing the flood control dam on the Sturt River, so that I am not familiar with the details of the progress of the work from day to day. However, I shall inquire of my colleague, the Minister of Local Government, and try to have a report for the honourable member next Tuesday.

NURIOOTPA BRIDGE.

The Hon. B. H. TEUSNER: Will the Minister of Works ascertain from his colleague, the Minister of Roads and Local Government, when it is proposed to commence constructing a new bridge on the Sturt Highway across the North Para River at Nuriootpa, and whether such work will necessitate the removal of the fine avenue of gum trees growing nearby?

The Hon. G. G. PEARSON: I will ask for a report on the matter.

SEMAPHORE WATER SUPPLY.

Mr. TAPPING: During the past eight or nine days I have received many complaints from people in the Semaphore and Glanville area that the tap water is dirty—and my experience proves this—and bitter to the taste. Will the Minister of Works find out why?

The Hon. G. G. PEARSON: Since the intake of water into reservoirs this winter we have had problems of discoloured water because the catchment areas were dry and the early intakes carried dust in suspension into the reservoirs. More recently, as is usual with the onset of summer demands, there has been

a heavier flow through the mains and this has carried sediment from the mains through the householders' taps. I cannot recall any prior report about the taste of water and I will obtain a report on that as well as on the discoloured water in the Semaphore area. I will try to let the honourable member have it next Tuesday.

EGG MARKETING.

Mr. LAUCKE: It is essential for the well-being of the egg industry that a stabilization scheme be implemented on a Commonwealth basis. The following report appears in this morning's *Advertiser*:

The Commonwealth Government has approved a plan for the stabilization of the Australian egg industry. The Minister for Primary Industry (Mr. Adermann) said today the approval was subject to the concurrence of all State Governments. The plan had been submitted to the Government by the Council of Egg Marketing Authorities of Australia, a body comprising all members of all State Egg Boards. The proposals envisaged the equalization of returns to egg producers from domestic and export sales so that losses on exports might be shared equitably by all commercial egg producers.

Later the article states that the plan has been fully considered by all State Ministers of Agriculture with the exception of our Minister, but that Mr. Brookman has indicated in the past his intention to examine the legislation when it is prepared. Has the Minister of Agriculture seen the proposed legislation and, if so, is he in agreement with its proposals and will he back its ideas?

The Hon. D. N. BROOKMAN: The position is the same as when I last reported on this matter. The honourable member's statement was not completely in accord with the press report, which was:

The plan had been fully considered by all State Ministers of Agriculture who, with the exception of the South Australian Minister (Mr. Brookman), favoured its implementation. That is perfectly correct. Up to the present the South Australian Government has not had sufficient information to know whether the essentials to a marketing plan are provided. They are that we should be satisfied that the plan is workable and is strongly favoured by the producers. I have frequently asked for details of the plan but up to now there has been some uncertainty as to the tax that will be levied on the producer. Some time ago I wrote to the Minister for Primary Industry saying that if he had any intention of introducing a Bill in Parliament I would appreciate having a copy of it as soon

as possible so that it could be fully considered by this State and we could then express our attitude towards it. I got a reply from the Minister at the time, but since then I have had no further communication from him about it. I really know no more than I read in the paper this morning. Should the copy be forwarded to us, the Government will consider the matter and, if necessary, ask for whatever details it requires in order to define its attitude.

I point out, as I have done previously, that I strongly favour a successful stabilization scheme for the egg industry. I think it is a very important need. I also strongly favour an inquiry into the present conditions in the industry. That should not in any way inhibit the progress of a marketing plan. I think both further knowledge and a stabilized industry are necessary. When we know what the scheme is we shall have the opportunity to decide whether it is popular with the producers and whether it might work. In those circumstances we shall be happy to go ahead, but until then I am unable to give a definite reply.

WHYALLA WATER SUPPLY.

Mr. LOVEDAY: Has the Premier a reply to my question regarding the amount of £27,000 on the Loan Estimates in connection with Engineering and Water Supply Department operations at Whyalla?

The Hon. Sir THOMAS PLAYFORD: The £27,000 provided on the Loan Estimates includes £7,000 for extensions of mains and payment to the Broken Hill Proprietary Company Limited of the annual instalment for taking over the Whyalla waterworks, and £20,000 for a service tank and new mains at Whyalla West. No provision is made under "Country Sewers" for Whyalla, as the proposed scheme must be considered by the Parliamentary Standing Committee on Public Works. If the committee reports favourably, an effort will be made to re-allocate funds so that work may start later this financial year.

APPRENTICES.

Mr. COUMBE: Will the Minister of Education inquire of his colleague, the Minister of Labour and Industry, whether there has been a significant increase in the number of apprentices indentured in this State since the recent introduction of the new scheme to attract more apprentices to various industries, and at the same time obtain the figures?

The Hon. Sir BADEN PATTINSON: Yes. I shall be pleased to do so and let the honourable member have a reply on Tuesday.

PORT PIRIE WEST SCHOOL.

Mr. McKEE: Has the Minister of Works a reply to the question I asked recently regarding asphaltting at the Port Pirie West Primary School?

The Hon. G. G. PEARSON: The Director, Public Buildings Department, advises that a licensed surveyor has been engaged to undertake the survey and design of a drainage and paving scheme at the Port Pirie West Primary School. The survey has been completed and it is anticipated that the design will be completed towards the end of this month. Subject to the approval of funds, public tenders will then be called for the work to proceed. It is not normal to hold up approval of funds, so that as soon as the particulars come forward I think the honourable member can anticipate that tenders will be called and one approved.

UNEMPLOYMENT.

Mr. HARDING: My question deals with the unemployment position in Australia, and particularly in South Australia. Can the Premier say whether it is a fact that at present this State has the lowest unemployment figures on the mainland, and, if it has, how do they compare with those in the other States?

The Hon. Sir THOMAS PLAYFORD: The figures we have are, of course, supplied by a Commonwealth department. We have no figures ourselves to make a comparison between South Australia and any other State. If my memory serves me correctly, the number officially quoted as unemployed in South Australia represents 1.2 per cent of the work force, whereas in other States the percentage is 1.4. In South Australia at present there are shortages of tradesmen in many categories. However, other categories, such as young single women, and particularly migrant women who cannot speak English, are giving us some difficulty, and in some individual centres we also have a problem of that description. Because of the shortage of skilled tradesmen, a number of employers are now negotiating with the State Government to see if they can get some priority of allotment in order to get people overseas to come out to fill the vacancies for skilled workers.

PARLIAMENT HOUSE LIFTS.

Mr. JENNINGS: Mr. Speaker, I think it was last week that I addressed a question to you about what I described as the erratic and unreliable behaviour of the lifts in this building. At that time I expressed my grave concern that a member of this House might be caught in the lift and thereby miss a division;

and my concern was even graver when I considered that it might be a member from this side of the House. Further to your promise that you would have this matter investigated, have you now a reply?

The SPEAKER: As I am always anxious to look after members on the Opposition side, I submitted this question to the Minister of Works and I have now received from him the following report:

I have approved the necessary expenditure to enable these two lifts to be converted to automatic closure of the inner doors, thus enabling the floor switch to be removed, in accordance with the Lift Code. The work is to be done during the forthcoming Parliamentary recess.

I am not an engineer, nor, I think, is the honourable member, but I imagine that the removal of the floor switch as suggested may overcome the difficulty because when a person steps on the switch it is possible to throw it.

PULPWOOD.

Mr. CORCORAN: My question, directed to the Minister of Forests, concerns the supply of pulpwood to Apcel Limited in the South-East. What concerns me deeply at the moment is that it is now apparent from the Minister's reply to a question I asked yesterday that no further consideration will be given until the new year to Apcel's application for an additional supply of pulpwood. As I have already pointed out, Apcel desires a decision before then, evidently in order to facilitate planning. Will the Minister give Apcel's application conditional consideration so that the firm can be advised before the end of this year what decision it can expect in this matter in the event of Harmac's serving notice on the Government that it will not proceed with the pulp mill at Mount Gambier?

The Hon. D. N. BROOKMAN: I ask the honourable member to place that question on notice.

COWIRRA TANK.

Mr. BYWATERS: Has the Minister of Lands a reply to my question of October 8 about a tank supplying Cowirra with water?

The Hon. P. H. QUIRKE: The tank is being inspected by the engineers and, although it is in some state of disrepair, its condition is not hopeless; but I am still awaiting a report on it from the engineers. The honourable member has an assurance that the tank will be placed in a proper state of repair after investigations have been made.

MANUFACTURED EXPORTS.

Mr. COUMBE: Has the Premier a reply to my question of August 29 about the export overseas of manufactured goods from this State, when I asked if he could ascertain for me whether there had been a significant increase in the export of such goods since the initiation of the Commonwealth export drive? The Premier then said he would ascertain whether he could get some figures for me. Has he obtained a report containing those figures?

The Hon. Sir THOMAS PLAYFORD: The incentive scheme initiated by the Commonwealth Minister for Trade to increase the value of exports from Australia came into operation from the beginning of the financial year 1961-62. Figures that I shall give are for trade between ports in South Australia and overseas countries direct. Information relating to overseas trade *via* other States is not available, nor are figures classified by the Commonwealth Statistician under the indefinite heading of "manufactured goods". Figures for the two years before the export drive commenced and the two years since for total exports shipped directly overseas from South Australia, and for certain commodities under the general heading of "manufactured goods", are as follows:

Direct Overseas Exports from S.A.

	1959-60	1960-61	1961-62	1962-63 (preliminary)
	£	£	£	£
Total	90,826,000	99,278,000	121,988,000	107,293,000
Flour	1,684,000	2,028,000	2,491,000	2,762,000
Wine and Spirituous Liquors	1,329,000	1,325,000	1,425,000	1,417,000
Machinery and Vehicles ..	2,300,000	2,872,000	2,254,000	2,975,000
Metals and Metal				
Manufactures	670,000	998,000	2,701,000	2,180,000

FRUIT CANNING.

Mr. LAUCKE: On October 1, in a question I directed to the Treasurer, I referred to the prospect of there being insufficient capacity for the canning of fruits in the forthcoming fruit season, particularly for the production of the Adelaide Hills districts and the Barossa area. At the time the Treasurer mentioned the possibility of a growers' co-operative organization working in conjunction with the established canning firm of Jon Products. Has the Treasurer any further information on the matter of this proposed co-operative?

The Hon. Sir THOMAS PLAYFORD: I have no direct information as Treasurer of this State, but as a fruitgrower I had served on me notices of two meetings to be held. I was unable to attend either meeting and I must confess that the information I give the honourable member is only hearsay. At the first meeting it was decided by a majority of the growers present that they would attempt to form a co-operative and that the firm of Jon Products would change its character and become a co-operative cannery. This involved some problems because the factory was privately financed, not necessarily by the growers. A committee was formed to decide the best way to convert the company into a co-operative. At the second meeting the committee reported on the methods to be used to achieve this purpose and I believe the committee was advised that it would be necessary for the growers to raise about £50,000 to make the project possible. I am informed that at the preliminary meeting about £10,000 was offered, but I do not know whether that figure is strictly accurate. Therefore, as far as I know, a move is afoot to convert the present proprietary firm of Jon Products into a co-operative; this move has been supported by a majority of growers at a meeting called; a subsequent meeting has decided to attempt to raise the necessary share of the finance to commence the undertaking; and part of that finance was offered at the meeting. I cannot take the matter any further than that.

CADELL SEEPAGE.

Mr. FREEBAIRN: A few weeks ago the Minister of Irrigation was good enough to receive a deputation from two settlers at Cadell concerning the Cadell irrigation settlement. Can the Minister make a progress report on that matter?

The Hon. P. H. QUIRKE: I am pleased to report that the decision to go ahead with the first phase of the work, to assist with the

drainage of the seepage area at Cadell, if not already in hand will be within a short time. The cleaning of the pipes of the main effluent drain presents some problems, and experiments to solve them are taking place at present. The engineers suggest the problems can be overcome and as soon as the materials and facilities are available the work will be proceeded with.

POWER SUPPLY.

Mr. CORCORAN: Has the Minister of Works a reply to my recent question regarding the supply of electricity at Allendale East, Kongorong and Eight Mile Creek?

The Hon. G. G. PEARSON: I do not have a reply at this stage, but I will try to expedite it.

THE ESTIMATES.

In Committee of Supply.

(Continued from October 16. Page 1120.)

CHIEF SECRETARY AND MINISTER OF HEALTH.
Hospitals Department, £7,273,969.

Mr. MILLHOUSE: I am concerned about the Parkside and Northfield Mental Hospitals and the Enfield Receiving House. In the last seven or eight months I visited both the Parkside and Enfield Mental Hospitals, and was shown over Parkside by Dr. Cramond and over Enfield by Dr. Salter. I found my visit a most revealing experience. In the last few years much progress has been made in improving facilities at both institutions, but I found it a very salutary experience, and one that all members of Parliament should have. Can the Treasurer say whether his colleague, the Minister of Health, could arrange for members to visit these mental hospitals? It would also be a salutary experience for us to visit the Enfield Receiving House. Could that be arranged?

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer): I shall be pleased to make the necessary arrangements. I consider that for the next two or three weeks it would probably be inconvenient for the Minister of Health and for members, but I shall discuss the suggestion with him and arrange the visit for a suitable time.

Line passed.

Children's Welfare and Public Relief Department, £932,000.

Mr. FRANK WALSH (Leader of the Opposition): Can the Treasurer say when Bedford Park will be taken over by the University of

Adelaide from the Welfare Department? I realize that Bedford Park is a large area, but I understand that only a few children are being cared for. This matter is also mentioned in the Auditor-General's Report. I understand that the number of children at Struan Farm School does not exceed 20. This is a valuable property, and should be used to the fullest extent. Can the Treasurer say whether staff problems could be solved, so that the improvements would help rehabilitate these lads, and make them realize their responsibility to the community?

The Hon. Sir THOMAS PLAYFORD: I discussed the question of Bedford Park with the Australian Universities Commission some time ago, and this morning I received a letter from the Prime Minister setting out the recommendations of the commission for South Australia. I cannot disclose them to the honourable member until they have been tabled in the Commonwealth Parliament. The commission has now fully accepted Bedford Park as coming within the university ambit, and money will be provided by the Commonwealth Government for its development. To all intents and purposes the formalities for the development of the university there have been completed. The project has been accepted by the State, and by the Commonwealth, which is preparing to make its share of money (which ultimately will be a large sum) available. At present, the Welfare Department is occupying temporary accommodation that the university would not use. This is not holding up the university's development. Staff have been appointed, and I have seen the plans of the layout of the grounds and buildings, which will be available later. It will be a magnificent institution. The planning appears to be extremely good and, from what I know, the university will open on schedule.

The controlling factor at Struan Farm School is not staff or staff accommodation: it is the number of suitable boys available. When one talks of segregating boys in age groups according to the boy's nature or his offence, and whether he has been a difficult boy and is likely to have a bad influence on others, there are problems associated with segregating these lads into smaller groups. Often the Government has asked the department to send every possible boy to the school because it knows the nature of the institution and the advantages of going there. The department has assured us that every suitable boy has been transferred. The Government has been disappointed that the property has not been used

more. I do not know whether numbers are the real measure of the success of the property. It is hard to assess the financial advantage to the community from the training given to a boy who might otherwise remain on the wrong track. The controlling factor is not accommodation, equipment or staff, but the number of boys suitable for transfer to this institution.

Mr. LOVEDAY: In the last report of the Children's Welfare and Public Relief Department mention is made of an emergency housekeeper service. Last year the gross cost, including administration expenses, was £7,672 and the receipts were £5,902, resulting in a net cost of £1,770. I cannot see these specific amounts in the Estimates. During the debate on the first line I pointed out that the emergency service is inadequate to meet the needs. Last year housekeepers were supplied to 157 homes in the metropolitan and country areas. No member would claim that that number meets actual needs. In fact, the department cannot meet many requests. I referred to the other organizations which provide services of this type, but they are in a small way and cannot meet many requests. In the light of my remarks on the first line will the Treasurer examine the Victorian system, which is operated by means of a subsidy from the Government to the councils that administer the services, to see whether a similar service cannot be implemented here?

The Hon. Sir THOMAS PLAYFORD: The honourable member will see that under the line relating to Meals on Wheels Incorporated is a new line—"Towards emergency housekeeping service, £3,000"—to provide for the type of service mentioned. I shall be pleased to examine his particular suggestion. This matter normally comes under the control of the Chief Secretary's Department so I will confer with the Chief Secretary and later inform the honourable member.

Mr. LOVEDAY: During the debate on the first line I referred to Meals on Wheels. That organization operates a domiciliary service in the metropolitan area only, and requests for living-in help cannot be met. Whether such requests will be met by this sum I do not know. If an emergency service is to be conducted by about four different organizations it will not be co-ordinated. Apart from the Welfare Department's service, the other services are conducted voluntarily and there is no certainty in them and no overall continuity. I believe that the Victorian system provides for a better service.

Line passed.

Department of Public Health, £355,876; Public Service Commissioner's Department, £98,288—passed.

Miscellaneous, £3,684,928.

Mr. FRANK WALSH: The sum of £8,000 is provided for the Moonta Hospital. The member for Yorke Peninsula (Mr. Ferguson), when speaking on the first line, referred to my mention of non-expenditure and he referred to the Moonta Hospital. He said:

He referred to the amount of £8,000 for the Moonta Hospital and £36,000 for Meningie Hospital. These country hospitals are governed by independent boards, and although the Moonta Hospital is located in the district of the member for Wallaroo (Mr. Hughes), I think I would have some knowledge of what happens at that hospital. I think it might be that this grant has been made to the Moonta Hospital not only for one year but for a number of years. This hospital is run by an independent board, and the members of that board have not been able to make up their minds about what extensions they need.

The honourable member is substantially correct in what he says, but my actual words were:

Although we authorized £36,000 for the Meningie Hospital and £8,000 for the Moonta Hospital, not one penny piece was spent, but I notice that the same amounts are on the Estimates again this year.

It is not my business to know what the Moonta Hospital board intends doing. All I hope is that it works in the interests of the community generally. However, I am concerned about the inclusion of £8,000 on this year's Estimates. If the hospital does not spend it this year, I assume it will appear again next year. In this way it will continue to be placed on the Estimates. If there is a shortage of money to meet all the items included in the Estimates this year, will this £8,000 be used to help make up the difference, or will the amount be wiped off? If the Moonta Hospital board desired Government assistance and the Government agreed, surely it was up to the board to firmly tell the Government the money it wanted as a first grant. Then when the money was provided the board should have spent it. It is a large amount to be made available without being spent. Probably it could be spent in a better way. I am not happy about the position. We should not continue to put the line on the Estimates year after year without spending the money.

The Hon. Sir THOMAS PLAYFORD: The position is partly due to the way in which appropriations are made. Under the Governor's Appropriation Fund the Government has the right to spend money, in addition to that

voted by Parliament, for emergency purposes, but only a limited amount of £100,000 is available. Expenditure under form 3 must be limited to that amount. It means that every item of Government expenditure must be brought to Parliament for approval. After all, in a total expenditure of £100,000,000 the sum of £100,000 is not a large amount. I believe that in the case under review the board asked the Minister of Health for a subsidy to establish a cottage hospital. In order to provide the money the Minister had to put an item on the Estimates. A lag could have occurred because of time taken in preparing plans and specifications. It frequently happens that a committee seeking money in this way is not able to spend the amount granted in the first year, and in the second year when it asks for more money it may wish to spend more than has been provided in the Estimates.

The Leader will see that the amount provided by Parliament in connection with spastic children was overspent and that the association was given additional money. The amounts must be regarded as flexible. Emergency expenditure may be necessary at any time and it must be dealt with under form 3. After a committee asks for approval for hospital expenditure the Minister puts an item on the Estimates, but frequently there is a lag in the drawing and approval of the plans. Consequently, it does not take the money granted, but it is not lost to the committee because it is re-voted in the next year. On the other hand, after being granted an amount a committee may need more than was voted. It is provided and the amount is included in the next Estimates. If we had to wait until a committee could guarantee it could spend the money voted, a project could be held up pending Parliament's approval of the grant.

Mr. HUTCHENS: On behalf of aged citizens in my district I express appreciation for two grants. Meals on Wheels Incorporated is to receive £3,000 and the Aged Citizens' Club £10,000. The first organization is wonderful, and there is sincere appreciation of the Government assistance and the free service given by members of Apex, Rotary and other organizations. The number of aged citizens is increasing rapidly each year. Mr. Hughes and I attended the annual meeting of the Aged Citizens' Club, and we know that the grant has given these aged people a new lease of life. In the eventide of their lives they have been given some hope and joy, and what is being done for them in the way of a Government grant is appreciated.

Mr. BYWATERS: I said earlier that Government hospitals now provide free treatment for pensioners, whereas previously they had to pay, under a means test, up to £3 a day. I also mentioned that subsidized hospitals—and I am particularly concerned with country subsidized hospitals—were asked to provide this free treatment for pensioners. The association that covers the subsidized hospitals expected that those hospitals would be reimbursed the fees previously paid by pensioners. I cannot see any line on the Estimates to provide for this. I pointed out earlier that to my knowledge two hospitals did not provide this free treatment; they considered that they would not be able to afford it, and apparently there was some substance in their fears. I hope this is not so, because I consider that pensioners in the country should have the same facilities as those in the city. I know that at Murray Bridge and in most other country districts pensioner patients are now treated without charge. Can the Treasurer explain the position regarding subsidies to hospitals to ensure that they do not incur losses in this regard?

The Hon. Sir THOMAS PLAYFORD: Whereas previously the subsidized hospitals were able to make certain charges on pensioner patients, under the new arrangement they cannot now charge and many of them—as the honourable member has said—would thereby be adversely affected. It was not possible to compute individual amounts for the various hospitals, because some treat many pensioner patients and others treat scarcely any, therefore a bulk line is provided for this purpose. When a subsidized hospital has a pensioner claim it will be reimbursed from that bulk vote for the disability it incurs under the new arrangement. I was unable to allocate this amount between the numerous hospitals, because they operate under so many different circumstances. Offhand, I am not able to say whether the line "Grants to Hospitals, Institutions, etc." on page 38 is the appropriate line, but a line is provided.

Mr. DUNSTAN: I wish to mention the lines "Transport Concessions to Pensioners" on page 42. At present concessions are given to pensioners in the off-peak periods, and two anomalies arise because of the hours now fixed. In some instances a service is not frequent at the beginning of the concession period or at the end of that period, and consequently a pensioner can be deprived of as much as half an hour a day in the travelling time which the concession conceives that the pensioner would

have. For example, if a bus is timed to leave at 9.29 a.m. or 4.01 p.m.—and some buses are—then that bus cannot be caught by pensioners and they have to leave about 20 minutes or half an hour earlier than the time in which the span is supposed to run. What is more, if they catch a bus before the concession period has run out and have to change buses to get home, on the second bus they often are outside the time of four o'clock and therefore they have to pay full fare.

For the most part, pensioners do not wish to travel at a time when the buses are crowded. Obviously, people who are under a personal disability or are aged do not wish to travel at a time when they will not be able to secure a seat on the bus, and in consequence they are not likely, except under some cases of exigency, to wish to travel outside the normal hours now allotted to them or during peak periods when buses are crowded. I am informed that this State gives the smallest span of hours for concessions: there is no restriction on hours in New South Wales and Queensland, and all other States have a greater span of hours for concession fares to pensioners. I earnestly suggest to the Government that there is a good case for granting some extension here to enable pensioners to make trips they find necessary from time to time, for it is not likely that this will place an undue burden upon the public transport or the licensed transport facilities in South Australia.

I also raise the question of railway transport concessions to pensioners. Numbers of the other States give concession fares frequently to pensioners from border to border, and it is possible for pensioners—particularly those who are concerned in pensioner organizations and who need from time to time to make such trips—to get concession fares to travel to another State. In fact, pensioners who travel to South Australia for this purpose can get a concession fare on the New South Wales railways to Broken Hill, but they cannot get any concession on the South Australian line. Mr. Chairman, I think that further concessions in railway fares could be given to pensioners in this way, and that it is not necessary to restrict the concessions to the journeys that may be made now by pensioners on the South Australian Railways under concession. I hope that the Government will take action about this in the near future. Certainly, many requests have been made to our Party for some action to be taken in this Parliament on this matter, in an endeavour to extend the hours and to give a more satisfactory concession, in line with

those given in other States. I hope the Government will heed my plea on this occasion and will itself take some action before it is necessary for this Party to make a move on the floor of the House of Assembly in this respect.

The Hon. Sir THOMAS PLAYFORD: First, the original proposal that the Government agreed to was one requested by the Pensioners' Association, that the fares should be half fares at off-peak periods. There have been many departures from the original proposal. There is a proposal in connection with public transport. Now, the Government is paying private transport a substantial sum to enable concessions to be provided on private transport similar to those given on public transport. It is difficult to decide how to subsidize it. We have all sorts of arrangements that try to meet the position.

Secondly, it has been found, as the honourable member has stated, that, where a service goes for some distance, there is a considerable period between the time when it starts and the time when it finishes. I can probably clear this matter up best if I get for honourable members a statement of where time concessions are already granted. I think that would be useful, because time concessions are granted. I believe, for instance, that the private buses running to the hills have no time restriction at all. I do not want this to be taken as definite but my impression is that it is realized that where there are only one or two services a day on a route a time restriction would mean that no service would be given at all. However, I will get for honourable members an up-to-date report showing what concessions are given and what are the time restrictions, if any.

In the case of the Municipal Tramways Trust services, we could not at present agree to extending the times. The peak periods in the metropolitan services today are very crowded and people going to their work are not travelling without some disability at the moment; we would not want to increase that. We make some special provision for pensioners who have to attend hospitals at peak periods or in unusual circumstances. I will get a statement prepared setting out the conditions relating to each service.

Mr. BYWATERS: Following the Treasurer's statement and the words of the member for Norwood (Mr. Dunstan), it has been brought to my notice that people in the country areas outside the 25-mile limit of what is classed as the metropolitan area receive only

two half-price tickets a year on the railways. When the Treasurer is examining this will he consider whether this concession can be extended, in view of the inequality that arises when people in the city areas can travel much more frequently on rail transport (every day, if they want to) than people in the country areas can? Also, in other States free transport is now available for pensioners over long distances. Would it be possible to have a reciprocal arrangement whereby those two services involving half-price fares for anywhere in the State could be linked together so that, if a pensioner had a daughter, a son or someone dear to him living in another State, he could get some reciprocal arrangement with, say, the Victorian Government if he wanted to travel to Victoria? Could half fare to the border or some concessional rate be given pensioners wishing to travel to another State? Also, could such an arrangement operate in reverse, for pensioners wishing to come from, say, Victoria into this State? Will the Treasurer consider this suggestion, the implementation of which would help pensioners to visit their children who might marry and settle in another State?

The Hon. Sir THOMAS PLAYFORD: I doubt whether the honourable member's first statement was quite accurate—that the value of the concessions given in the city is greater than the value of the concessions given in the country. It takes many sixpenny fares to equal the amount involved on a long journey. I am not sure that the two things are strictly comparable. There have been some variations in country travel, and I shall see that those points are included in my report. I will examine the honourable member's point about reciprocal arrangements, but long-distance travel is costly to the State. Somehow or other, we have to get sufficient returns from somewhere to keep the wheels of industry running, so to speak, on the railways. We are losing heavily already on our railways, and somebody somewhere must make some contribution towards keeping them going. I will get for the honourable member a report on that: in fact, it will all be incorporated in the one document, including what the member for Norwood has asked for.

Mr. RICHES: Referring to those pensioners who live in areas served not by State railways but by Commonwealth railways, I know that some time ago the Treasurer took up with the Commonwealth authorities the possibility of getting some uniform treatment, but he was unsuccessful. Would he be prepared now, after

this scheme has been in operation for some considerable time, to ask the Commonwealth authorities to see whether they could not fall into line?

Mr. Lawn: Probably he will not have to ask after November 30!

Mr. RICHES: Cannot the same concessions apply to those people in the State who live a long way from the metropolitan area and who appreciate an occasional visit to Adelaide, if such a visit is associated with medical treatment?

The Hon. Sir Thomas Playford: I understand that they cannot get a concession on the Commonwealth line from Port Augusta but can they get concessions from Port Pirie to Adelaide?

Mr. RICHES: Yes. I am concerned about transport not only from Port Augusta but from farther afield as well.

The Hon. Sir Thomas Playford: They can get concessions on the State railways, but can get nothing from the Commonwealth?

Mr. RICHES: That is so. If the Treasurer would have someone look at that and make another approach to the Commonwealth at Government level, many people would be pleased.

The Hon. Sir THOMAS PLAYFORD: Yes. Line passed.

ATTORNEY-GENERAL.

Attorney-General's Department, £59,586.

Mr. MILLHOUSE: For the salary of the Draftsman in Charge of Consolidations, Reprints and Regulations, £2,872 is provided. I do not want to be misconstrued as criticizing Mr. Cartledge, the holder of this office, in any way, either in his capacity as draftsman or as Chairman of the Housing Trust, but members will notice that he is paid £500 per annum for the latter position. It is well-known that the great bulk of his time is spent on his duties with the trust, and very little time is he able to devote (or is it necessary for him to devote) to his duties as draftsman, yet the bulk of his salary is paid through the Attorney-General's Department. This seems to me to be an anomaly that calls for correction. Will the Treasurer say whether the Government has ever considered increasing his salary as Chairman of the Housing Trust so that it will be commensurate with the time he spends on those duties, and similarly decreasing the salary he is paid as draftsman?

The Hon. Sir THOMAS PLAYFORD: There is a little more to this matter than meets the eye. Mr. Cartledge is a public servant and

many of his rights—for instance, superannuation—depend on his salary; if it were altered drastically, some of his rights as a public servant would be taken away. After considering this matter, the Government decided that it would place it fairly and squarely on the Estimates and show what it was doing. However, it decided that it would not deprive Mr. Cartledge of his rights, which an adjustment in salary would entail. We have great confidence in him as Chairman of the Housing Trust. I think members generally realize that the administration of the trust has been most effective and, although I am not decrying the work of other members of the trust, Mr. Cartledge has taken the weight of responsibility. These are the reasons why the Government has not adjusted his salary. On the other hand, the Government gets from the Housing Trust much assistance and work from time to time for which it does not always make complete payment. For example, the trust has been building many houses for school teachers and other Government employees. Probably the trust gives us a *quid pro quo*—perhaps two *quid pro quo*—for the extra payment made under this line.

Mr. DUNSTAN: I do not want to disagree with anything the Treasurer said or the praise the member for Mitcham (Mr. Millhouse) gave to Mr. Cartledge and his work. However, I join issue with the honourable member on one point. In doing so, I am not criticizing Mr. Cartledge, who I know gives full service to this State. The member for Mitcham suggested that Mr. Cartledge did not need to spend more time on his work as Draftsman in Charge of Consolidations, Reprints and Regulations.

The Hon. Sir Thomas Playford: He did not really mean that.

Mr. Millhouse: I did not say that, either.

Mr. DUNSTAN: That is what I understood him to say; if he did not, I apologize. What worries me is that many regulations, particularly those relating to the Public Service, require much work. I am not suggesting that anyone in the Parliamentary Draftsman's Office is not already fully occupied: Dr. Wynes is constantly in attendance upon the Government and upon members of Parliament, and has a full plate in drafting; and Mr. Ludovici has been engaged in many interstate conferences on uniform Bills that have involved an enormous amount of work—far beyond the hours one would expect him to put into his job. However, the Public Service regulations have been out of print for so many years that

it is almost impossible to discover a complete set in this State, and this has caused much concern for a considerable time. I think only about two copies in which the regulations can be compared with amendments are extant. It is sometimes difficult for public servants to find out exactly their duties under the regulations. More time will have to be spent on this matter. Perhaps the Public Service Commissioner will have to be requested to appoint an additional officer to the Parliamentary Draftsman's staff to do some of the work for which Mr. Cartledge's post was originally created.

The Hon. Sir THOMAS PLAYFORD: The position that Mr. Cartledge occupies was created for the special purpose of enabling him to give more attention to the Housing Trust and less to drafting; it was a special arrangement made to relieve him of drafting duties and enable him to give concentrated attention to the big problem of housing. We traditionally had Sir Edgar Bean and Mr. Cartledge as our draftsmen, and at the time of this appointment and of Sir Edgar's retirement we appointed two to take their places. The Attorney-General is in the process of obtaining, or has obtained, Cabinet approval for the appointment of an additional draftsman. I know he is working on this because it has been mentioned to me. This request may already have been approved by Cabinet and be before the Public Service Commissioner. I know that our Statutes must be up to date, but I also realize that, as Parliament sits every year and amends legislation, no legislation is likely to be completely up to date all the time. However, steps are in hand for another draftsman to be appointed to help catch up the work, which is lagging a little. I think we have had more than our just share of demand for the services of Mr. Ludovici by other State Governments and the Commonwealth Government. I assure the honourable member that this matter has not escaped notice, and that steps are in hand to have another appointment made.

Line passed.

Crown Solicitor's Department, £65,250—passed.

Parliamentary Draftsman's Department, £11,588.

Mr. FRANK WALSH: I am pleased to accept the assurance given on another line but, as I said last year, both the Parliamentary Draftsman and his assistant are overworked and I have not been able to obtain assistance from them when I wanted it most. When the

new appointment is made I hope that I shall be able to get the assistance I need from the junior draftsman, if not from the senior draftsman. I trust that I shall be given this facility.

The Hon. Sir BADEN PATINSON (Minister of Education): I believe that the Leader of the Opposition is one of the busiest members of the Parliament. Of course, the title "Parliamentary Draftsman" should mean what it says and he should be available to Parliament. No doubt the Treasurer and other Ministers have first claim on his services, but the Leader of the Opposition is next in line.

Mr. JENNINGS: As the Minister says, the significance lies in the term "Parliamentary Draftsman". First calls must inevitably be made on him by the Cabinet. The Minister has said that next in order is the Leader of the Opposition and I agree with that; but what about the ordinary private member? He is important in our system of Government. When a member introduces a Bill (not an Opposition Bill, but a private member's Bill), he is always challenged on the authenticity of its drafting. Unless a member can say his Bill has been drafted by the Parliamentary Draftsman it is immediately subjected to criticism as to its drafting. I hope the Minister will consider my remarks with those of the Leader of the Opposition.

Line passed.

Public Trustee's Department, £117,200; Supreme Court Department, £99,612; Adelaide Local Court Department, £63,183; Adelaide Police Court Department, £54,036; Country and Suburban Courts Department, £128,458—passed.

Coroner's Department, £8,590.

Mr. FRANK WALSH: A few weeks ago I requested the Minister of Education to ask his colleague whether the Coroner could be provided with his own staff rather than have to rely on staff from the Police Department. Although I realize that the co-operation of police officers is necessary, particularly in case of fatal accident, I believe that this department warrants the provision of full-time staff. Has anything further been done in this matter?

The Hon. Sir BADEN PATINSON: My colleague, the Attorney-General, had already considered the matter and discussed it with the Public Service Commissioner. Up to and including last Tuesday discussions had taken place in Cabinet about the inadequacy of the Coroner's staff. I hope that the position will be remedied soon.

Line passed.

Registrar-General of Deeds Department, £208,827—passed.

Miscellaneous, £36,531.

Mr. FRANK WALSH: I am concerned with applications to the Law Society for legal advice. I assume that a means test is applied to applicants about the fee they are charged. Some people seem to think that the service is free, but I have had to tell them that that is not so. If a person who has committed an offence applies to the society for legal assistance, and if he is already in the Adelaide Gaol, he must go through the gaol authorities to the Law Society. Often the solicitor receives nothing for his services. Does the Minister know why there should not be uniformity in these charges?

The Hon. Sir BADEN PATTINSON: This is not necessarily a scheme for helping destitute persons. The sum provides for the cost of administration of legal assistance to poor persons—those who need assistance and cannot afford the costs either in full or in part. An application is made to the Secretary of the Law Society and he or his officers investigate the person's circumstances. A report is then made to a special committee of the Law Society, which recommends whether assistance should be granted and assigns the case to a lawyer gifted in that field. I do not know the exact details because happily I have not been associated with it for a long time, but the committee decides whether the case should be assigned to a legal practitioner without fee, or determines the fee.

Often the word "fee" is a misnomer. I know from my own knowledge that in many cases a fee is allotted in theory but the practitioner never receives it. I do not know whether a uniform system could be adopted. I shall be pleased to obtain from the Attorney-General an outline of the procedure, because it would assist not only the Leader but all members. The Law Society renders magnificent service, not only to destitute persons but to poor persons who cannot afford the full legal charges.

Mr. FRANK WALSH: The Law Society makes the necessary arrangement for a solicitor but, if the person cannot pay, from whom does the lawyer collect the fee? He has been assigned by the Law Society, but that seems to be the end of it for him. There is a need to review this set-up. If the Law Society decides that the service is worth payment, then provision should be made for it, and an additional sum included here.

Line passed.

TREASURER AND MINISTER OF IMMIGRATION.

Treasury Department, £39,904—passed.

Prices Branch, £71,899.

Mr. MILLHOUSE: I notice with some displeasure and dismay that this line has been increased by £7,129. It appears that most of the increase is to pay the salaries of additional officers. Has there been an increase in the number of personnel employed in this branch and, if so, why was the increase necessary? If there has not been an increase, why is it that the Prices Branch, of all places, cannot keep its own prices down? Has the Minister any information on this point?

The Hon. Sir BADEN PATTINSON: Perhaps we shall be dealing with the matter later and the honourable member could refer his question to the Treasurer when he returns.

Mr. FRANK WALSH: I do not doubt the need for the continuation of this branch. I have received much valuable assistance from it, either by going through the Treasurer or direct to the Prices Commissioner. This branch does a good job in the interests of all concerned. Let us consider television service charges. Not all companies apply the same charges or have the same service. Frequently when disputes have arisen the Prices Commissioner has been able to intervene and people have been able to get the required service at a proper rate. As a watchdog over prices, the Prices Commissioner and his staff have performed magnificently. I am always prepared to pay for services rendered and I am sure that the proposed increases conform to a determination of an appropriate industrial tribunal.

The Hon. Sir THOMAS PLAYFORD: The member for Mitcham questioned the proposed increase in salaries. It is accounted for by marginal increases and by the appointment of five additional junior members to the branch. For some years, when officers have retired from this branch, replacements have not been appointed, so the staff has steadily decreased. However, the branch has had much additional work imposed on it, particularly in respect of hire-purchase. For the past few years the Prices Commissioner has conducted investigations on behalf of the wine industry, to the benefit of all sections of that industry. This additional work has necessitated extra staff appointments.

Mr. LOVEDAY: I am pleased that the staff is being increased to cope with the extra work of the branch. It has been possible,

through the efforts of this branch, to determine satisfactorily and quickly problems arising from hire-purchase transactions. This branch has done much to rectify misrepresentations by salesmen, particularly of used cars. Any increase in salaries, occasioned by additional staff appointments, will be repaid one-hundredfold by savings to the community through the investigational work carried out by the branch.

Mr. FREEBAIRN: What is the function of the Bread Committee, and why is there a variation in the sum proposed for this year?

The Hon. Sir THOMAS PLAYFORD: The original Commonwealth legislation provided for the appointment of industry committees, and our legislation has continued that provision. The Bread Committee has been singularly successful. It comprises three representatives of bakers and three of consumers. I am not sure who the members are at present, but they meet to discuss bread prices. At present it is considering a particular problem. Some shops have been selling bread far below the official price, and although that may be desirable it is having an effect on delivery rounds, so much so that in some suburbs there is a tendency to discontinue bread deliveries. This could cause problems for a disabled person or a pensioner. The Government is anxious to retain bread deliveries. The Bread Committee is meeting to consider this problem. The sum proposed in the Estimates is to meet the committee's expenses.

Mr. FRANK WALSH: I realize that at present there is a war over bread prices. I have been concerned for some time with the charges for delivered bread. I understand that the Prices Branch has been called on to investigate the problem of short-weight bread. It has been reported that, although bread manufacturers are supposed to use special weights, we are getting into this country people who believe that they know more about our laws and standards than we do.

Here is another problem. I do not object to people entering the business of bread baking provided they adhere to weights and other standards. We adopted zoning of deliveries during the war period and it is still with us, and contains some merit. During the absence of the member for Port Augusta (Mr. Riches) on an overseas visit, I received some correspondence from Port Augusta about bread charges, and I know that a family pays more for bread than do Darby and Joan. I do not know whether the Prices Branch intends to investigate the problem of bread weights. I realize

it would be difficult to weigh every loaf of bread, but it is a matter worth consideration. I do not want to see bread deliveries discontinued and bread carters unemployed. It seems wrong that because of charges for deliveries the family taking two or three loaves of bread each day pays more for each delivery than Darby and Joan who take perhaps half a loaf two days a week.

Mr. RYAN: The Treasurer said that the Bread Committee was investigating the delivery problem as the result of price-cutting. Last week a suburban baker told me that he had had to reduce his four delivery rounds to three, and that it appeared that soon he would have to make it only two. That would mean dispensing with 50 per cent of his employees. Can the Treasurer say when the Bread Committee will make recommendations to overcome this difficulty?

The Hon. Sir THOMAS PLAYFORD: Apparently I did not make my remarks clear when I spoke previously. I intended to convey that the Bread Committee had met to determine a new bread price, the need for which arose from delivery difficulties. A suitable price was fixed, but there has been a serious disruption in the industry in the last few weeks. This morning I had a discussion with some of our leading bakers, who said that the problem had arisen largely because some of the supermarket people were selling bread at cost, or even below it, to attract customers to their shops. I said I would discuss with the Prices Commissioner the appropriate action to be taken. I did not intend to give the impression that the committee was investigating the matter of deliveries. I had in mind the matter of an increased bread price to cover costs of delivery.

Line passed.

Superannuation Department, £57,839; Motor Vehicles Department, £232,360; Agent-General in England Department, £48,558—passed.

Land Tax Department, £132,504.

Mr. RYAN: The sum voted this year for fees and expenses for the Land Valuation Inquiry Committee is £4,310, whereas it was only £1,895 last year. From that one would assume that the inquiry will continue for the remainder of the financial year. Can the Treasurer indicate the progress made by the committee in its inquiries, when they are likely to be completed, and what are the prospects of getting a report soon?

The Hon. Sir THOMAS PLAYFORD: The committee has already taken much evidence. I will inquire, but I believe it has completed

the taking of evidence. It has been busy for some time, but I do not know when the report will be presented.

Line passed.

Stamp and Succession Duties Department, £44,284—passed.

Publicity and Tourist Bureau and Immigration Department, £379,822.

Mr. FRANK WALSH: The salary of the Director as shown includes an allowance of £25 a year for travelling with and entertaining distinguished visitors. This represents less than 10s. a week, and it seems to me that this would not go far.

Mr. Lawn: You would not be able to take a visitor to the Lido.

Mr. FRANK WALSH: Can the Treasurer explain this amount? Can he also tell what duties the Director has as Superintendent of Government Motor Vehicles. Surely the Manager of the Government Motor Garage is capable of carrying out all the functions of that undertaking?

The Hon. Sir THOMAS PLAYFORD: It is necessary to have some office control over the Government Motor Garage, and that is provided through the Tourist Bureau and has been so provided for many years. When a new motor car has to be purchased, the Director is the officer whose duty it is to make the representations to Cabinet that an appropriate amount be put on the Estimates. The line is not related in any way to the control of the garage, which is very well handled by the Manager. The Director merely attends to the overall financial control and sees that the necessary lines for the garage are provided.

It is most refreshing to hear confirmation from the Leader that the Government is not being extravagant. The provision of £25 for entertainment does not mean that Mr. Pollnitz can spend only that amount. As I pointed out previously, the Government is always embarrassed, when lines are not on the Estimates, because of the overall limitation imposed. If the Director exceeds the £25 allowance I can deal with it under the line for Estimates control, which is slightly better than the control that can be effected where there is no line. The amount is provided so that Mr. Pollnitz can provide a distinguished visitor with refreshment—as frequently he has to do—and be recouped from that line. If the line is exceeded it can be adjusted.

Mr. FRANK WALSH: The sum of £33,334 is provided for the line "Glenelg Corporation—Towards construction of boat haven." It was

intended that this boat haven would provide shelter for craft, that owners of boats would pay a fee, and that the haven would be efficient. However, I think there has been much disappointment with the haven. Has an investigation been made regarding the type of work now involved, and can we expect the haven to provide a better service than it now does?

The Hon. Sir THOMAS PLAYFORD: The original proposals for the haven at Glenelg provided for certain embankments to control the sand drift and the tide. Originally, the Public Works Committee had before it a proposal for two arms running out into the sea for this purpose, but as it was not then known what the behaviour of the area would be it was decided to leave the line off for the time being to see whether it would be possible to obviate that expenditure. The Harbors Board was not able to advise definitely whether that work was necessary until it had had some working experience of what would happen when the locks were put in. When those locks were installed it was found that the original scheme was necessary. This amount is now being provided to carry out what was a feature of the original scheme but which was left aside because it was considered that it might not be essential. I believe I am correct in saying that the Public Works Committee considered that this feature of the original scheme was necessary. The plans for this project have been prepared under the supervision of the Harbors Board; they are not plans drawn up by the local authority.

The Government has received a number of requests from seaside councils regarding foreshore improvement, particularly the control of the drift of sand. The project covered by this line will effect such control at Glenelg. The Government's general policy—and I have advised local government authorities accordingly—has been that it will consider a 50 per cent subsidy of the cost of approved work, so this line will probably appear frequently in the future, not under this heading "boat havens" but probably as a subsidy towards the maintenance and improvement of the metropolitan beaches.

Mr. BYWATERS: I see a line "Subsidies towards recreation areas", for which £5,000 was voted last year and in respect of which the actual payments were £10,000. This year nothing is voted for this line. As more money than was actually voted last year was spent, why has this line been omitted?

The Hon. Sir THOMAS PLAYFORD: For a number of years the Government has been supporting the development of the West Beach recreation area, which it regarded as a major project. Under legislation, a trust was established. I think, from memory, it comprises the West Torrens corporation and the Glenelg corporation, which joined in a trust, and the Government provided a chairman. Henley and Grange corporation at the time did not desire to join. Over the last five years the Government each year has been making available to that authority moneys to help it develop what we regarded as a national recreation area. I should think that over the period £150,000 has been provided to develop what is now an excellent recreation area. West Beach is beginning to take on good shape. Nothing is provided this year on this line because the development that has taken place is now becoming revenue-producing, and the revenue now coming from the reserve will probably finance its maintenance and improvement in the future. For example, a golf course has been completed—and golf courses are quite profitable undertakings as they provide not only recreation but revenue. We have been fostering this place for a number of years. It is now probable that it will require no further Government grants.

Mr. HARDING: I refer to the line "Curator of National Pleasure Resorts, Curator of Naracoorte Caves, Assistant Curator of Naracoorte Caves". These caves have a terrific potential but at present they have only an ordinary private lighting set. This is not very effective, and about 16,000 people visit the caves annually. If we could get a 240-volt line out there, thousands more people would visit the caves. What is the position of the Curator of National Pleasure Resorts? What are his duties? Is he at Belair?

The Hon. Sir THOMAS PLAYFORD: I take it that the officer that the honourable member refers to is the man in charge at the caves. He is, I think, the curator of the caves, judging by the title we have in the Estimates. I have no explanation before me but will check this for the honourable member.

Mr. HEASLIP: I am not quite sure whether my question relates to "National Pleasure Resorts" or to "Advertising the State", but I refer to the new road going to The Bluff in the Flinders Ranges between Wirrabara and Port Pirie. I asked a question of the Treasurer some time ago about whether a car parking area would be made available to enable tourists to park their cars

when they went to see the new television station. In the course of his reply, the Treasurer read from a report as follows:

It is not known where a suitable area for a car park would be located . . . Access to the summit from this point could only be obtained through the land to be acquired by the Commonwealth. It is pointed out that the scenic road is a right of way proposed to be acquired by the Commonwealth for its own exclusive use.

I think some £50,000 to £60,000 has been spent on the making of this road to the television station. Although the report stated that it was a narrow road, in fact it is not narrow: there is room on it for two cars to pass. It is a great attraction for tourists travelling to the top of The Bluff to see a large area of the north of South Australia, looking to the east and west. If this road is used exclusively by the Commonwealth for access to the television station, a wonderful opportunity of advertising South Australia and attracting more tourists here will be missed. After all is said and done, the money spent there is taxpayers' money and, as taxpayers, we are entitled to use that access road. Will the Treasurer inquire into the matter to see whether that road cannot be made available for tourists in South Australia?

The Hon. Sir THOMAS PLAYFORD: Yes. That would have been the natural result of the honourable member's question the other day. I shall see that appropriate representations are made.

Mr. FRED WALSH: I refer to the Belair Road leading up to Windy Point and to a question I asked on August 22, when I sought information about the plans of the Highways Department in respect of the widening of that road. I pointed out the dangers, well known to most people who use the road, and asked:

Does the Government plan to widen this road as Windy Point is being developed?

In reply, the Treasurer said he agreed with what I asked. He said he would refer the question to the Commissioner of Highways, and ask him to make a survey to determine what further action was necessary to improve the road and make it safe under all conditions. In reply to a question I asked last Tuesday, the Treasurer read the following report from the Commissioner of Highways:

I referred to the alignment of the Clapham-Belair section of the Adelaide-Goolwa Main Road No. 11 as being of substandard alignment because generally a safe speed of 20-25 miles an hour only can be maintained, and at two curves, for safety reasons, this should be reduced to 15 miles an hour.

I do not think there is much information contained in that report; one has only to travel up the road once to get that information. The Treasurer was kind enough to hand me the report before he answered the question, and I believe it contained more than the information he gave. I should like to have in *Hansard* the full report of the Commissioner of Highways about the department's plans in this regard.

The Hon. Sir THOMAS PLAYFORD: I regret that I did not give the honourable member the full information when he asked the question; I read the docket without looking closely at what it contained. The docket is not here, but I will see that it is available next Tuesday and that the information is given the honourable member. I did not intentionally leave out anything from the docket, I assure him.

Line passed.

Miscellaneous, £6,870,440.

Mr. FRANK WALSH: The sum of £3,200,000 is provided as a transfer to the Railways Department towards working expenses. I am sorry that I have to speak about this matter, as I do not like to condemn departmental planning. However, I am concerned about what the future holds. The population of this State is expected to double before the end of the century. Plans have been drawn up and maps have been submitted by the Town Planning Committee. If every road is doubled in width, can the traffic be accommodated? I say it cannot. What is the alternative? Apart from having to go long distances to reach their employment, people will find it difficult to park when they get there. This has already happened at Edwardstown. Hill's Hoists Pty. Ltd. has expanded, and its employees have found it difficult to park their cars; the same has applied to the S.A. Rubber Mills Ltd. Hill's Hoists Pty. Ltd. has tried to rent property so that its employees can have parking facilities. General Motors-Holden's Pty. Ltd. is fortunate in being located on a dual highway, the centre of which can be used for parking. Also, many cars can be parked in other streets surrounding the factory.

It has been said that multi-storey flats will have to be built in the city of Adelaide, but many people do not wish this to happen. The Railways Commissioner has decided that railway services cannot be extended, but who is to govern—the Commissioner or the Government? The responsibility must come back to Parliament, which must have the right to say

whether more railway services should be put into operation. This should not be left with the Railways Commissioner. Although I do not desire to criticize Government instrumentalities, I know that the Railways Commissioner is informed immediately a member visits one of his officers and, if anything is requested of the Commissioner, the odds are 100 to 1 that he will give a negative answer.

I am concerned about the development of this State, and I should hate to leave behind me legacies of impossibilities for the future generation. I wish the increased population to have a reasonable chance to get to places of employment in safety. The Willunga railway line has not functioned for passengers since, I think, 1957. An oil refinery has been established in the locality and a spur line has been constructed to it. Housing development is extending to Sellick Beach. People are living there permanently, yet motor buses approved by the Transport Control Board are the only public transport available. The Government has many competent officers, and if the Railways Commissioner will not plan for the future, then others should be allowed to do so. Earlier I asked whether the railway line would be extended beyond Pooraka to Tea Tree Gully and the Railways Commissioner's answer was "No". A function will be held at Peterborough later this year, but I am sure the Railways Commissioner will travel by road to attend it, and not by a rail service. The North-East Road will be unable to cope with the traffic expected on it during the next 10 years. If the Railways Commissioner will not extend rail services, then he should be provided with sufficient money to erect a parking station over the Adelaide railway yards.

Provision should be made now for future extensions of the railway system. We must encourage people to use the railway services, but better equipment to convey passengers must be provided. One method of rehabilitating the railway service would be to provide reasonable seating accommodation. When I asked about providing extra seating, I was informed that the "red hen" did not have sufficient power for extra trailers. Earlier I sought information from the Treasurer about the Islington workshops, where the Railways Commissioner had refused all requests by the workmen for amenities. Apparently a steel furnace will not be provided at the workshops, although it would be used to advantage. Many firms do work that should be done at Islington. Earlier I asked questions about the calculation

of tenders at the Islington workshops. I understand that allowance is made for the material and the time, and then 23s. or 26s. a man-hour is added to the total. Can the Treasurer inform me why this is so? If he cannot, will he obtain that information?

The Hon. Sir THOMAS PLAYFORD: The Government is preparing, and will introduce this session, some of the most far-reaching transport legislation that Parliament has ever had to consider. It will enable every member of Parliament to sharpen his teeth on what is, after all, a major problem. The problem confronting our Railways Department is a problem common to most railway systems throughout the world. Our system is faced with competition from opponents who do not contribute towards the cost of the facilities they enjoy. Road transports from other States use our roads free of charge, whereas the Railways Department has to pay for the track on which its locomotives operate, so the two systems do not operate on a competitive basis. Some heavy transports do not meet any road costs and some part only of the cost. Every member realizes that the average motorist, who uses his vehicle for perhaps two journeys a week, is over-taxed whereas the heavy transport owner is under-taxed for his road use.

The present tendency is for the functions of our railway system to change. Whereas once its prime function was to transport passengers

and its secondary function to transport freight, nowadays the emphasis is on the transport of bulk freight over long distances. It is interesting to refer to page 165 of the Auditor-General's Report, which clearly indicates this. In the summary of train mileages, passenger journeys, freight tonnages and earnings and working expenses—based on a survey over the past five years—it is apparent that intrastate freight tonnages have increased by over 300,000 tons in that time. The summary of interstate freight traffic—tonnages forwarded and received—reveals an increase of over 300,000 tons.

Mr. Loveday: Despite unfair competition.

The Hon. Sir THOMAS PLAYFORD: I would not use the word "unfair". Despite competition adverse to our Railways Department, it has increased its freight traffic. If South Australia is to progress it must get its factory production to other States. In 1958-59 the total tonnage forwarded to other States was 502,230, whereas in 1962-63 it was 644,397. The true measure of the service of our Railways Department is what it provides to our industries.

Progress reported; Committee to sit again.

ADJOURNMENT.

At 5.3 p.m. the House adjourned until Tuesday, October 22, at 2 p.m.