

HOUSE OF ASSEMBLY.

Tuesday, July 28, 1964.

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

ASSENT TO BILLS.

His Excellency the Governor's Deputy, by message, intimated the Governor's assent to the following Bills:

Appropriation (No. 1),
Supply (No. 1).

QUESTIONS.**HOUSING LOANS.**

Mr. FRANK WALSH: I believe that the Premier is well acquainted with the long delays that occur from time to time with applications received for assistance to purchase houses. In order to assist purchasers who have to seek temporary finance whilst waiting for the loan, can the Premier arrange with the State Bank and, probably, the Savings Bank for an inspection of the house as soon as temporary finance is sought and for the banks then to inform the purchasers whether the loan will be made available?

The Hon. Sir THOMAS PLAYFORD: I will obtain for the Leader details of the present procedure, and I think that when he studies the procedure he will agree that it is the best that can be done in the circumstances. After the honourable member has studied details of the procedure I shall be pleased to answer another question from him if he so desires.

OIL SEARCH.

The Hon. B. H. TEUSNER: According to the press a Texan oil magnate, Mr. Jergins, appears to be interested in searching for oil in this State. Can the Premier say whether a licence or franchise has been granted to him to search for oil here? If so, in what part of the State is he to make the search and what are the principal terms and conditions attached to the licence?

The Hon. Sir THOMAS PLAYFORD: If the honourable member will ask me that question tomorrow I shall inquire of the Mines Department whether this gentleman has a lease, and supply the necessary information.

TAXATION REIMBURSEMENT.

Mr. HUTCHENS: I understand that at a Premiers' Conference held in Canberra in June, 1959, unanimous agreement was reached on a new system of grants to the States to replace the taxation reimbursement system which

involved additional grants and which resulted in payments to South Australia, under provision of the State Grants Act, 1959, as follows: 1959-60, £27,675,000; 1960-61, £30,727,000; 1961-62, £33,225,000; 1962-63, £34,776,000; 1963-64, £36,365,000; 1964-65, £39,000,000 (£2,635,000 more than last year). I also understand that, if this amount is insufficient, it is possible to obtain additional assistance similar to that obtained in the past under the State Grants Additional Assistance Act, and that, failing this, the State may apply for a special disabilities grant under section 96 of the Commonwealth Constitution. Will the Premier pursue all these steps before arbitrarily increasing taxation charges in this State? Is he still adamant that we will receive £200,000 less than last year from the Commonwealth Government?

The Hon. Sir THOMAS PLAYFORD: I do not have before me the precise figures the honourable member has read out. I have no doubt, however, that they probably set out the position correctly. The honourable member is correct when he says that, under an agreement made between the Commonwealth and the States in 1959, South Australia received a grant for a period of five years, which was its share of the Taxation Reimbursement Fund. Other States received similar grants. Until then South Australia was a mendicant State, as it applied for a grant to the Commonwealth Grants Commission. One condition of the increased grant in 1959 was that the State, except in unusual circumstances, would not apply to the Grants Commission. In those circumstances it was not possible to take the increased grant that still applied in respect of the Grants Commission for the period of the agreement. The agreement, however, expires this year and it will be necessary for the Commonwealth to make another agreement with the States concerned for the next financial year. It is not competent for the State to apply to the Grants Commission this year because of the condition of the agreement I have referred to. If honourable members will look at the figures they will see that under the agreement South Australia received a large sum per capita at that time.

It was a condition of the agreement that South Australia would not apply for a grant. However, there is another very tangible reason why it would not be expedient to apply for a grant this year. Any grant relates to the previous year's finances: it is never related to the present year's finances. Therefore, any application would be doomed to failure before it was made because last year we had a

surplus in our Budget account, and in those circumstances we would have no logical argument to advance for a grant. It is true that under the agreement provision existed for an increase each year in the amount that each of the States could receive. That increase is based upon two factors, one relating to increased population and the other to the amount paid in the previous year in payroll tax. While we will have some problem this year because of increases in wages, some advantage would be gained next year if the agreement were to continue. South Australia would actually receive more than £2,000,000 more this year under those progressions. However, the Commonwealth's special grant to the States last year has been subtracted this year, and that grant was £200,000 more than the increase we will get this year. In actual figures, the sum that will be available from the Commonwealth this year will be about £200,000 less than we actually received last year. A difficult position arises this year because, while our expenditures have increased by about £2,250,000 (because of new arbitration awards, roughly £1,300,000 in interest payments, and about a 4½ per cent increase arising from growth), the revenue from the Commonwealth has decreased by about £200,000.

POTATOES.

Mr. SHANNON: I have received complaints from some potato growers in my district about the Potato Board's hold-up of deliveries of locally grown potatoes until such time as imported potatoes are sold. Those people charge the board with assessing incorrectly the quantity of potatoes available from local sources, and they consider that they are being denied an opportunity of marketing their potatoes as they normally do in an orderly way by bringing them in over a period of months from local crops. The growers consider that this matter could be properly resolved only by the potato distribution being undertaken by the board, not by an agent. Although I will not argue whether or not those charges are justified, I should like the Minister of Agriculture to investigate the problem of potato distribution in South Australia. As power is provided under the amendments passed last session, will the Minister say whether it is practicable to put into operation the wishes expressed by Parliament in those amendments?

The Hon. D. N. BROOKMAN: I will ask the Chairman of the Potato Marketing Board whether the board's assessment of potato stocks

is correct; then we will be better informed about the position. The question of whether the board should undertake the buying and selling of potatoes on its own behalf was discussed in great detail in Parliament last year and I understand that since then the board has considered this question deeply. I should point out that no instruction was given by Parliament on this point. I believe Parliament has done a good job for the potato industry over the years, first by providing the machinery under which the growers can market their potatoes and, secondly, by amending that machinery last year, in accordance with the wishes of the growers, to enable them to go a step further. At all times the board is controlled by producers, as they have a majority on the board. Parliament has discharged its responsibility satisfactorily. The questions of whether the board will undertake a new system of distribution and marketing and whether the board's assessment of the interstate market is correct will be dealt with in a report from the Chairman of the board.

ALDERSGATE TRANSPORT.

Mr. JENNINGS: During the last few months I have received 75 letters from residents of Aldersgate, the Methodist home for old people. These letters deal with the need for some form of public transport from the home to the city. At present at Aldersgate there are 500 people, whose ages range from 60 to 90 years. The nearest public transport is at Payneham Road, three-quarters of a mile away and uphill. Obviously, the residents need to go to town occasionally, and many have to go for specialist treatment. However, the long walk uphill leaves them without access to public transport; the only way they can get to the city is by taxi, and the return fare is 14s., which is prohibitive to pensioners. Another problem caused by the lack of transport is that the residents are denied visits from their friends, who are usually their contemporaries and therefore mostly pensioners, too. Will the Minister of Works urge the Municipal Tramways Trust to provide a bus service, not at all hours of the day, but at least once or twice in the morning and afternoon?

The Hon. G. G. PEARSON: Only recently, when I was discussing various matters with the Chairman and the General Manager of the trust, this matter was raised. The management of the trust was aware that a request was coming forward for a transport service to be provided. We did not discuss the matter in great detail. Although the problem exists for the people living at Aldersgate, I think

the honourable member is correct in saying that it applies more to those who want to visit them. This problem is not easy to solve. The roadway that passes the Aldersgate frontage is not of a standard that would cope with tramway buses. I think I am correct in saying that.

Mr. Jennings: You would have been a few months ago.

The Hon. G. G. PEARSON: Apparently it has been considerably improved. The matter having been raised officially, I will take it up again with the General Manager to see whether a service can be given. I know the honourable member appreciates that it could not be a regular service: it would have to be a special one, perhaps after the peak-hour traffic was over and before it commenced again so that staff and vehicles would be available to run the service. It would mean that, if the service were instituted, it would be on a trial basis. I cannot assure the honourable member that the trust will agree to this service, but I will discuss the matter with the trust.

WAROOKA WATER SUPPLY.

Mr. FERGUSON: Last session, in answer to my question about the water supply west of Warooka, the Minister of Works said that drilling had produced three bores with potable water. Can he now say whether any of the bores have given a supply suitable for reticulation?

The Hon. G. G. PEARSON: If the honourable member asks me that question again tomorrow or on Thursday, I shall, in the meantime, obtain an up-to-date report. Testing has been in progress and I shall then be able to outline the position more precisely.

BERRI FERRY.

Mr. CURREN: On February 26 this year a reply to a previous question about the duplication of the ferry at Berri indicated that the work would be completed in August. The month of August is almost here and the work is not completed on one side of the river. Will the Minister of Works ask his colleague, the Minister of Roads, when the duplication of the ferry service at Berri will be completed?

The Hon. G. G. PEARSON: Yes.

ADELAIDE BEACHES.

Mr. MILLHOUSE: Last Saturday an article "Saving Beaches from Destruction", and written by Mr. R. Culver (Senior Lecturer in Civil Engineering at the University of Adelaide), appeared in the *Advertiser*. The

import of the article was perturbing because it was to the effect that within 10 or 15 years the metropolitan beaches of Adelaide might be lost and disappear. The value of those beaches is beyond computation to the inhabitants of this city. The article suggested that assistance given to seaside councils for the preservation of beaches had been rather on a piecemeal basis and that something more serious and sustained was required if we were to retain the beaches. Can the Premier say whether sustained research or investigation is being carried out by any Government department or anybody under the aegis of the Government in this matter and, if it is not, whether, in view of the danger, something could be done to solve the problem?

The Hon. Sir THOMAS PLAYFORD: Over several years the Harbors Board has accumulated much information about the behaviour, quantity and movement of the sand, and the recent storm did nothing to offset the general statements by the Harbors Board about the behaviour of the sand on Adelaide's beaches. The information to hand shows that the sand tends to gradually move northward, and during the period that the Outer Harbour has been developed a large area has been reclaimed by the movement northward of the sand being trapped by the breakwater at Outer Harbour. The regular replenishment of sand each year is continuing at a rate of about 10,000 tons, although I should like to check that figure. The Harbors Board, when the Government approved of the work at the lock on the Patawalonga River, predicted that it would lead to a build-up of sand on the main beach at Glenelg and, indeed, that prediction has proved correct. Since that work was undertaken there is no serious problem at Glenelg, where previously there had been one. Some time ago a request was received from all seaside councils that the Government should enter into a five-year programme to cost, I think, £60,000 to be paid to the university to undertake various research work. The Government did not approve of the suggestion for two reasons. First, effective work is required to be done all the time, and we do not want to delay it for five years. The Government said it would subsidize useful work as from tomorrow if it were suggested. Secondly, the Government already heavily subsidized university expenditure, including a large sum for investigation, and the Government did not consider that, in those circumstances, it should subsidize moneys already provided. In those circumstances the Government did not accept

the proposal to subsidize a university investigation. If the investigation is necessary I believe the university could undertake that work with the funds already available to it.

OFF-COURSE BETTING.

Mr. HALL: It is some time since the Off-course Totalizator Committee placed information before all members of Parliament seeking to establish a totalizator agency board in this State. I believe that committee has approached the Premier on several occasions. Can the Premier say what stage negotiations (if any) between the committee and the Government have reached?

The Hon. Sir THOMAS PLAYFORD: Many authorities have made representations to the Government in connection with T.A.B. Some authorities favour its establishment and some oppose it. I received the last of those representations last week and there are one or two supplementary questions about which I want information. I expect I shall have a report ready for Cabinet consideration probably next week (the week after at the latest), so that, if Cabinet accepts my submissions, the Government's decision should be known before the Address in Reply debate is completed. Many complicated matters are involved: much of the information provided one day is flatly contradicted the next. Additional information from other States will be required before a report is concluded, but I believe the matter will be ready for Cabinet towards the end of next week.

WALLAROO MINES SCHOOL.

Mr. HUGHES: A recent article in the *South Australian Farmer* stated that officers of the Education and Public Buildings Departments had inspected a site on which a new school was to be erected at Wallaroo Mines. In view of a letter I received from the Minister of Education about 12 months ago stating that the proposal to erect the new school on land near the Methodist church would receive the fullest consideration when the 1964-65 building programme was being compiled, will he now say whether it is intended to proceed with that school soon?

The Hon. Sir BADEN PATTINSON: The newspaper I saw some time ago rather loosely used a nought: it referred to a school for 600 instead of for 60. Apart from that slight inaccuracy, the statement was substantially correct. It is intended to erect a school, as I stated some time ago, and it will be one of what we call the new "demountable" type. It is one of three or four that the Public

Buildings Department is erecting in various parts of the State as an experiment that I hope and trust will be successful.

WATER RATING.

Mr. COUMBE: The Minister of Works was reported last week as saying that investigations were being made into charging for water by measure instead of the present method of assessment. The Minister is possibly aware that other honourable members and I have raised this question with him in the past. How far have investigations into this alternative method of charging for water been pursued? Can he indicate the possibility of such a system being introduced?

The Hon. G. G. PEARSON: The plan to charge for water by measure seems to have much appeal until one starts to work out the method. Over the last two or three years I have examined past reports and excursions into this field by competent people, and more recently I have had discussions with departmental officers. On the occasion of the report to which the honourable member referred I said rather more than I was reported as saying about the difficulties involved in this scheme. The further one goes into it the more difficulties one encounters. If the honourable member asked me to make a statement tomorrow as to its feasibility, the statement would have to be negative. However, that does not mean that the department and I are not interested in the scheme; nor does it mean that the Government is not interested in it. At present I am unable to say when any positive statement could be made because, until many more difficulties of this method of charging can be overcome, there is no possibility of implementing it. The Premier reminds me of some of the problems involved. We would be involved in providing a service past a vacant block, for example, which would materially improve the value of that land but would return nothing whatever to the department for that service. This is just one problem. The provision of a water service in relation to the distance travelled to reach a given number of properties is different from the provision of electricity. The cheapest water main costs about 30s. a foot, and when one compares that with the cost of reticulating such a service as electricity one sees the difficulty facing the department. Therefore, I repeat what I said on the occasion on which I was reported: the capital cost of providing a water service is so great that, unless there is some guarantee of a basic return to the authority providing it, the provision of a water

supply becomes entirely uneconomic. We are anxious to overcome the problem and to find a way out, even if only a partial way out of the difficulty. Research on this matter is being continued.

PORT PIRIE DEVELOPMENT.

Mr. McKEE: Can the Premier say anything about his recent talks in Melbourne with the principals of the Broken Hill Associated Smelters Proprietary Limited?

The Hon. Sir THOMAS PLAYFORD: No, except that further discussions are proceeding. I shall advise the honourable member if and when any agreement is reached.

NAZI ACTIVITY.

Mr. DUNSTAN: I address my question to the Premier, representing the Chief Secretary. Is the Minister aware that meetings of a group of men have taken place in recent months at a house in Gilbert Street, Adelaide, at which loud cries of "Sieg Heil" have been uttered in unison and songs such as the Horst Wessel song loudly sung, to the dismay of residents nearby. Although I do not believe that there should be interference with the expression of political views, no matter how abominable they may be to the rest of the community, the activity of self-styled Nazis in Sydney has recently been shown to include criminal actions and the stockpiling of unregistered weapons and explosives. Will the Minister have inquiries made to see that in this instance, and in any other case where Nazi activity appears to occur in this State, no associated criminal actions such as those recently prosecuted in New South Wales occur in South Australia?

The Hon. Sir THOMAS PLAYFORD: Quite frankly, the reports referred to by the honourable member have not come to my notice. However, I assure him that I will refer the question to the Chief Secretary who, in turn, will obtain a report from the Commissioner of Police. I agree with the honourable member's statement that the only activity that we can consider and suppress is an activity which in some way is contrary to the law: we cannot interfere with people merely because they do not agree with our political views. If the law is broken by any Party—and I do not exclude my own Party from this—the Government will do its utmost to see that any illegal activity is suppressed. I will obtain a report for the honourable member in due course.

ARBURY PARK DEER.

Mr. HARDING: Today's *Advertiser* referred to the deer at Arbury Park. I have received several inquiries about whether or not these deer are for sale. Has the Premier any information on this matter?

The Hon. Sir THOMAS PLAYFORD: I do not have the full information concerning these animals. These deer, 28 altogether and some of them only young, were offered to the Government by Mr. Downer before he vacated Arbury Park. The suggested price for those 28 animals was £420. The Government informed Mr. Downer that it did not desire to purchase the deer and, as far as I know, the animals remained unsold when Mr. Downer left Australia; as far as I know, he left them at Arbury Park.

The Hon. P. H. Quirke: They have been sold since.

The Hon. Sir THOMAS PLAYFORD: I noticed in the press only yesterday that a gentleman claimed that he was going to tranquillize the deer and catch them, and that he had purchased them, but whether that is the case I would not be certain, nor am I sure about the tranquillizing. The Government has never claimed any proprietary rights in the deer because, as we did not require them, we refused to purchase them.

WHYALLA SEWERAGE.

Mr. LOVEDAY: Can the Minister of Works say when the work will commence on the first stage of the Whyalla sewerage scheme?

The Hon. G. G. PEARSON: I recently received a communication, I think from the Whyalla City Commission, on this matter, and I have already asked the Engineer-in-Chief for a report. I will now see that such a report is made available first to the honourable member.

SCHOOL OVALS.

Mr. CLARK: As the Minister of Education will know, because of the great increase in population in my district during the last few years many new high schools, technical high schools, and primary schools have been erected. These schools have a problem—with which most of them are anxious to cope and have, indeed, coped very successfully—of grassing some of the fine grounds they have. I congratulate the people concerned on what they have achieved. The Minister will probably remember the good work done at the Evanston Primary School, which he officially opened recently. This type of development is a big undertaking for many areas. Can the

Minister say what is the usual practice of the department and what assistance is normally given to schools such as these in establishing grassed areas and playing fields around the schools?

The Hon. Sir BADEN PATTINSON: Consistent with the numerous other claims made upon the department we help schools establish grassed areas, but we then ask the schools to maintain them. It is becoming an increasing problem because of the many new secondary schools and the natural pride which the parent bodies and parents generally take in them, and we are anxious to assist them to the best of our financial ability. However, we have many perhaps more important claims upon us at present, and the Director of Education and I are wrestling with the problem now of how we are going to make our money spin out for the financial year. I will obtain a detailed report for the honourable member on the matter which will be of interest to him and no doubt to other members.

MANNUM TECHNICAL COURSES.

Mr. BYWATERS: Part of a letter I received from a constituent of mine states:

May the writer bring to your notice the lack of education for young men entering the services of David Shearer Limited, Mannum, a decentralized industry. It is virtually impossible for this industry to employ and train semi-professional young people, as it is not practical to send them down to the Institute of Technology because of the distance involved. This concerns the writer, as his son, who has started with David Shearer Limited and wants to make industrial chemistry a career and live in this town, will after the end of this year be deprived of the opportunity, as no correspondence is available on these subjects, and he will be forced to seek a job in the city to be able to attend the Institute of Technology and three trips a week to the city (300 miles) would not be reasonable, especially for evening classes. This situation surely creates hardships for the townspeople and must restrict the company concerned in being able to obtain the services of young people, the up-and-coming executives of the future.

The firm of David Shearer Limited has also approached me on this matter, as the firm is most concerned about the situation. I took this matter up with an officer of the Education Department, but was told that it came under the control of the Institute of Technology and that what the writer of the letter and David Shearer Limited had told me was true. I consider that in the interests of the firm and to keep the young executive type such as this in the town some suitable educational facilities should be made available, either by correspondence or by some other means. Will the

Minister of Education give this matter his utmost attention and see whether something can be done to cater for the needs of a progressive and successful industry such as this and of the young people who desire to remain in the country?

The Hon. Sir BADEN PATTINSON: Yes, I shall be pleased to do so. I am very anxious to assist the directors of this decentralized industry, the parents of the young people in the locality, and the young people themselves. I will discuss the matter first with the principal officers of our technical high schools branch and will also take it up with the Institute of Technology to see whether anything practicable can be evolved. I will let the honourable member have some information as soon as possible.

BLACK FOREST LIGHTS.

Mr. LANGLEY: Last session I asked the Minister of Works, representing the Minister of Roads, whether overhead-arm pedestrian lights could be constructed on the South Road near the Black Forest Primary School. Such lights would be used mainly by children attending that school. Since that approach, several new traffic lights and a number of overhead indicators have been installed. As there have been several near misses at this point and a rather costly accident has occurred there, will the Minister, with the officers concerned, further consider having this crossing much more clearly lighted?

The Hon. G. G. PEARSON: I will refer the honourable member's remarks to my colleague.

ASSESSMENT APPEALS.

Mr. CORCORAN: My question concerns appeals lodged against the betterment assessment that was applied to the Western Division of the South-Eastern drainage scheme 12 months ago. As yet no appeal has been heard by the South-Eastern Drainage Board which, I understand, will hear the appeals. Can the Minister of Lands say when the appeals are likely to be heard?

The Hon. P. H. QUIRKE: I shall probably be able to answer the honourable member's question on Thursday.

PORT ROAD.

Mr. RYAN: The Government has spent much money on the build-up across the Port Road for the ultimate link with the new Port Adelaide causeway that will create a future traffic hazard over one of the busiest thoroughfares in this State. Several organizations that are concerned with road traffic have suggested

that the Government consider either an over-pass or an under-pass so that the cross traffic will not interfere with traffic going up and down the Port Road. Can the Minister of Works, representing the Minister of Roads, outline Government policy concerning a freeway or an alternative road to alleviate the traffic problem on the Port Road?

The Hon. G. G. PEARSON: I assume that the honourable member is concerned in particular with the intersection of the Old Port Road with the Port Road. I shall direct his remarks to the Minister of Roads.

ROAD GRANTS.

Mr. RICHES: This year many councils have been informed by the Highways Department that its grant-in-aid has been reduced. Many of the Commonwealth aid road grants have been allotted on a much lower scale than in previous years, while at the same time councils are faced with increased charges for hospitalization, fire brigades and other services. Can the Premier say whether there has been a reduction in the total money available to the Government for expenditure on South Australian roads? If there has been no reduction, can he say why country centres seem to have been suffering a reduction in allocation this financial year?

The Hon. Sir THOMAS PLAYFORD: The total sum available this year for roads will be considerably larger than last year. I believe that the problem of councils referred to by the honourable member arises out of the fact that, after a council has received a considerable grant for a specific work and that work is completed, it does not continue to get a grant for that work. I presume that the honourable member's question concerns the Port Augusta council and I shall have inquiries made and inform him later.

METROPOLITAN MILK SUPPLY.

Mr. NANKIVELL: I have been informed that the South Australian Dairymen's Association has made a submission to the Metropolitan Milk Board for an increase in the price paid to the producer. This request has arisen because some years ago the Metropolitan Milk Board and the South Australian Dairymen's Association agreed on a margin of about 10,000 gallons a day surplus production in order to overcome fluctuations and to guarantee a city supply. This milk is not covered under the city milk licence price; it is not even paid for at the fixed cost of production price, but is sold for processing at a lower price of 19d. or 20d. a gallon. The submission is

that the 10,000 gallons a day should now be paid for and included at the same price as city milk, which would result in an increase of about 4d. a gallon to the producer. Does the Minister of Agriculture know of this submission and, in the event of this price increase being recommended by the Milk Board, will he recommend it to Cabinet for approval?

The Hon. D. N. BROOKMAN: I am aware of the submission made to the Milk Board by the association. I understand that the board has considered this and has agreed to make a recommendation to the Government but, as yet, that recommendation has not reached me. However, when it reaches me I shall lose no time in placing it before the Government.

BEEF ROADS.

Mr. CASEY: On the opening day of this session I asked the Premier a question about beef cattle roads in the Far North of South Australia. As the Premier probably knows, I have only just returned from a trip over some of these roads, particularly the Strzelecki track which, at present, is in a sad and sorry state. When I asked the Premier my question he told me that he had already asked the Prime Minister whether a grant would be made to the State. I understand that the recommendation was made to the Prime Minister but that, unfortunately, he had left Australia and at that time the Premier did not receive a reply. As the Prime Minister has been back in Australia for some time, I ask the Premier whether he has now received a reply about the recommendations for financial help in respect of beef cattle roads. There is some urgency because of the increased number of cattle going into Queensland, resulting in a loss of many hundreds of thousands of pounds to the cattle industry and the consuming public of South Australia.

The Hon. Sir THOMAS PLAYFORD: In this State, from time to time, the Government makes announcements about expenditure when it has reached a decision, but it does not necessarily save all announcements until the presentation of the Budget. However, as the honourable member has asked me a question on a specific matter, if the information is available and is not concerned with policy I will make it available to him forthwith. The Commonwealth procedure with regard to announcements about special grants is that they are always retained and made at the time of the Budget presentation. The fact that I have not received an answer from the Prime Minister as yet is a favourable rather than an unfavourable indication because, had the Commonwealth

Government not intended to do anything, I think that I would probably have heard about it forthwith, although I may be putting a wrong construction on that circumstance. Having been on the Strzelecki and Birdsville tracks recently, I was able to compare the state of the two tracks with their state five years ago: they have improved immeasurably. Tracks that were impossible to get through five years ago are now reasonable travelling tracks as a result of large sums spent by the State. I came down those tracks and was surprised that they had improved so much with State expenditure. I do not mean that we do not want Commonwealth expenditure or that we will not continue to make State money available, but for the number of people travelling on the track the State expenditure has been high. The other interesting point was that no stock were coming down Strzelecki track, whereas a large number were going up. One or two graziers were moving large numbers of stock into Queensland. Several road transports were taking a large number of stock up the track, and the explanation given me was the relatively better position for feed in the pastoral country in Queensland compared with that in the pastoral country in this State. I do not know whether the explanation is correct but I passed stock going up, including a large mob that had gone up by road and had been unloaded prior to being taken further. I do not know what the Commonwealth Government will do yet, but if the honourable member listens to the presentation of its Budget he may hear something.

DOG REGISTRATION.

Mr. LAWN: When a person registers a dog he has to pay a certain fee, in some cases £2 and upwards for large dogs. However, municipal councils, when obtaining the discs to be attached to the collar, seem to assume that all dogs resemble a fox terrier or a kitten because, although the strap attached to the disc will take a three-quarter inch collar, the people who have to pay £2 and over to register their dogs must obtain a collar that is an inch-and-a-quarter wide. Consequently, having paid £2 or £2 10s. for the disc, they have to take it to a leather worker to replace the strap with a larger one. Will the Minister representing the Minister of Local Government ask his colleague to discuss this matter with local councils to see that, when a disc is issued, it is usable?

The Hon. G. G. PEARSON: I will take up the matter with my colleague.

UPPER MURRAY ADULT EDUCATION CENTRE.

Mr. CURREN: Although on June 10 last when I asked the Minister of Education a question relating to the acquisition of land for the Upper Murray Adult Education Centre he promised to get a report on the situation, I have not yet received any information from him. A report in the *Murray Pioneer* on July 2 announced that the buildings had been approved, and the report concluded with the words:

It had been hoped that the premises would be completed before June 30, but the actual date of commencement is believed to depend on finalization of negotiations for the acquisition of land.

Will the Minister obtain an up-to-date report and let me have it as soon as possible?

The Hon. Sir BADEN PATTINSON: As I promised the honourable member, I obtained an up-to-date report from my colleague, the Attorney-General. It was still very much involved in relation to the two owners, and I referred the matter back only this week through my colleague to the Crown Solicitor for further investigation and report. That is as far as I can take the matter at the moment.

LITTLEHAMPTON ROADWORKS.

Mr. BYWATERS: Constituents of mine who travel frequently between Murray Bridge and Adelaide (and, of course, Tailem Bend and Adelaide) have complained to me (and I know it is true) that the main road between Adelaide and Melbourne at Littlehampton has been under repair since early this year. I believe it is at least six months since the use of the mile strip has been restricted because of the work proceeding there. At times, particularly after rain, potholes have been created and it is hardly a good advertisement for the State or the Highways Department. Will the Minister representing the Minister of Roads ask his colleague just how long this state of affairs will continue and when the work is likely to be completed?

The Hon. G. G. PEARSON: I will get a report for the honourable member.

PRIMARY PRODUCERS' DECLARATIONS.

Mr. McKEE: I have received a letter from the Port Lincoln Sub-Branch of the Australian Labor Party, which states:

I have been directed by a meeting of the Port Lincoln Sub-Branch, held 29/5/64, to bring to your attention (for direction) the following comments and motions carried at this meeting:

Police officers at Port Lincoln have been instructed by officers of the Motor Vehicles Department not to endorse primary producers' declarations submitted with applications for 14-day permits and subsequent registration of motor vehicles under P.P. concession, unless domiciled in Port Lincoln area. You can realize the inconvenience caused, say, to a farmer at Lock who decides to purchase a vehicle in Port Lincoln; he is then expected to return to Lock—100 miles away—to have his declaration endorsed by his local police officer, then return to Port Lincoln to effect delivery of his vehicle. It is felt that, as the onus rests on the primary producer as to accuracy of his declaration, it should not be necessary for the police officer to be a counter signatory. The use of traders' plates is out of the question as an alternative solution.

Can the Premier say, in view of the inconvenience caused to primary producers and motor traders in these circumstances, whether a simpler procedure could be adopted, and will he take the matter up with the department concerned?

The Hon. Sir THOMAS PLAYFORD: As I am sure that the member for the district, who was a primary producer in that area, would have a good knowledge of this question, it is rather surprising to me that the question reaches this House in such a round-about way. However, this matter has been examined on several occasions and has been simplified at times. Although the honourable member brings this rather round-about question to me, I have not had any communications regarding it for at least six months from any authority in the State. However, the honourable member having brought it up, as is his right, I shall let him have a reply in due course from the member for the district.

PUBLIC WORKS COMMITTEE REPORTS.

The SPEAKER laid on the table the following reports by the Parliamentary Standing Committee on Public Works, together with minutes of evidence:

Modbury Water Supply and Sewerage Scheme (Sections 1564 and 1573, Hundred of Yatala),

Thevenard Harbour Improvements, Whyalla Sewerage System.

Ordered that reports be printed.

ADDRESS IN REPLY.

Consideration of Committee's report.

Mr. BOCKELBERG (Eyre): It is my privilege today to move the adoption of the Address in Reply at this the third session of the Thirty-seventh Parliament. I join with His Excel-

lency the Governor in congratulating Her Majesty the Queen and His Royal Highness the Duke of Edinburgh on the birth of their third son. I express regret at the illness of Her Majesty Queen Elizabeth, the Queen Mother, which prevented her visiting South Australia earlier this year, particularly as she had graciously consented to pay a short visit to my own district, a visit which would have been the first by Royalty to the District of Eyre. We hope that, should Her Majesty visit South Australia at some future date, another visit might be arranged. We rejoice in the fact that she is now restored again to good health.

I also express regret at the passing of some esteemed members of both South Australian Houses of Parliament. I refer to the late Sir Walter Duncan, Sir Shirley Jeffries, Mr. W. W. Jenkins and Mr. J. O. Critchley, all of whom gave valuable service to this Parliament and to the State. May I, Mr. Speaker, at this stage congratulate the member for West Torrens (Mr. Fred Walsh) on the well deserved honour bestowed on him in the New Year Honours. I should not be doing my duty if I did not refer to His Excellency the Governor and Lady Bastyan and commend them for the wonderful job they are doing in this State. They have both travelled the State extensively and have endeared themselves to us all. Probably His Excellency knows more about South Australia than many of us in this House.

His Excellency's Speech this year was one showing marked progress for this State. In all directions we see nothing but progress in mining, water reticulation and storage, sewerage, road construction, railways, electricity, housing, education, hospitalization, etc., and all this must be due to sound Government.

Now Mr. Speaker, I would like to tell members of this House a little of that once unknown part of South Australia which is often referred to as the Coast or the West Coast. This once dreary stretch of mallee country has really come to life in the last few years and population, production and land values—as one writer expresses it—are all set to scorch the launching pad in a few years' time. To the inexperienced eye the virgin mallee country, of which nearly 10,000,000 acres still remains, presents a picture of desolation, but chain down the scrub and introduce fertilizers, clover and rye grass to build up the soil fertility and in a few years' time this once useless country will be producing excellent feed and crops. Up until 1915

when the railway line was first laid there was no direct link between Port Lincoln and Ceduna on the far West Coast. Yields from crops were low, and water carting took up a great proportion of the settlers' time. In 1922 the Tod Reservoir was built and water was reticulated a distance of 241 miles to Ceduna. Today the Tod River system is regarded as being the second largest reticulation scheme in the southern hemisphere, if not in the world. However, even with the railway line and the water it was still a hard fight, and the Coast had to wait many years before making any contribution to the State's economy. Then in the period 1947 to 1959 the sheep population doubled and with increased sheep numbers the wool production rose from £12,000,000 to £28,500,000. Wheat returns soared from 5,250,000 bushels to nearly 12,000,000 bushels, and in the same period barley production rose by 800 per cent. The years 1957 and 1959

had a retarding effect on production, but each year production has increased and thousands of acres have been flattened under heavy chains drawn by tractors. In the same period the use of superphosphate rose from 14,493 tons in 1949 to a record of 112,955 tons this year, with an expected increase to 130,000 tons next year. From 1959 to 1962 overall production increased steadily, and 1963 marked the end of an era for the majority of farmers on the West Coast and the beginning of yet another phase of development, for today very little wheat is delivered in bags. Instead it is delivered to 24, at present, modern silos including two large terminals, one at Port Lincoln (the largest in the State) and one at Thevenard. Mr Speaker, I have here a list of silos on the Coast and their capacities, and I ask leave to have them inserted in *Hansard* without the necessity for my reading them.

Leave granted.

SOUTH AUSTRALIAN CO-OPERATIVE BULK HANDLING LTD.

Silos and Approx. Capacities in Bushels Port Lincoln and Thevenard Divisions to be Operational for 1964-65 Season.

Silo.	Wheat.	Capacity. Barley.	Oats.
Port Lincoln Division—			
Arno Bay	240,000	—	—
Buckleboo	240,000	—	—
Cowell	330,000	—	—
Cummins	330,000	—	—
Darke Peak	330,000	—	—
Kimba	880,000	—	—
Lock	440,000	240,000	—
Murdinga	240,000	—	—
Rudall	440,000	370,000	—
Ungarra	330,000	—	—
Waddikee	330,000	—	—
Warrambo	330,000	—	—
Wharminda	330,000	—	—
Wudinna	330,000	—	—
Yeelanna	330,000	625,000	—
Port Lincoln Terminal	2,280,000	540,000	100,000
Emergency Storages	577,000	—	—
Total	<u>8,307,000</u>	<u>1,775,000</u>	<u>100,000</u>
Thevenard Division—			
Minnipa	330,000	—	—
Nunjikompita	110,000	—	—
Penong	110,000	—	—
Poochera	330,000	—	—
Streaky Bay	240,000	—	—
Wirrulla	330,000	—	—
Thevenard Terminal	1,320,000	—	—
Emergency Storages	544,000	—	—
Total	<u>3,314,000</u>	—	—

Mr. BOCKELBERG: The last harvest was an exceptionally good one for the West Coast for of the 51,642,563 bushels delivered to the Wheat Board, 16,587,396 (about one-third of this State's wheat yield) came from the Coast, with about the same percentage of barley and oats. As a cereal-producing part of the State, the West Coast has certainly come a long way in the last 15 to 20 years.

Water is still a problem to some parts of the coast, particularly areas such as Kimba, Darke Peak, Colley, and west of Ceduna, where they still depend on ground catchments. With the development of the Uley and Port Lincoln basins, and more recently the Polda Basin, the supply has been improved enormously. I would like to pay a tribute to this Government and Parliament for the very timely and necessary development of the Polda Basin—one of the fastest jobs ever done in this State. I also pay a tribute to the men who worked on that job. As a consequence of this improved water supply the sheep population has increased; from 1956-57 to 1962-63 this rose to last year's record of 2,513,869, which produced 84,803 bales of wool. I feel sure that as soon as the mains have been renewed (10 years overdue now), more water will be reticulated throughout the area. I commend the Minister and his department on the excellent progress being made on re-laying the mains.

Until 10 years ago the only bitumen road on Eyre Peninsula was between Port Lincoln and North Shields, together with a 13-mile stretch on the Flinders Highway. Since then the Lincoln Highway has been sealed for a distance of more than 120 miles, Flinders Highway for a distance of 35 miles, and Eyre Highway for a distance of 130 miles. Over the last nine years £8,359,548 has been spent on roads on Eyre Peninsula. This year's road programme provides for the completion of Eyre Highway from Lincoln Gap to Wirrulla, a distance of 100 miles. The Flinders Highway is to be continued on to Warraw, another 17 miles, and main road 42 is to be completed as far as Lock, a further 40 miles. In addition, district councils on Eyre Peninsula have been granted loans for roads amounting to £470,237. I remind honourable members that 20 years went by when Eyre Peninsula had very little Government money spent on its development.

Our education system has kept pace with the rapid development in this field, and today we can boast of an up-to-date high school at Port Lincoln and 10 area schools throughout the West Coast, and all are well-equipped and staffed with first-class teachers. In addition,

we have many smaller schools, which are so necessary in some sparsely populated areas. At times I mention Port Lincoln which, although not part of my district, is directly tied up with it in many ways.

The gypsum deposits at Kevin are proving a boon to the far West Coast and with the aid of a new line from Thevenard to Kevin, output should be able to be doubled within the next few years. At present about 250,000 tons a year is being handled. The port of Thevenard was not a very busy one until recently. A few weeks ago, while on a visit there, I noted four ships in the bay; two at the wharf; two at anchor; one had just sailed and two were due.

I should like briefly to refer to the growth of the fishing industry on Eyre Peninsula, and will quote Streaky Bay, Cowell and Thevenard as instances. Streaky Bay has 60 professional fishermen and 12 part-time fishermen using 72 boats. Last year 615,586 lb. of fish valued at £53,828 8s. 9d. was produced. There are 28 members and 25 fishing craft in the Cowell and Lucky Bay areas, and for the year ended June 30, 1964, 311,243 lb. of fish was caught. Thevenard, which produced 876,399 lb. of fish valued at about £110,000, has 144 licensed fishermen with 77 boats—surely a worthwhile industry. However, Thevenard is unfortunately very open to the weather and the district with its fishing industry warrants a boat haven. I hope that consideration will be given to providing one.

I express appreciation to the Minister of Marine and his officers for their foresight in the extensions of the berthing facilities and lighting the channel at Thevenard. I hope that some effort will be made soon to deepen the approach channel. We must look forward to larger ships calling at these ports as at present very few of our ports can accommodate a 30,000-ton ship. At present our six outports are not very deep, the depths being as follows:

Port Adelaide	Low 30ft.	High 38ft.
Port Pirie	Low 21ft.	High 29ft. 6in.
Port Lincoln	Low 28ft.	High 32ft.
Walleroo	Low 28ft.	High 32ft. 6in.
Thevenard	Low 27ft.	High 32ft. 6in.

Therefore consideration should be given to the development of ports such as Port Neill, where I understand 40ft. of water is available without much wharf construction.

I was pleased to read of the Electricity Trust's programme for future development on Eyre Peninsula. This will at some future date enable people living on Eyre Peninsula, or the West Coast, to enjoy all the amenities of the city at a similar cost.

Mr. Speaker, I formally move the adoption of the Address in Reply.

Mr. McANANEY (Stirling): I have much pleasure in seconding the motion so ably moved by the member for Eyre (Mr. Bockelberg) for the adoption of the Address in Reply to the Speech with which His Excellency the Governor was pleased to open the Third Session of the Thirty-seventh Parliament, and I fully appreciate the honour bestowed on me, a new member, of being invited to do so. I feel humble in following upon the learned remarks of the member for Eyre, who showed that he has a wide knowledge of his area, the development of which has been due to the efforts of the members representing it and assisted by the provision of amenities by this Government.

I endorse the honourable member's kindly references to His Excellency and Lady Bastyan. They have travelled far and wide and have made every effort to meet as many people as possible, both in the metropolitan and rural areas of the State. They have endeared themselves to the hearts of South Australians by their friendly approach and also by the quality of the knowledgeable addresses they have made from time to time. The people of the Stirling electorate are proud and honoured that they spend so much of their limited free time at their Victor Harbour country residence and we trust that they will continue to enjoy many more days of pleasant relaxation at this picturesque seaside resort.

His Excellency's review of the past year's activities and the plans for the future give a picture of progress and prosperity. An examination of each paragraph of His Excellency's Speech indicates that in all departments of State responsibility and interest the Minister in charge has shown vision and a capacity to overcome his problems and to meet the requirements of our rapidly expanding economy. I believe a Government is worthy of the highest praise when its citizens are fully employed. A few statistics show that our employment figures are as good as, or better than, any others in Australia, and better than those of most countries. The Government deserves praise for its contribution to the progress of the State by its attention to power, water, housing, transport and other basic services and by promoting conditions favourable for development. The rapid expansion of industry in all parts of the State (even the "alarming expansion at Whyalla" that I read about on Sunday) and the willingness of a greater proportion of migrants than the Australian average to come to this State is evi-

dence of the contribution the Government has made. Paragraph 17 of His Excellency's Speech, dealing with the Department of Aboriginal Affairs, shows that the Government is making a determined effort to improve the lot and conditions under which Aborigines live, and by its treating them as adults and giving them better facilities I am sure that they will play a better part in the development of the country.

The Government can be proud of its achievement in the supply of electricity and water. It was stated in 1963 that the Electricity Trust had had a successful year. This year a record is claimed—and with some justification. Areas, such as the Stirling Electoral District, are almost completely serviced and it is gratifying to know that areas on the West Coast and Kangaroo Island will be connected soon. Not only have there been no increases in the cost of electricity since 1954: there have been several small decreases. No other State has been able to achieve this, and the Electricity Trust is to be commended for achieving this feat in a period of rising costs. Water is also supplied at costs which bear comparison with those in other mainland States. The Chowilla dam will ensure that ample supplies of water will be available for many years to come and will be of immense value to the lower regions of the Murray River.

The future of this great land depends, to a large extent, on the standard of education we can achieve. Australia, as a nation, is not spending as much as other countries on education and it will be necessary for us to contribute more on a national level if we are to overcome the present shortage of highly trained personnel. However, the Government, with the resources at its disposal, has accomplished much. We are fortunate in South Australia that we have a Minister of Education assisted by a progressive administrative staff that is aware of the need for advanced thinking. The setting up of several pilot schools as an experiment is most commendable and shows a highly commonsense and scientific approach to the changing educational needs of our children. It must be realized that, although all children require the same basic training, they will ultimately follow many different occupations. Some are gifted to follow professional careers while others are equally gifted to be farmers, skilled tradesmen or clerks. So, in the upper grades, to maintain their interest in school and to prepare them for their chosen career, alternative courses are necessary.

One is impressed by the number of pre-school buildings of solid construction, with playing fields and other amenities, that are in existence. It will take some time for many of the older schools to reach this standard, but it is reassuring to know that extra land is being purchased in many places for extra facilities and new buildings when circumstances warrant it. There are 2,975 students training to be teachers and this appears to be a lot, but it demonstrates the determination of the authorities to improve the student-teacher ratio, which is already bettered by only one other State. South Australia also leads in the sum per head of population spent on technical and university education. The cost of administration is the lowest in the Commonwealth.

Great progress has been made in adult education in recent years. The Education Department has greatly extended these activities, as has the Adult Education Department of the University of Adelaide and the Workers' Educational Association. Although there is likely to be overlapping of activities and possibly friction at times with three organizations in the same field, they all have a function to perform and should be encouraged by the Government. As President of the W.E.A., I have been interested and stimulated to know that trade unionists, many of whom left school at 14 years of age through necessity, are now taking correspondence lessons in English, Arithmetic and other basic subjects. A series of lectures on "The Planning and Running of a Small Business" was attended by 140 people. Although restrictive trade practices and unfair concessions must be curtailed in a commonsense way, it is equally important that if small businesses are to exist, they must operate in an efficient manner. The Prospect Rotary Club must be congratulated on the fine booklet it has published on this subject.

Mr. Lawn: It sounds as though your speech was written by the same person who wrote the Governor's Speech.

Mr. McANANEY: The member for Adelaide apparently did not listen when I made my maiden speech, in which I said that I go my own way. Expenditure of £13,000,000 on roadworks will mean steady, if not spectacular, progress during the coming year. The Government is to be commended for paying all revenue from registrations and other fees from motor vehicles into Highways Funds. Substantial additional funds are required for our roadworks, and consideration should be given

to eliminating some outmoded and expensive methods of collecting money for roads. A fair principle should be adopted that those who use the roads pay according to the extent that they use them.

South Australia is a large and sparsely populated State, but 6,000 miles of the 8,000-odd miles of declared highway has been sealed. Some of the earlier sealed roads now require re-aligning and re-making, but the type of road now constructed reflects credit on the Minister and the department. Local councils, which are playing an increasing part in spending money on behalf of the State, contribute £5,000,000 to the cost of the State road system. They employ large staffs, have erected fine administrative buildings, and play an important part in the life of a district. The tourist trade on the South Coast is rapidly expanding and the number of week-end visitors is greatly increasing. The Government has assisted in many ways, but throughout the State greater facilities are required to cope with this important industry. Landowners and retired people living in and near tourist areas derive no benefit from this influx of population, and it must become more and more a national or State obligation. However, at this stage of rapid State development and with the need for essential services, it would be difficult to allocate additional money from existing resources. A seaside resort with an influx of summer visitors requires another source of income in the slack period. The establishment of an industry does not necessarily solve the problem even if it is possible to achieve this. A residential college with summer vacations would possibly fit into the picture. Many country students at the Teachers Training College have difficulty in finding suitable accommodation in Adelaide. When the South Road is completed and Willunga Hill straightened, it will be as quick and nearly as cheap to take students to the Bedford Park University for their odd subjects, than for them to catch buses from different areas in Adelaide.

The Hospitals Department is making a grand effort to provide for the needs of the sick and handicapped. Some months ago I was shown over the Royal Adelaide Hospital and saw plans of buildings to be erected during the next few years. I was particularly impressed by the fact that experts in medicine and other fields are playing some part in advising on the internal construction of the buildings, and a general feeling of co-operation exists between the various interests. I spoke to a doctor visiting from a country that has

a complete national health scheme. She was most impressed and appeared envious of the commonsense approach at the hospital. Country hospitals have made great progress. The Government's creditable policy of subsidizing capital expenditure, and in many cases running expenses, has proved successful. Efficient management by local boards assisted by hard-working women's auxiliaries has provided good hospitals at a cost to the patient often below Adelaide costs, and over a period this will mean a saving to the Government.

The Government is to be congratulated on its research activities in all branches of agriculture. Primary producers recently asked that these activities be increased, indicating their appreciation of the quality of the work. Large and increasing sums are being provided by primary producers for wool, beef and grain research, and this expenditure is supplemented by Government assistance. An increase in production of about 50 per cent over a decade by almost the same number of persons proves the value of research. Our real costs of production are lower than anywhere else in the world, and one primary producer in Australia will keep more people fed in the city than will a producer anywhere in the world. Nominal costs of production have increased rapidly during the decade, yet we must fulfil our obligation to sell cheap food to the people of Asia. This is a moral issue that Australia must face in the future if we are to overcome this problem. Farmers take a leading part in the development of new ideas, but such activities as soil surveys, development of new pasture species, soil salinity, and specialized studies must be carried out on a national scale at an ever-increasing rate. The development of voluntary farm management clubs indicates a desire by individual farmers to become more efficient. Farming now requires a large capital to operate on an efficient basis. I suggest that many more farmers should form proprietary companies. Most lawyers and accountants advise against this and suggest trusts and partnerships. Partnerships are full of pitfalls, and many complications can arise. The company structure does not avoid legitimate taxation, but does ensure that no more is paid than is paid by other sections of the community. Land values are stabilized and taxation concessions now available only to absentee landowners can be obtained.

The three-day schools in country areas in wool-shearing shed routine are proving valuable and the idea could be further developed. Roseworthy Agricultural College carries out an

important function, but only a small percentage of young farmers can afford the time or money to attend this college. The technical standard is perhaps becoming too high for the requirements of an average farmer. A period of practical experience after leaving school, followed by an occasional few days or even weeks at a residential college where the farmer would meet young farmers from other areas in discussion groups and would attend lectures on farm management and the latest scientific developments, would prove of great value. There have been great improvements in agricultural machinery with greater competition between the firms over the past few years, and manufacturers should be congratulated. The spare parts situation, however, is not always good, and, at times, this results in considerable loss. It can never be perfect, and all parties are at times to blame. An effort by manufacturers to lessen the number of bolts, parts, etc., and to keep greater stocks of spare parts, would prove valuable.

The continuance of the activities of the State Lamb Committee and the development of a State meat committee, on which all primary producer organizations interested in meat production are represented, is a shining example that producers can work together. The State Lamb Committee has carried out a vigorous campaign against bruising of lambs, and the percentage bruised this year dropped appreciably. Efforts to spread lamb production over a longer period to lessen the glut period have been a considerable success. The meat committee has taken the lead in the establishment of a carcass meat auction market that will provide an alternative market for producers, and could also be an advantage to consumers. The consignment of stock, particularly young calves, direct from farm to killing works for slaughter will be more humane and will result in less wastage than occurs with some other methods of selling. An article in the *Sunday Mail* this week entitled "Dearer roasts" was misleading and the statement that the week-end lamb would probably cost an extra shilling a pound was without foundation. Lamb sold at 27d. a pound in July, 1960, 16d. a pound in July, 1961 (a sudden drop from the June figure) and 26d. a pound in 1962. Last week's abattoirs quote was 22d. a pound. Lamb was purchased for export at last week's market, and for much of the next four months the price will be governed by London prices which at present are little above last year's price. Beef prices are below the August, 1960, figure but could be 4d. to 6d. a pound above the

average for the last three years. Wether mutton now is only slightly dearer than it was in the corresponding period last year.

The work on the Strathalbyn water scheme has progressed well and it should be functioning for the coming summer. In recent years the quality of the water in the bores in some areas has deteriorated and in many cases stock numbers have had to be reduced. An adequate supply of good water will increase production considerably. A large area of land between Murray Bridge and Strathalbyn would receive much benefit from an adequate water supply and, if a substantial pipeline were to be installed between Murray Bridge and the hills area soon, investigations should be made to see whether a branch line for this area would be economic. Irrigation from bores, and in many instances direct from Lake Alexandrina, has increased rapidly since electricity was introduced in the Stirling area. In the Central District 12,000 acres of lucerne or pasture is now irrigated with an estimated production value approaching £1,000,000. Much lucerne is sent to all parts of the State in concentrated stock foods, and baled lucerne is at present being sent to stations in the northern areas and lucerne meal to Singapore.

Income from an acre of irrigated lucerne varies from £60 to £100. It costs about £100 an acre to develop and equip the land and about £10 a year to water an acre by means of electricity. Depreciation and labour costs are high but the industry makes a margin of profit. The draw from underground water is perhaps limited in quantity as well as the area in which it can be used. The economies of developing this area, as opposed to opening up doubtful land many miles from markets with high transport costs and expensive servicing, should be investigated. Milk and garden produce will have to be produced in greater quantities in the Stirling area as the population of Adelaide expands, which will be achieved by taking the water through channels and other methods to the better lands a few miles from the lake, where little lift is required.

Shallow sections of Lake Alexandrina are becoming weed-infested and useless but the cost of banking in boggy areas would be high. However, if the soil were satisfactory several thousand acres protected from the prevailing winds could be reclaimed, which, of course, would require a long-range plan. The water lost in evaporation from these areas would probably provide enough water for irrigation.

Recent floods in the Langhorne Creek area have caused considerable damage to roads, suggesting that gaugings should be taken in the Bremer, in addition to the flow gaugings being taken in other rivers that flow in the area, to ascertain whether any future conservation of water could be undertaken. Smaller farming areas are advocated by many, which is a desirable aim. However, small dairies in the hills and lake districts on which 26 to 35 cows are run are in difficulties at present. Milk prices have not increased since 1960 and increased production per cow on most farms, affording ample supplies for the city area, means less return per gallon for the producer. The smaller farmer cannot increase his production without unduly increasing his cost structure and is in difficulties unless he can receive more for his milk. It is the Milk Board's obligation to pay a fair price for milk but should it not be a price that would keep the smaller producer in business? The establishment of a weed control training school is to be commended. The eradication and control of weeds costs much money, as well as much additional labour each year. Some estimates of cost are as high as £70,000,000 a year. It is to be deplored that the cost of weedicides should be increased through the imposition of high tariffs on imported chemicals.

Recently, two people with a legal training voted for a 10s. rise in the basic wage and two voted for 20s. A casting vote decided in favour of 20s. I do not intend to voice an opinion as to the ability of the Australian economy to meet this rise, or whether a group of people on the Tariff Board, each with different training, err in imposing certain tariffs. I submit, however, that if this rise of £1 a week were justified, industry could afford to pay it and still compete with imports without additional tariffs. Or, equally important, can the exporting industries continue without incurring bigger losses? Surely the scientific, hard bookkeeping fact, in the interests of every person in Australia including the State Premiers with their Budgets, would have been to reduce tariffs instead of increasing nominal wages without any increase in the purchasing power in the long run. It is not generally realized that most of the total wages paid in Australia is for the services, the distribution of goods, and the activities of government. These increased wages must be passed on, or services reduced. Less than one-third of the population of Australia is engaged in the actual production of goods but improved

production methods might make it possible to absorb wage increases at this level, without increasing prices. A reduction in tariffs plus increased competition would lower prices and benefit all sections of the community, whether they be pensioners, farmers, wage-earners or people on fixed incomes. What predicaments some people are in today!

The Treasurer is to be congratulated on the accuracy of his Budget forecasting, despite changing economic conditions. His capacity to always have something in reserve is sound business practice and has resulted in this State's having a more stable economy than any other State in the Commonwealth. There has been much progress and increase in the activities of the State during the 25 years of the Treasurer's wise and capable administration, although I understand the Treasury Department has not increased in size to any appreciable degree, which is a remarkable achievement. The Treasurer this afternoon made some remarks about the financial arrangements between the States and the Commonwealth. It would appear that those arrangements should be reviewed if there are to be difficulties in this year's State Budget. The costs of administering the State Government have increased through wage increases, increased population and other commitments. However, the Commonwealth Government will benefit by the wage increases, as wage earners will be placed in a higher tax group, so that a greater percentage of their income will be returned in income tax. In addition, primary producers have had a bountiful harvest with a record crop of 323,000,000 bushels, as well as a higher price for wool and sugar and increased returns from meat. It is estimated that there will be an increased net income of £130,000,000. This is not necessarily profit, but represents interest on capital and wages. This amount will be divided among the stock-owners and the grain and sugar growers. The rest of the primary producers are not as well off as they were in the preceding year. With this great increase in the amount that will be received out of this £130,000,000 and the additional payments by the wage earners, it would appear that a more flexible arrangement should be made under which the Commonwealth would make additional payments to the States later in the financial year, according to the amount of income they collect each year.

It is interesting to note that the rapidly improving economic position is making it difficult for the Government to carry out essential work, for there is a growing demand from private enterprise for labour, equipment, and the services of contractors. This is a different position from that prevailing 12 months ago, and also 24 months ago. With the development that will take place in the coming year it is certain that there will be a shortage of labour and it will be difficult to carry out much urgently needed work.

As mentioned earlier, we spend millions of pounds on research to increase primary production. We have been successful in that respect, but we should spend more time and money to find out how a permanent balanced economy can be achieved, where there is always a demand for goods equal to our capacity to produce and the wage force available. After 20 years of research I am positive that this happy state of affairs can be achieved without undue interference with individual liberty and with a minimum of Government control. This is not conservatism but progressive liberalism, by bringing science into political management. I am confident that our better educated younger citizens will expect it and even demand it. After all, democracy—government by the people for the people—can best be achieved by leaving as many decisions as possible in the hands of the people themselves. Progress does not consist of introducing a large number of controls merely because there is ignorance of how to maintain a balanced economy without them. If one does not have this ability or knowledge, one would certainly be incapable of efficiently implementing a controlled economy. Let us go forward and not backwards to the dead hand of bureaucracy. Justice Oliver Wendell Holmes once said, "If we are to be free we must school our minds to be free; if we content ourselves with timid thinking or halfway goals, or a policy of gradualism, we will fall into evils that boldness will overleap at a bound."

I have pleasure in seconding the motion for the adoption of the Address in Reply.

Mr. FRANK WALSH secured the adjournment of the debate.

ADJOURNMENT.

At 4.3 p.m. the House adjourned until Wednesday, July 29, at 2 p.m.