

HOUSE OF ASSEMBLY

Thursday, August 25, 1966.

The **SPEAKER** (Hon. L. G. Riches) took the Chair at 2 p.m. and read prayers.

ASSENT TO BILLS.

His Excellency the Governor, by message, intimated his assent to the following Bills:

Land Tax Act Amendment,
Nurses Registration Act Amendment,
Statutes Amendment (Waterworks and Sewerage).

QUESTIONS**BANK HOLIDAY.**

Mr. **HALL**: I have been approached by an officer of the South Australian Division of the Australian Bank Officials Association regarding an application to the Government by that association to have the Tuesday following Christmas Day declared a bank holiday. With the support of the Associated Banks of South Australia, and in accordance with similar previous applications, the Australian Bank Officials Association applied to have this day declared a bank holiday because it fell between two already declared holidays, the first being a public holiday declared under the Holidays Act, and the other being Proclamation Day (on the Wednesday). The Government refused to grant the request and the association subsequently wrote to the Chief Secretary requesting an interview to discuss this matter. The Chief Secretary refused to receive the deputation. Subsequently the officials came to see me, as an alternative avenue in this House, as they had been refused official permission by the Chief Secretary to discuss the matter with Cabinet representatives. Previously, in identical circumstances in 1960, an application was made to the Government under the same conditions with support from the associated banks, and the holiday was granted without any trouble. As I approve of the granting of such a holiday, can the Premier say whether his Government will reconsider the matter in the light of decisions made by the previous Government, and grant this very reasonable request for a holiday on the Tuesday following Christmas Day?

The Hon. **FRANK WALSH**: When the Government considered this matter, it also considered the effect on certain industries, such as the bread industry. Of course, before Christmas Day, the last day on which bread

will be baked is Friday, December 23. Therefore, with the holidays already provided on the Saturday, Sunday and Monday, the Government had to consider the effect that a holiday on the Tuesday would have on the public generally, as there would be a further day without services on December 28. Also, we found that there would be a further interruption in such trade on the following Saturday, Sunday and Monday. Therefore, the only point worth considering is whether there can be a complete separation of the banking organization from other organizations in this connection. I am prepared to see whether something can be worked out in this direction, but I will not commit myself on the result. We will have to consider whether this is to be a bank holiday only, or a holiday for all concerned in shops, industry and so on.

ROAD GRANTS.

Mr. **HUDSON**: Has the Minister of Lands, representing the Minister of Roads, a reply to my recent question about road grants to councils?

The Hon. **J. D. CORCORAN**: My colleague reports that during the last financial year the ordinary road grants to councils in the metropolitan district amounted to \$351,577, and in addition roadworks to the value of \$1,932,964 were carried out by local authorities with departmental funds. The approved allocations for these purposes during the current financial year are \$325,000 and \$2,188,000 respectively.

STOCKWELL MAIN.

The Hon. **B. H. TEUSNER**: On Monday I visited the Murray Plains areas of my district where the people are naturally pleased to see that the Swan Reach to Stockwell main will be commenced this year. As the Minister of Works knows, the Loan Estimates provide for sufficient finance to enable nine miles of the main to be laid during the present financial year. As the Minister knows, too, I have made representations for a spur line from the main to serve the Cambrai and Sedan areas. I understand that the main will run about five to six miles north of Sedan, and the primary producers living in the area or through whose lands the main will pass are interested to know whether it would be possible for their holdings to be serviced with water from this main, and if it is, whether the Minister could indicate the method of rating likely to be adopted. I believe the Minister would have

as a guide what was done in the case of the Mannum-Adelaide main regarding servicing of the lands of primary producers *en route*.

The Hon. C. D. HUTCHENS: Two questions are involved, namely, whether it would be possible and, secondly, what the rate would be, and I think the honourable member would realize that this would have to be studied. I will have his question taken up by the department and will bring down a reply as soon as it is to hand.

TOURIST TRADE.

Mr. CASEY: On numerous occasions in the past I have referred to the need to attract more tourists to the Flinders Ranges area and the Far North of the State. I am pleased to inform the Minister that a large transport company that caters for tourists will next year be conducting tours through this area, namely, Quorn, the Warren and Buckaringa Gorges, on to Hawker and through to Leigh Creek *via* the Parachilna Gorge and then on to Marree and through to Oodnadatta and eventually to Alice Springs. I know the Minister of Works knows full well that there is already a tourist bus service to Alice Springs *via* Kingoonya, but it is the first time an undertaking of this nature *via* Marree and Oodnadatta has been attempted. I understand that quite a few improvements will be made, particularly to the Marree hotel, to cater for these tourists. However, quite a bit of work has to be done on certain sections of the road, mainly between Marree and Oodnadatta. I refer specifically to a crossing known as the Alberrie Creek which flows into Lake Eyre, and another very hazardous crossing known as Duffs Creek just south of Oodnadatta. I ask the Minister who is in charge of the Engineering and Water Supply Department, which controls the roads in that area (although I understand the Highways Department will eventually take them over), whether he will take the matter up with his department with a view to seeing whether some improvement could not be made on these two crossings I have mentioned.

The Hon. C. D. HUTCHENS: It is very gratifying to hear of the move to be made to add to the tourist trade in South Australia. I assure the honourable member that the Government will do everything possible to assist and encourage such ventures. Accordingly, I will take up his request with the department with a view to trying to get something done to assist in the development of the tourist trade to which he referred.

NAVAL BASE.

The Hon. G. G. PEARSON: According to this morning's *Advertiser*, the Prime Minister has announced that the Commonwealth Government intends to inquire into the feasibility of establishing a naval base on the western coastline of Western Australia, south of Fremantle. This raises again the question I discussed several years ago when claims were canvassed for the establishment of a naval base at Port Lincoln. At that time, however, the Commonwealth Government did not proceed with the proposal. This morning I sent a telegram to the Prime Minister asking him to include Port Lincoln in any inquiry to be made into this project. As this proposal is of great importance not only to my district but from the point of view of an industry for the State, and as it is particularly significant that the shipyards at Whyalla are reasonably close to Port Lincoln, will the Premier support my representations to the Prime Minister, and will he follow them up in the hope that the Commonwealth Government may agree to at least including the qualifications of Port Lincoln in the ambit of its inquiry?

The Hon. FRANK WALSH: The only reason why I did not communicate with the Prime Minister was that the Commonwealth member for the district informed me that he was taking care of the interests of South Australia in this matter, and as it was a Commonwealth matter I left it to him. I would be going over his head now if I did anything until I was informed of the answer he had received. Afterwards, I shall support the honourable member's representations, but I cannot interfere now.

TREES.

Mr. LAWN: Recently, some trees were destroyed on the Anzac Highway approach to the new Keswick bridge in order to widen the road, and one day this week the *News* reported that a further 50 trees were to be destroyed in Victoria Square. Has the Minister of Lands had protests from members of the Opposition about these incidents?

The Hon. J. D. CORCORAN: No, none whatsoever.

Mrs. STEELE: Can the Minister of Lands, representing the Minister of Roads, interpret for the House the statement appearing in this morning's *Advertiser* (which I have checked against yesterday's *Hansard*) in which the Minister of Roads says that he has no intention at present (and the words reported in

Hansard were "at this stage") of reversing his decision on the removal of the gum trees in Montacute Road?

Here, I draw the Minister's attention to a picture in this morning's *Advertiser* and to the two pictures in yesterday's *News*, showing the contrast between the tree-lined Montacute Road and the treeless Waterloo Corner at Angle Vale. I point out, too, that no accidents have occurred on Montacute Road but that, in five years, nine fatal accidents have occurred, in addition to many other serious accidents, at Waterloo Corner. It is interesting to see the comparison as illustrated in the press.

My second question relates to the report that 40 or 50 trees on the Main North Road at Pooraka and Gepps Cross are marked for the axe. There is concern that these trees may suffer in the same way as those on Montacute Road are apparently to suffer. Will the Minister obtain a report on this matter? In case the member for Adelaide (Mr. Lawn) believes he is being left out on a limb (I am referring to the fear expressed that the axe may fall on the trees in Victoria Square), I inform the Minister that I have received complaints about this matter from people who have said that, first, they will take up the question with the Adelaide City Council.

The Hon. J. D. CORCORAN: I think the honourable member will appreciate that I am not an interpreter; nor am I responsible for interpreting remarks made by my colleague in another place. The honourable member referred to a report quoting the Minister of Roads as saying that "at this stage" the decision would not be changed, but I understand that the decision will not be changed at any stage.

Mrs. Steele: It doesn't say that.

The Hon. J. D. CORCORAN: That is my interpretation, if the honourable member desires it. During a discussion I had with the Minister at lunch, he informed me that last Friday he gave a written instruction that, in road widening, every tree possible should be saved. As a result of that instruction, about 45 trees have been saved, many of which will be encompassed, I believe, by the footpath. I hardly think that the fatality rates on the roads and the photographs of trees, together with one of the open road that is alleged to be the cause of nine fatalities, are analogous. However, I should think that the accidents on the open road were, in many cases, caused by bad judgment of speed. The reference to complaints about trees in Victoria Square being removed has been noted. I shall take up the

matter of the removal of 50 trees on the Main North Road, and obtain a report for the honourable member.

Mr. HUDSON: My question relates to replanting trees if trees have to be removed when roadworks take place. This may not be possible in the case of the Montacute Road gums, but in many instances where trees are removed replanting in the immediate neighbourhood is both necessary and desirable. Can the Minister of Lands, representing the Minister of Roads, indicate the policy followed by the Highways Department regarding the replanting of trees? Can he also provide information as to the total programme followed by the Highways Department in replanting trees near roads over the last two years?

The Hon. J. D. CORCORAN: I think the honourable member would appreciate that I am hardly in a position to state the policy of a department under the control of my colleague without having some report from him. However, I know from my own experience that it is the policy generally of the department to replant trees where it is possible and, in fact, to plant trees where it can. Although I do not know the extent of this programme, I shall be happy to obtain the information from my colleague and report to the House as soon as possible.

KINGSCOTE AIRPORT.

The Hon. D. N. BROOKMAN: Has the Premier an answer to the question I asked on August 11 about the extension of electricity supplies to coincide with the installation of electronic landing aids at the Kingscote Airport?

The Hon. FRANK WALSH: In March, 1966, the Electricity Trust asked the Department of Civil Aviation to advise its electricity requirements for the Kingscote Airport. At that time it was expected that supply would be required in 1967. The Department of Civil Aviation informed the trust of its requirements but did not indicate that supply would be required before 1967. If the airport installations will be completed in December, 1966, the trust will arrange to make supply available at the same time.

PRISON INCIDENT.

Mr. MILLHOUSE: A few weeks ago there was an unfortunate incident at the Yatala Labour Prison in which a warder was stabbed by a prisoner and, I understand, seriously injured. Last Monday the prisoner was dealt with by the visiting justices. Can the Premier

outline the circumstances of the incident and say what punishment has been inflicted on the prisoner involved?

The Hon. FRANK WALSH: Cabinet is most perturbed over this and other related matters, and the Chief Secretary, the Public Buildings Department and I intend to see whether something cannot be done to improve the safety of the warders, who are engaged in very responsible duties, and protect them from injury in such cases as that mentioned by the honourable member. I will obtain information on the case referred to.

FISHING IN RESERVOIRS.

Mrs. BYRNE: My question is supplementary to a question I asked on August 18 regarding permission being granted for limited fishing in State reservoirs. Before the Second World War fishing was permitted, but it was prohibited during the war years for security reasons, and the prohibition has never been lifted. Can the Minister of Works say why the prohibition was not lifted after the war and indicate the position in other States?

The Hon. C. D. HUTCHENS: The reasons influencing the decision to prohibit fishing in the reservoirs were, first, the pollution of water and secondly, the rapidly increasing demand for water from the reservoirs. In answer to the second part of the honourable member's question, no authorities in Australia responsible for supplying water to capital cities permit fishing in their reservoirs. Fishing is permitted in the large irrigation reservoirs, including Lake Eucumbene, Burriajuk, Hume and Eildon. However, these reservoirs store vast quantities of water which is used mainly for irrigation, and the period of detention in the reservoirs is long enough to ensure the destruction of harmful bacteria. As an example, Eildon reservoir has a capacity equal to 70 times that of Mount Bold, and Lake Eucumbene is still larger. With the growth of consumption in Adelaide, water now passes through the reservoirs very quickly, with the result that any water that was polluted could reach the reservoir outlet within a matter of hours in some cases.

Those who seek to fish in the reservoirs have no conception of the conditions that would be brought about if these reservoirs were thrown open to fishermen. Adelaide's population has doubled since the beginning of the last war and, as nearly everyone possesses some means of transport, the population is far more mobile. With hundreds of people fishing (and there would be hundreds on certain days),

it would be impossible to ensure that no foul bait, lunch scraps, and other potentially dangerous waste did not enter the water. Although criticism is often levelled at Adelaide's water (its hardness, its turbidity and sometimes odours caused by algal growths), it has never been possible to question justly its safety for human consumption. This is because the bacteriological quality of the water is zealously guarded. Perhaps at times the department may seem over-cautious in this regard, but too much is at stake to warrant the adoption of any practice that could involve a health risk, however slight that risk might be.

BREAD PRICES.

Mr. HUGHES: In the *Advertiser* of August 19 last the Secretary of the Australian Wheat-growers Federation (the member for Ridley) and the Secretary of the Bread Manufacturers Association are reported as saying that the recently increased railway charges for the carriage of grain will result in an increase in bread prices. Can the Premier comment on the likely effect of those increased railway charges on the price of bread?

The Hon. FRANK WALSH: The price a bushel charged by the Australian Wheat Board for wheat for home consumption was 14s. 8d. in 1964-65 and 15s. 4d. in 1965-66. These prices, among other things, include a component covering the cost of the carriage of grain averaged over all Australian States, including a loading to meet freight charges on wheat shipped to Tasmania. The effect, therefore, of any rise in freight rates in South Australia on the overall home consumption price of wheat is minute. Any effect such a rise may have is further minimized when South Australian production is considered in relation to the whole. The average Australian harvest for the 10 seasons 1955 to 1964 was 216,542,000 bushels, and the South Australian contribution was 32,322,000 bushels. It must be apparent that a small increase in freight charges on approximately one-seventh of the total Australian harvest will have so small an effect on the selling price of wheat that, in itself, this could not be a factor of any substance in determining future bread prices.

SHOW ALLOCATIONS.

Mr. HEASLIP: Last Saturday I attended the first country show to be held in South Australia this year. After the Royal Show, other country show societies will hold their

shows in the following six weeks or so. Country show societies do a wonderful job throughout the country, mainly in a voluntary capacity, and, in the past, the Government has provided a small subsidy, which they greatly appreciate. In the absence of the Minister of Agriculture, can the Minister of Lands say whether he is aware of any notification being given to these country show societies informing them that this year their subsidy is to be reduced by 25 per cent? Irrespective of whether or not he is aware of this, will he take up the matter with Cabinet in an endeavour to restore the original subsidy to the societies, because these grants have not had any great effect on the finances of the State and have provided assistance to the societies which are doing such a fine job?

The Hon. J. D. CORCORAN: I am prepared to have the matter investigated, and I will bring down a report for the honourable member. However, I recall having recently seen correspondence on this matter from a show society that might have been from the honourable member's district. That letter pointed out that prizes given for exhibits were subsidized by the Government to the extent of 5 per cent of the total money allotted for the prize. The letter requested that this sum be increased. In fact, the prize money was subsidized by the previous Government, and by this Government last year, to the extent of 20 per cent. However, I understand that this year the subsidy has been reduced to 15 per cent, although I am not aware of the reasons for the reduction.

ROLLING STOCK.

Mr. CURREN: Has the Premier, representing the Minister of Transport, a reply to my question of August 3 about the construction of railway waggons that could be loaded with palletized goods from fork-lift trucks?

The Hon. FRANK WALSH: Current designs for rolling stock provide for the use of fork-lift trucks and palletized loading, and the standards for rolling stock construction now included in the Australian and New Zealand Railways *Manual of Standards and Recommended Practices* provide for both palletized loading and the use of fork-lift trucks. Rolling stock at present being built for the Peterborough Division standard gauge working provides for these standards.

GRAPES.

Mr. McANANEY: Last week a press headline stated "Penfolds Breaks South Australian Links". I understand the company made a major policy decision that, in future, wherever possible, its wine would be manufactured in New South Wales.

The SPEAKER: Order! The honourable member is making a statement and he must get leave to do so.

Mr. McANANEY: I apologize, and I ask your permission, Sir, and the concurrence of the House to briefly explain my question. Although I appreciate that part of this company's industry has been in New South Wales for a considerable time, it is now stated that the major policy decision of the company resulted from this State's grape prices being \$6 a ton more than the price in New South Wales, meaning 20c a gallon in manufactured wine costs. As I appreciate the difficulties with which the wine industry could be faced if there were a big harvest this year, can the Premier say what investigations the Government is conducting to meet the possible crisis that could arise in the wine grape industry?

The Hon. FRANK WALSH: As a result of certain discussions between the Prices Commissioner and me, this matter has been brought before Cabinet. I understand that as yet there is no indication of this year's likely harvest, and it has therefore been somewhat difficult for people to make a reasonable estimate at this time. However, towards the end of October the matter will again be considered so that the prices in this State can be worked out. It is known generally that the company to which the honourable member referred is greatly concerned with areas on the Murrumbidgee River in New South Wales—that is no secret to anybody in South Australia. Of course, the matter to which the honourable member referred could result in some loss affecting the South Australian vintage.

Mr. CURREN: Has the Minister of Lands a reply to the question I asked on August 16 about the appointment of the Grapegrowing Industry Advisory Committee?

The Hon. J. D. CORCORAN: It is expected that the Grapegrowing Industry Advisory Committee will be appointed shortly, but some organizations that advised they intended to appoint a nominee have not yet done so.

HOUSING TRUST RENTS.

Mr. COUMBE: Has the Premier a reply to the question I asked earlier this week about increases in Housing Trust rents?

The Hon. FRANK WALSH: I received the following report from the General Manager of the trust this morning:

I confirm what the Premier has said in reply to the honourable member. There has been no general change in rents recently but, in accordance with the trust's policy, established many years ago, the cases of all those paying reduced rents are reviewed each six months and changes made in accordance with the family income. However, it is pointed out that, since costs rise to the trust as to any other body, some increases have to occur and these have to occur either on the new houses, where rents are already quite high, or on old houses where, frequently, the rent is much lower.

CALVES.

Mr. RODDA: A constituent of mine from Tarpeena has contacted me about a matter concerning bobby calves raised by stall feeding. Apparently, eight calves were weighed on August 1 at a live weight of 175 lb., before being fed their evening meal. On August 2, they were offered for sale; five were sold at auction at Mount Gambier to Heard Bros. of Colac for \$37.75, and the other three were taken at random from the eight, and sent to Borthwick's and sold on the hook at a dressed weight of 63 lb., 74 lb., and 75 lb., respectively, returning \$22.15. I think it is a general rule of thumb that a beast dresses out at half its live weight, so that a lamb of 175 lb. would have a normal dressed weight of about 88 lb. Therefore, there seems to be some discrepancy in the case of these three calves. In the absence of the Minister of Agriculture, will the Minister of Lands investigate this matter from the point of view of the weights and measures provisions and also report on what appears to be a discrepancy?

The Hon. J. D. CORCORAN: I am willing to have a look at this matter. However, from what the honourable member has said, it may be difficult for the department to solve the problem. Indeed, it may be something between the producer of the calves and the company concerned. I did think in the initial stages it may have been a case of a straying bobby, but then the three weights were given. If the honourable member is prepared to give me further details, including the name of the company and the person involved, I will be prepared to examine the matter and see what can be done to assist.

NATIONAL FITNESS COUNCIL.

Mr. HALL: I understand that the Commonwealth Government has announced that it will increase its subsidy to the National

Fitness Council. As the subsidy will be based on \$1 from the Commonwealth to \$2 from the State, can the Premier say whether the State Government will be able to match this subsidy and thereby obtain this benefit for the National Fitness Council of South Australia?

The Hon. FRANK WALSH: I will inquire and inform the Leader as soon as possible.

HOVERCRAFT.

The Hon. G. G. PEARSON: My question arises out of an answer given by the Minister of Marine yesterday to the honourable member for Wallaroo regarding the proposed establishment of a hovercraft service across Spencer Gulf. Miss Birdseye has been in touch with me on this matter. In his reply yesterday the Minister referred to the fact that at present the control of transport in this State was somewhat indefinite, and I accept that. The other aspect raised in his reply dealt with the necessity for a thorough examination on the part of the promoters of this enterprise of the prospects of its economic success. On the latter point I assume that the lady in question does not need such advice, for she has been thoroughly advised in this matter and also I think her own natural ability takes care of that situation. It follows, of course, that in order to amortize the capital cost of this project over a reasonable period of time she seeks to have some assurance that she will be able to operate successfully from the point of view of avoidance of undue competition. I suggest to the Minister that he might have a look at this question of protection from the point of view of the licensing of marine craft for the carrying of passengers, for I think we do have some control over the operation of vessels that carry passengers for hire or reward on the sea. I point out that Miss Birdseye does not necessarily seek protection from normal road competition. However, she does seek to have some assurances that another similar craft would not be purchased and put into operation by some other person on a route that would be seriously competitive with her operation. I therefore ask the Minister whether he will examine the proposition I have put up to him. Will he look at the possibility of assisting this enterprise under the provisions for the control of vessels carrying passengers on the waters of South Australia?

The Hon. C. D. HUTCHENS: I think possibly the honourable member was absent when I replied to the honourable member for Wallaroo a few days ago. In that reply I said that Miss Birdseye was a very capable

businesswoman, that I thought she was capable of managing her own affairs, and that I was confident she would look at every aspect of this matter and would act in the best interests of her company and of the State. Regarding an investigation to see whether we can do something under the provisions of the Marine Regulations, this matter has been investigated over a considerable time. The difficulty is whether we can say it is a sea-going vessel.

The Hon. G. G. Pearson: I think it obviously is.

The Hon. C. D. HUTCHENS: Well, I assure the honourable member that I would say "obviously" but plenty of people who are said to be qualified to determine this seem to have conflicting views. We are having the matter investigated. I assure the honourable member that both the Harbors Board and the Government (through the Minister of Transport) are anxious to help Miss Birdseye in any way and to see that she gets the greatest protection, because we are confident that if there were two vessels of this type one could damage the operation of the other. Therefore, if it is possible for Miss Birdseye to get under way with her operation we will give her all the protection possible. I will certainly have a further look at the aspect raised by the honourable member, for we are anxious to see that time is saved, and we believe that if this operation can be run economically (which is a matter for the company) it will constitute a great asset for the people of that area and for South Australia generally.

SEAT BELTS.

Mr. MILLHOUSE: Can the Premier say whether a proclamation was made in Executive Council today bringing into effect the compulsory use of seat belts after the beginning of next year?

The Hon. FRANK WALSH: I cannot recall whether or not that matter was discussed today. It should have been but, if it was not, it will be next Thursday.

GOODWOOD CROSSING.

Mr. LANGLEY: Last Monday night a pedestrian was killed in an accident at the Victoria Street crossing, Goodwood. As the crossing has one of the latest types of signal, walking section, and gate, which may be installed in future at level crossings, will the Premier ask the Minister of Transport (who will naturally investigate this accident) for a

report about whether further safety precautions are necessary in the future for pedestrians at level crossings?

The Hon. FRANK WALSH: Yes.

OIL.

Mr. COUMBE: Has the Premier a reply to my recent question about the off-shore search for oil and, in particular, about the Government assistance to be given to the company carrying out the work?

The Hon. FRANK WALSH: Regarding off-shore exploration for oil, the Mines Department is responsible for ensuring the approved exploration programme is satisfactorily carried out and keeps in close touch with all activities. The department provides certain specialized advisory services, such as palaeontology, free to oil exploration companies operating in South Australia both on-shore and off-shore, whilst other services such as geophysical work or the provision of water supply, are carried out on a recharge basis.

FREELING HOSPITAL.

Mrs. BYRNE: The Freeling District Hospital Board of Management has written to me stating that the hospital laundry ceiling and roof require attention, and pointing out that this hospital, like most country hospitals of its type, is experiencing difficulty in meeting its daily operational expenses. Will the Attorney-General ask the Minister of Health to consider granting a Government subsidy to help pay these maintenance costs?

The Hon. D. A. DUNSTAN: Yes.

BOTTLE DEPOSITS.

Mrs. STEELE: Has the Premier a reply to my question of August 9 about the deposit on non-returnable bottles?

The Hon. FRANK WALSH: I believe other members are also concerned about this matter. A report from the Prices Commissioner states:

There is no authority under the Prices Act to control the use of no-deposit, non-returnable bottles such as are now being used for marketing soft drinks. Even if deposit charges were fixed under the Prices Act in any endeavour to minimize the litter and broken glass problems associated with these bottles, there is no power under the Act which could compel such deposits to be charged.

Following investigations, the Prices Commissioner also states:

Local councils and individuals have expressed strong opposition to the "one-way" bottle which is already banned from this year's Royal Show and which is being prohibited from sale at places under the control of certain councils.

The ultimate answer could well lie in the introduction of the plastic bottle already in use in some other countries, but inquiries indicate that this is unlikely to be available in South Australia in the near future, and must be regarded at best as a long-term solution.

HILLS INDUSTRIES LTD.

Mr. HALL: Under the heading "More Industry for Christies Beach", a report in this morning's *Advertiser* states:

Hills Industries Limited had bought 40 acres of land at Christies Beach from the Housing Trust to expand activities, the Premier (Mr. Walsh) said last night. On ADS 7, he said the Government was negotiating with further companies interested in the new southern industrial location.

The impression given is that the Premier has been associated with the purchase of this land by Hills Industries Limited, but my information is that the land was purchased some time ago. Can the Premier say whether the land to which he referred last night was purchased by Hills Industries Limited six years ago?

The Hon. FRANK WALSH: I do not know when the land was purchased by Hills Industries Limited. I know that the Housing Trust was responsible for the negotiations for the sale of the land, and I know that the trust is working in close co-operation with officers of the Premier's Department to encourage industry to expand or to establish in this State. Every effort is made to interest people wishing to establish industries in this State, whether in the metropolitan area or in country areas. This company intends to commence operations, as I explained on television and as has been reported in the press.

ELIZABETH INDUSTRY.

Mr. MILLHOUSE: Disturbing rumours are unfortunately circulating that a manufacturing industry at Elizabeth intends to cease production in September. Can the Premier say whether he is aware of any such move by any manufacturer at Elizabeth and, if he is, whether he has information about it?

The Hon. FRANK WALSH: I do not think I should be required to comment on rumours that may be in circulation. If facts can be presented to me by the honourable member or any other person to show that any industry is likely to close, I shall be pleased to follow up the matter, and I should be grateful to have the co-operation of honourable members. What I am seeking is continuity of activity of industries, and if any light can be thrown on such matters I should be pleased to have it. However, I do know that, because of the very

competitive conditions under which some industries at Elizabeth are operating, they are finding it difficult to maintain a full production programme, even compared with the position six months ago. I cannot go beyond that. However, if the honourable member can give more details I will gladly pursue them both in his own interests and in the interests of the State.

EMERGENCY HOUSEKEEPER SERVICE.

Mr. MILLHOUSE: On August 9 I asked the Minister of Social Welfare a question concerning the emergency housekeeper service run by his department. I understand that he has a reply, and I should be grateful for it.

The Hon. D. A. DUNSTAN: The honourable member suggested that the housekeeper staff of the department was not being fully used. The Director of Social Welfare reports:

The standard charge for the full time short period residential emergency housekeeper service operated by this department was fixed at \$33.60 weekly from June, 1964, and has recently been fixed at \$35 (\$5 a day). The new rate was decided upon after considering the increases in salaries payable to the housekeepers following the rise in the basic wage. That system is the same as that used previously.

The report continues:

The charge is determined at a rate designed to cover the amounts paid to housekeepers (including payments for recreation and other leave of absence) and the overhead costs of the service. Where there is hardship the amount charged may be reduced. For the year 1965-66 the cost of service was \$9,837 and the receipts amounted to \$8,470. The department currently has nine housekeepers available of whom four are full time and five are engaged on a periodical basis. During 1965-66, housekeepers were provided for 100 cases. Some bookings have been made up to January, 1967. Owing to the unavailability to the department of a sufficient number of housekeepers suitable for live-in employment the department is unable to provide a service for many householders who seek assistance. Some applicants decline to pursue their inquiries when the charges are mentioned, but the main reason for the reduced number of cases is the lack of staff.

The staff available is being fully used. The only difficulty we sometimes have is that the part-time housekeepers are not always able to take as many cases as we can offer them.

FRUIT EXPORTS.

Mr. HALL: Has the Minister of Lands a reply to my question of August 9 about the export of fruit to the United Kingdom market?

The Hon. J. D. CORCORAN: The Director of Agriculture reports:

It must be admitted that the present marketing position regarding apple and pear exports to the United Kingdom and the Continent is causing great concern. A recent statement by the Australian Apple and Pear Board describes the situation of the apple export market as "a grim one" and mentions that the British public has no interest in pears, even at the most attractive retail prices. There are a number of reasons for the poor export season. The main ones are considered to be the general economic situation and the slow markets in the United Kingdom and Germany due to the increased quantity of apples and pears from other exporting countries. The position has been aggravated by a poor shipping programme from Australia. Due to seasonal conditions in other States it was not possible to ship the quantity of early fruit anticipated, but this was made up by heavier than expected shipments later in the season. This helped to glut markets towards the end of a difficult period. While there has been much criticism of the quality of Australian fruit, it is felt that this is more a reflection on market conditions than actual poor quality, although it cannot be denied that some lines of both apples and pears have not been satisfactory. Without doubt, there will be a buyer's market next year and it will be necessary for South Australia along with other States to do its best to send only top quality in an endeavour to bring about a return to favour. It is only fair to add that this year the home market for apples and pears has been reasonably buoyant. This is the most important outlet for South Australian growers, absorbing about 70 per cent of our sales in the normal season.

HILLS TRAFFIC.

Mr. MILLHOUSE: On August 11 I asked the Minister of Lands a question about the entry from Charlick Road to the main road just west of Waverley Ridge, in my district. I asked the Minister whether he would ask the Minister of Roads to hold a conference between residents in the district and the appropriate department. The residents are most perturbed at the thought of losing their entry. Has the Minister a reply?

The Hon. J. D. CORCORAN: The Minister of Roads reports that in reply to a previous question by the honourable member an outline of the department's investigations and proposals was given in respect to the denial of access at Measday Corner. The provision of a vehicular off-ramp and pedestrian facilities in conjunction with bus stops on the freeway are impracticable. It is unlikely that a meeting as suggested by the honourable member will provide a mutually acceptable solution. In July, 1965, departmental officers attended a meeting of the District Council of Stirling and explained to council the design of the south-eastern freeway and its implications.

In reply to subsequent correspondence the departmental proposals were made known to council in June, 1966. It is considered reasonable for this department to be represented at any meeting arranged by interested parties with the District Council of Stirling in order to discuss their complaints.

BLACKWOOD ROADS.

Mr. MILLHOUSE: Has the Minister of Lands a reply to my question of August 11 about roads in my district?

The Hon. J. D. CORCORAN: The Minister of Roads reports:

With the limited funds available for road works, priorities must be fixed on a State-wide basis, and it is inevitable that not all roads will receive the attention they seemingly deserve from a local viewpoint. With regard to the Belair-Blackwood road, the section between Belair and the Glenalta railway crossing will be surfaced with asphaltic concrete during the current financial year. Design plans have been completed for the remaining section between Glenalta and Blackwood, and land acquisition is still in progress. It is not expected, however, that reconstruction and widening will commence before 1967-68. Funds have been made available to the city of Mitcham for several years to undertake the progressive widening and reconstruction of the Shepherds Hill Road. Further funds will be provided during the current financial year to enable work to continue.

TRAFFIC SURVEY.

Mr. MILLHOUSE: Has the Premier a reply to the question I asked last Thursday about the report of the traffic research unit on accidents in South Australia over the last few years?

The Hon. FRANK WALSH: As Cabinet was unable to continue its meeting into the afternoon last Monday (in fact, I attended the launching of a ship at Whyalla), not all the business before it was able to be considered. However, the matter raised by the honourable member is still under consideration.

MINISTERIAL STATEMENT: LOAN ESTIMATES.

The Hon. FRANK WALSH (Premier and Treasurer): I ask leave to make a statement.
Leave granted.

The Hon. FRANK WALSH: The following information is available with respect to questions asked about the Loan Estimates. It is expected that the new police station and courthouse being erected at Tanunda will be completed towards the end of November, 1966, and ready for occupation. No decision has yet

been made about the future of the existing buildings. The present scheme being considered for facilities for the Institute of Medical and Veterinary Science at the Berri Hospital includes provision for a radiology block. Although \$64,000 was provided on the 1965-66 Estimates to commence construction on the new Government Motor Garage, the actual expenditure to June 30 was \$11,000. The sum of \$163,000 has been provided for 1966-67 to complete the work at a total estimated cost of \$174,000. Actual construction of the buildings for the Upper Sturt Primary School is almost completed. The Mines Department is currently sinking a bore for a water supply, and site works are yet to be finalized. It is anticipated that the whole project will be completed by mid-October, 1966. It is expected that the following works, which will involve expenditure under the provision of "Minor Works and Additions" on the Loan Estimates, will be undertaken at the Cadell Training Centre during this financial year:

1. Irrigation system for the orchard.
2. Supply and installation of a rainwater tank and stand at each of five residences.
3. Provision of a kitchenette for relieving officers and visitors.

In addition to these minor works, design work is being undertaken for a new dormitory and dining and study facilities for trainees at the Cadell Training Centre. This project is classified as a major work. Investigations are being carried out into the means and finance whereby a start may be made on this project later this financial year.

STATE BANK REPORT.

The SPEAKER laid on the table the annual report of the State Bank for the year ended June 30, 1966, together with balance sheets.

Ordered that report be printed.

LOTTERY AND GAMING ACT AMENDMENT BILL (T.A.B.).

In Committee.

(Continued from August 24. Page 1331.)

Clauses 5 to 7 passed.

Clause 8—"Enactment Part IIIa of principal Act."

Mr. HALL (Leader of the Opposition): I move:

In new subsection 31b (4) to strike out "eight" and insert "nine".

Should my amendment be successful, I intend to move that the ninth member of the board

be appointed on the Minister's recommendation to represent the general public. At present, only one of the eight members on the board is not directly interested in racing or trotting clubs. Although the Chairman is to be appointed on the Minister's recommendation, there is no evidence that he, too, will not be directly associated with a racing club. This legislation should not be passed without Parliament giving the punter a representative on the board. Realizing that it may be difficult to select such a representative, I am willing to leave the matter entirely in the Government's hands.

The Hon. FRANK WALSH (Premier and Treasurer): I understood the Leader to say originally that he favoured a system of T.A.B. similar to that operating in Victoria. Yesterday, the member for Light said that he and the Leader visited Victoria and that they were impressed with the position there. If this system is to be similar to that in Victoria it will be necessary for the racing and trotting clubs to be responsible for the setting up of the board. The Government will be concerned only with the appointment of the Chairman. The Leader himself could not say who would represent punters. In fact, I accepted a deputation from the racegoers' organization and I could not agree with what it said on that occasion. However, it is problematical whether that organization would conform with the definition of "general public" given by the Leader. Because a person is interested in racing or trotting I do not know that he should be defined as a punter. What real interest in racing or trotting would a punters' representative have?

The amendment is designed to increase the number of members on the board from eight to nine, the additional member being appointed by the Governor, on the Minister's recommendation, to represent the general public. The amendment, if agreed to, will actually achieve nothing apart from making the board unwieldy, as no person can effectively represent the general public on this type of board, which is charged with the duty of conducting off-course totalizator betting, subject to Ministerial control over the establishment of agencies and branches. The general public consists of persons with varied interests. Views and opinions, especially on off-course totalizator betting, differ and no one person can effectively present the views of one section of the general public without coming into conflict with the views of some other section. I hope the Committee will not accept the amendment.

Mr. FREEBAIRN: As the Premier said, I was indeed impressed with the Victorian system of T.A.B. I take issue with the Premier when he says that a nine-member board would be unwieldy, because I believe such a board would ensure that there would never be tied decisions by members of the board.

Mr. Hall: How many members has Cabinet?

Mr. FREEBAIRN: It is evident that Cabinet decisions can always be made with a majority. An eight-member board could result in a tied vote on some issues and it would therefore be better to have the ninth member. I hope the significance of the words "general public" in the Leader's amendment is noted. He did not refer specifically to punters or bettors, and I am indebted for the statement of the member for Adelaide as to the difference in these terms. The Chairman of the Victorian T.A.B. has told me that the statistics show that 87 per cent of women and 68 per cent of men in Australia bet on horse races. In view of the large section of Australians who bet on horse races, the term "general public" used by the Leader is obviously better than either "punter" or "bettor".

Mr. McANANEY: I support the contention that the general public should have a representative on the board. The Premier claims that, by doing this, we would be getting away from a board similar to that in Victoria. However, already the Government has departed from this similarity by its provision for an increased rate of contribution from the pool, and by its decision to retain the winning bets tax. On the other hand, the amendment would be only a minor change to the Victorian system. I believe there is a precedent in other Acts for the Government to appoint a person to represent various organizations or sections of the community. The people do not elect who should represent them but a representative is selected by the Government. A person to represent the general public on the board would be advantageous because he would be able to present criticism of any lack of services or facilities. He would present a different point of view, and this would be to the advantage of the board.

Mr. CASEY: I oppose the amendment. First, the Leader referred to the word "punter", and he then substituted the term "general public". I think these two are poles apart, for many members of the public are not punters. A body of men that invested money in some building project would not put one of the workmen on its board. The racing clubs

will guarantee this venture, and only its members should be on the board. Some person might offer to lend them \$1,000,000 on condition that he be on the board, but it would still be a matter for the clubs themselves.

Mr. HALL: The speech of the member for Frome is wildly inaccurate. The public through its representatives in this place has given these clubs a monopoly whereby they gain considerably in revenue, which is entirely different from the case he instanced. It is quite absurd to say that a person should not be chosen to represent the public, for many boards have consumers' representatives, and I believe that in this case the public is more than a mere "consumer". The T.A.B. earnings will increase with the greater participation of the public in T.A.B. Surely at least one-ninth of the board can represent that great section of the community that will use this facility, stated by the member for Light to be roughly 70 per cent on the Australian average.

Mr. McANANEY: The amendment refers to the "general public" and not "punter". On the honourable member for Frome's argument, half the boards we have in South Australia would have to be reconstituted. Apparently he does not agree that the Abattoirs Board should have an employees' representative.

Mr. Casey: That is a Government instrumentality.

Mr. McANANEY: The public provides the money for that, just as it will be doing for T.A.B. It will not be the racing clubs that provide it. Members of the public who bet are going to pay for the facilities, so surely they are entitled to some representation. Perhaps the Government could select a suitable representative out of the 7,000 people who are unemployed.

The Committee divided on the amendment:

Ayes (14).—Messrs. Bockelberg, Brookman, Ferguson, Freebairn, Hall (teller), Heaslip, McAnaney, Millhouse, Pearson, Quirke, Rodda, and Shannon, Mrs. Steele, and Mr. Teusner.

Noes (17).—Messrs. Broomhill and Burdon, Mrs. Byrne, Messrs. Casey, Clark, Corcoran, Curren, Dunstan, Hudson, Hughes, Hurst, Hutchens, Langley, Loveday, McKee, Ryan, and Walsh (teller).

Pairs.—Ayes—Mr. Nankivell and Sir Thomas Playford. Noes—Messrs. Bywaters and Stott.

Majority of 3 for the Noes.
Amendment thus negatived.

The Hon. FRANK WALSH: I move:

In new section 31b (8) to strike out "thirty" and insert "twenty".

This provides the South Australian Country Racing Clubs Association with a wider choice of nominee from the southern part of the State, as it would permit, for instance, the nomination of a person from Strathalbyn. I understand that in that area there are prominent people associated with the administration of racing and trotting.

Mr. HALL: Can the Premier say whether this amendment has been requested and, if it has been, by whom?

The Hon. FRANK WALSH: The Government is concerned to give people living in that area the opportunity to be nominated because of their association with the sport.

Mr. McANANEY: The Strathalbyn club has the highest turnover for bookmakers and totalizator of any country club, and it would be an advantage for a representative of this club to be on the board. The club has a large surplus (unique in this State) and, because of that club's splendid administration, a member from this district would be a decided acquisition to the board.

Amendment carried.

Mr. FREEBAIRN: I move:

After new section 31h (2) to insert the following subsection:

(3) The board shall not pay to any of its officers, employees or agents any commission based on any amount of money received or handled by such officer, employee or agent on behalf of the board.

This will ensure that anyone involved in the handling of money will not be an agent but will be paid a salary, which is an improvement on the Victorian system, as the payment of commission encourages T.A.B. officials to solicit for turnover. Mr. Davis (Manager of the Victorian T.A.B.) informs me that 27 branches in that State, 22 of which are in the city of Melbourne, employ only salaried personnel. In addition to the 27, there are 271 agencies divided into four main classifications. The A classification totalling 168 is established in relatively large centres, such as Warrnambool, Middle Brighton and Hawthorn. The officer in charge of the agency receives a fee of \$52 a week, plus 2½ per cent on turnover. The A-class manager, who must keep his office open 56 hours a week, caters for race meetings by day and for trotting meetings by night. He is responsible for employing the necessary staff to assist him, for lighting, heating and cleaning, and for error losses. I understand that although, theoretically, the T.A.B. manager

must make up error losses, the T.A.B. authority actually has a formula to provide that the losses (which may not have been the fault of the manager) are not entirely his financial responsibility. The agent is also responsible for a fidelity bond and for workmen's compensation insurance. All other expenses (providing the premises, furnishing and equipping, rent, race lists, tickets, stationery, and telephones, etc.) are met by the T.A.B. authority. Mr. Davis suggested that a weekly turnover of \$8,000 might be considered typical for an A-class agency, of which the manager would then receive about 3 per cent return on gross turnover.

Mr. Davis informed me that some of the 66 B-class agencies would eventually be transferred to the A-class category, which would mean that they would then be open for slightly longer hours, and that the manager would receive a higher base salary. The manager of the Horsham B-class agency receives a base fee of \$42, plus 2½ per cent on turnover. A typical turnover for the B-class agency is \$4,000, of which the manager would receive about 3.2 per cent on gross turnover. He must open his office for about 44 hours a week. In respect of the 37 C-class agencies, such as Murtoa, each agent or manager receives \$37 a week as a base fee, plus 2½ per cent on the turnover. Such agencies remain open for 32 hours a week and their agents, from a typical turnover of \$2,000, would receive about 3.8 per cent on gross turnover. D-class agencies are sub-agencies situated in small country towns where too little business exists to maintain more substantial premises. They are usually located in country stores and business premises, where convenient, and are, I understand, run as adjuncts to C-class agencies. The person in charge of the sub-agency receives a base fee of \$10 a week plus 2 per cent of the weekly turnover, and is required to be open from 11 a.m. to 1 p.m. on race days only. I believe each agent or manager in South Australia should receive a base salary, as is the practice in Victoria, but that that base salary should be more substantial. I am opposed to the idea of commission agents; I believe a manager should receive a straight-out salary, so that no temptation to engage actively in touting or seeking business would then exist.

The Hon. FRANK WALSH: The amendment is designed to prevent the board's economically employing any of its officers, employees or agents on a commission basis.

If it were carried, the board would be compelled to engage all its officers, employees and agents on a salary basis. I believe that it would unnecessarily interfere with the board's freedom if it could not engage its officers on the most economical basis. It is desirable that the board should be able to engage its employees under the most favourable circumstances, with a view to receiving the best possible service. Although I admit that my observations were restricted mostly to Melbourne and suburbs, I found that the board was often responsible for the conduct of an agency, whereas sub-agencies were conducted entirely on a commission basis. Most of the people in charge of sub-agencies were responsible for their own accommodation, although certain standards had to be complied with. As I believe that the board would be unable to engage suitable staff on a salary basis, I oppose the amendment.

The Hon. G. G. PEARSON: I support the amendment, and am indebted to the member for Light for his information. From the facts that he has put before the Committee I think that in no case referred to was an agent's commission more than 2½ per cent. Therefore, the board must offer a salary sufficiently high to attract an agent because the commission is only a small part of his overall earnings. This procedure should not involve the South Australian board in any problem. To some extent, the Victorian procedure overcomes my objection to the principle of paying commission. I believe that to pay an agent solely on a commission basis would be to cut across the principle that I think all members have endorsed: that it is not the desire of Parliament to increase the volume of betting on racing events. Therefore, the amendment should be accepted because it is designed solely for the purpose of adhering to that principle.

I know the Premier believes that the board should be free to employ its agents on whatever basis it desires. As the board will be a responsible organization, there is merit in that point. Nevertheless, I can see no great problem in eliminating the commission for agents and paying them a straight-out salary. However, if this would be a problem then I should prefer to settle for the Victorian basis than for that set out in the Bill. If a commission of only 2½ per cent were paid it would greatly reduce the incentive for the agent to canvass for business and it would remove from him the economic pressure that unless he canvassed for business he would not make a living.

I have consulted with the mover of the amendment and he agrees that it might be acceptable to the Committee if his amendment were amended to bring our procedure into line with that followed in Victoria. Therefore, as an amendment to the amendment of the member for Light, I move:

After "commission" to insert "greater than two and a quarter per cent".

Thus the amendment will provide that the board shall not pay to any of its employees any commission greater than 2½ per cent based on any money handled by such employees. The board will be able to pay a basic salary to agents and adjust it according to the responsibilities of the agent. If the Committee will not accept the amendment moved by the member for Light, I hope it will accept my amendment to his amendment, because I believe it would meet the wishes of the Committee as a whole.

Mr. FREEBAIRN: I believe in the principle that commissions are undesirable, but I am prepared to accept the amendment moved by the member for Flinders because I believe it would meet with public approval. There is a real fear amongst members of the public that T.A.B. agencies may tend to degenerate and become like the betting shops that operated before the war.

The Hon. FRANK WALSH: I am concerned with the difficulties that will confront the board when it is appointed. It is all right to say that the Government will arrange for the overdraft and whatever else is concerned with the Bill. Rather than make certain provisions in the Bill, I believe it would be better if this were done when the regulations concerning the matters referred to by honourable members were before Parliament. It would not help the establishment of T.A.B. if we provided for the payment of certain salaries and commissions in the Bill. As I have said, such matters could be dealt with by regulation, when we have had an opportunity to examine how T.A.B. works in practice.

Mr. HUDSON: I support the Premier's remarks as I think he has hit the nail well and truly on the head. The amendment is designed to deal with administrative procedures that would be better left to the board to determine and to bring down regulations later to be dealt with by Parliament. If the amendment moved by the member for Light in its original form were accepted, it would have significance only in relation to the country areas, for most metropolitan agencies would have a sufficient turnover to enable the board to employ its own

staff. The existence of agents on a commission basis, and particularly sub-agents, is something that is found in smaller country towns, and the amendment would restrict the ability of the board to supply a service in those towns.

I do not think we can accept an amendment of this nature on the report of the member for Light about this 2½ per cent figure in Victoria, because the costs involved in the small country agency probably would be far different in this State, and the position would have to be investigated further. Establishing the rate of commission on turnover that would be justifiable is something that should properly be left to the board to determine administratively. It is the kind of thing that can be determined only as a result of experience.

The suggestion of the Premier should be accepted. The board should be requested to bring down regulations on this question once it has had some experience of the operating conditions it is likely to experience in country towns, particularly small ones. The experience in Victoria suggests strongly that the board there regrets having appointed so many people on a commission basis.

Mr. Casey: And it is rectifying that.

Mr. HUDSON: Yes, and that fact is a fact of experience that will influence the board here. There may be peculiar conditions in South Australia involved in our greater isolation and sparsity of population in country areas that would make the Victorian rates inappropriate.

Mr. HALL: We heard from the Premier for the first time of the Government's involvement in an overdraft guarantee.

Mr. Hudson: It is in the Bill.

Mr. Casey: I don't think the Premier mentioned "overdraft".

Mr. HALL: Yes, he did. On the other hand, the member for Frome said that the Government was not involved financially in supporting this measure.

Mr. Casey: It is not involved initially.

Mr. Hudson: The Government repays the capital involved in the establishment of T.A.B. out of its share. Initially the Government does not have to pay a penny.

Mr. HALL: I take it from the Premier's explanation that he is personally guaranteeing it.

Mr. Hudson: No.

Mr. HALL: The honourable members for Glenelg and Frome disagree with the Premier. This is the first time that the Premier has said the Government will be involved in a guarantee. I am sure *Hansard* will show that, because my colleagues have the same recollection. This is something we should know more about, and I would appreciate a further explanation of how far the Government is involved financially in establishing T.A.B.

The Hon. FRANK WALSH: To the best of my knowledge, it is not involved. If we received a reasonable request from the racing clubs for assistance by way of guarantee, I would have no alternative but to agree, provided all the necessary information was given us and that there was sufficient coverage for the proposition of a guarantee.

Mr. Hall: At what stage would you envisage this guarantee being necessary?

The Hon. FRANK WALSH: I do not envisage anything at this stage. I do not know the exact financial position of the racing clubs. The member for Stirling told us this afternoon that the Strathalbyn Racing Club was the most financial in this State.

Mr. Quirke: So it should be: it has robbed every other country club.

The Hon. FRANK WALSH: I believe the racing clubs are financial enough to provide for the establishment of T.A.B. However, if at some stage they wanted approval from the Government to borrow, the Government would at least guarantee an overdraft in certain circumstances.

Mr. HALL: Is the Premier sure that T.A.B. will be started without Government assistance and, if it will not be, what will be the guarantee from the Government?

The Hon. FRANK WALSH: I believe the racing clubs have sufficient assets to establish the system, but large expansion may occur not only in the metropolitan area but in country areas, and additional approvals by the Government may be necessary. If representations were made to me and a guarantee was needed I would gladly accede to that request.

Mr. HALL: I accept the Premier's answer that he expects there will be a reasonable request for a guarantee by way of overdraft.

Mr. FREEBAIRN: Victorian racing clubs had to create substantial overdrafts to operate their system, and no doubt South Australian clubs are in a similar financial position to those in Victoria. T.A.B. offices will be mainly in country areas as this system is to provide a

service for country people, enabling them to obtain a legal off-course bet. I hope offices in the metropolitan area will be branches of the T.A.B. authority employing salaried staff. If a commission agency opens in Glenelg, the member for Glenelg may regret it, because he has no knowledge of betting shops as they were prior to the last war. This type of thing should not be copied in any form.

Mr. HEASLIP: T.A.B. was originally designed to allow people to bet legally instead of (as in most cases) illegally, but was not to promote or encourage betting. This clause will encourage betting, and that does not help family life or the economy of the State. The board can employ agents who will probably be paid on commission. I support the amendment, which would prevent an increase in gambling. If T.A.B. can stand on its own feet, why should an attempt be made to increase gambling?

The country people will not receive the benefits that will be received by people in the city, because most country areas are sparsely populated and agencies cannot be conducted economically in those places. The people in the country will be able to bet by telephone but they will not be able to go to agencies. The amendment seeks to make economic what will otherwise be an uneconomic proposition, and lending authorities will not make money available unless the system operates at a profit.

The Hon. G. G. PEARSON: The member for Glenelg (Mr. Hudson) objected to the amendment on the ground that it would inhibit the spread of T.A.B. agencies throughout the State. I point out that neither the member for Light nor any other member on this side endeavoured to put a spanner in the works of T.A.B. I have accepted that T.A.B. will be established in South Australia and am prepared to make it operate as well as I can, in the best interests of the State.

The amendment will not inhibit the establishment of country agencies. Knowing conditions in those districts, I do not need the member for Glenelg to tell me about them. Anyone in those areas who wants to lay a wager on a horse can do so by telephone, although he bets illegally. It is ridiculous to say that agencies could operate economically in small towns in which there are only a few residents. Those people will do the same when T.A.B. is set up as they are doing now.

Mr. Casey: Not always. People will have to telephone the nearest telephone centre, not the nearest agency.

The Hon. G. G. PEARSON: If that is so, I want the provisions altered.

Mr. Casey: It cannot be done in any other way.

The Hon. G. G. PEARSON: Why should not a person in Yeelanna be able to telephone Cummins and place his bets? If the Bill does not provide for that, I want the Bill altered. That is interesting information.

Mr. Casey: It is in the Bill.

The Hon. G. G. PEARSON: If the member for Frome is suggesting that, when someone in my district wants to make a bet on the T.A.B., that person will have to ring Adelaide, I want the Bill altered. The cost will be high enough now, and people should not be involved in that expense. The amendment is a good one and will not deprive people of the opportunity of placing bets, because the telephone system is extensive and, even in the small country towns, a 24-hour service is given on every day of the week. The supporters of T.A.B. said, when they wanted to convince other people that T.A.B. was good for the State, that they did not desire to increase betting turnover but that they merely wanted to make betting clean and tidy. There is no justification for the argument that has been advanced by the member for Glenelg on this point.

Mr. FREEBAIRN: I am concerned about the information given by the member for Frome that there will be only one telephone agency in South Australia.

Mr. Casey: I did not say that.

Mr. FREEBAIRN: I apologize most profusely to the member for Frome if I have misunderstood him. I understood him to say that in Victoria there was only one telephone agency and that that was in Melbourne, and I also understood him to say that that position would obtain in South Australia. If the T.A.B. system in South Australia provides for only one telephone service, I shall be annoyed. It completely negates my understanding of the T.A.B. service to be provided for South Australia. I have assured constituents of mine that, although they may not have T.A.B. offices in their towns, they most certainly will be able to bet conveniently by telephone. I take strong exception to the member for Frome's suggestion that people living in the remoter parts of South Australia will not have ready access to a telephone betting service. It seems that people on Yorke Peninsula, Eyre Peninsula, or even in the District of Frome, will have to

spend 30 or 40 cents each time they wish to telephone a bet through to the metropolitan area.

Mr. Casey: You know that's not right.

The ACTING CHAIRMAN (Mr. Ryan): Order! We are dealing with the amendment to clause 8, which was moved by the member for Light, as sought to be amended by the member for Flinders.

Mr. FREEBAIRN: I shall try to deal with the clause more precisely. However, the member for Frome made it clear that his conception of T.A.B. in South Australia and mine were poles apart.

The Hon. FRANK WALSH: I rise on a point of order, Mr. Chairman. A dispute exists among members of the Committee concerning telephone betting.

The CHAIRMAN: It must be a point of order. The member for Light.

Mr. FREEBAIRN: The substance of my amendment was to provide that no officers of the T.A.B. authority in South Australia should be paid on a commission basis. I believe that the proliferation of T.A.B. offices that is likely to occur if the present provision is implemented will not be good. I believe that South Australians could receive a satisfactory service completely controlled by salaried officers of the authority. When I moved the amendment I believed that a satisfactory telephone system for South Australians would be offered, but it is now obvious that Government thinking does not provide for such a system and that the Government is keen to revert to the betting shops that existed prior to the war.

The Hon. FRANK WALSH: The marginal note to new section 31h states:

Powers, etc., of the board as to employment, premises, borrowing etc.

Mr. Freebairn: With which clause are you dealing?

The Hon. FRANK WALSH: If the honourable member paid proper attention to the Bill he would find the provision on page 10 and that his amendment referred to page 11.

Mr. Freebairn: With which line are you dealing?

The Hon. FRANK WALSH: It should be entirely for the board to determine the method of remuneration. I realize that, once the board is established, centres similar to those in Victoria will be conveniently sited. Port Lincoln may be taken as an example for the establishment of such a centre.

The Hon. G. G. Pearson: What about telephone betting?

The Hon. FRANK WALSH: Sub-agencies could be established in surrounding areas and extend to Cummins, as the member for Flinders has indicated. If the honourable member wished to establish credit for the purpose of telephone betting, he would do so at the Port Lincoln centre. If we took Cummins as a site for a sub-agency—

Mr. Freebairn: No sub-agencies are provided for in the Bill.

The Hon. FRANK WALSH: —that sub-agency would be responsible for telephoning bets through to Port Lincoln at a certain time before the commencement of a race, and Port Lincoln would be responsible for telephoning all the relevant information from the division to Adelaide, or wherever the race meeting was being held, so that the money could be invested on the totalizator. If the Committee desired further clarification, I would have to seek permission to exhibit a map in the Chamber. Offices throughout the State, in addition to the main centres, will provide an opportunity for telephone betting. No results will be advertised in any of those offices. People will be able to make their investments, and that is as far as they can go. If a person wants to use a telephone, credit can be established. Some centres will be set up. No further discussion is necessary. The Government is not prepared to accept this amendment.

The Hon. G. G. Pearson's amendment negatived; Mr. Freebairn's amendment negatived.

The Hon. B. H. TEUSNER: I move:

In new subsection 31m (4) after "declared" to insert "but shall not be available for a further bet on the day on which the dividend was declared".

Pursuant to new section 31m (2), it is possible to bet by establishing credit by telephone or telegram. New subsection (4) provides:

Notwithstanding subsection (3) of this section, a dividend in respect of a bet made by a person at any office, branch or agency of the board may be credited to a credit account established by that person with the board at any time after the dividend is declared.

The cash bettor who makes his bet on, say, a Saturday afternoon is, pursuant to this legislation, prevented from making further use for betting purposes of any winnings he may have in respect of his afternoon's betting operations. For instance, he cannot collect his winnings on the afternoon on which he makes his bet: they can be collected only on a subsequent day.

But new subsection (4) provides as I have just indicated. If a person has established a credit account or is in credit with an account, there is nothing to prevent him from further crediting that account with the winnings of the afternoon on which he is betting. Because of the earlier new subsection it is possible for him to place further bets during the afternoon, using the credit that he has established from winnings during the course of that afternoon, if he operates as a credit bettor, because new subsection (2) states:

A bet on any event made by letter, telegram or telephone message shall not be accepted by the board or any person acting on behalf of the board unless (a) the person making the bet has established with the board, in accordance with the rules of the board, a credit account sufficient to pay the amount of the bet and has maintained that account up to the time of making the bet in accordance with those rules. Assuming he has exhausted his credit early in the afternoon of his betting operations but he can keep maintaining his account from the further winnings he may have, and assuming he has well nigh exhausted his money but strikes a winner in the third race, the winnings from that race can be credited to the account he has established. He goes to the telephone and makes a further bet with the winnings from that bet. If this legislation is passed in its present form, we are discriminating between the cash bettor and the person betting on credit. We are saying to the cash bettor, "You cannot bet with your winnings because you cannot collect them until a subsequent date." To the person who produces a credit, we are saying, "You can use your winnings on the day on which you make

that credit to your account, and you can further bet with them on the afternoon of the race meeting." I suggest that that is not fair and equitable. If we are to deal with this matter properly, we should give both the credit bettor and the cash bettor the same rights and privileges, which we are not doing by this legislation as it stands.

The Hon. FRANK WALSH: I ask the Committee not to accept this amendment, because a person establishing credit will use the telephone to do that and, in most cases, I assume that he is not likely to be involved in a series of telephone calls for that purpose. It is wrong to suggest that, if a man backs a winner in the third race, he will have time to establish a credit for the fourth race: he will have to wait at least for the fifth race. This will not work because a bet must be placed at least 40 minutes before a race. In this case more than 40 minutes would be needed because of the time elapsing between the acceptance of a bet and the dividend being known and declared, because all bets have to be made at least 40 minutes before each race. In view of the points involved here, I move that progress be reported.

Progress reported; Committee to sit again.

SUPERANNUATION ACT AMENDMENT BILL.

Returned from the Legislative Council without amendment.

ADJOURNMENT.

At 5.6 p.m. the House adjourned until Tuesday, August 30, at 2 p.m.