

**HOUSE OF ASSEMBLY**

Tuesday, September 3, 1968

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

**QUESTIONS****STUDENT TEACHERS**

The Hon. R. R. LOVEDAY: The Minister of Education has recently explained new provisions regarding allowances for student teachers attending our teachers colleges. Because the distances these students have to travel vary greatly and also because the cost of textbooks will vary considerably under this new provision, some students will be out of pocket greatly compared with the previous position. Because of this, can the Minister say what will be done to make up to these students what, in effect, will be their losses under the new provision, and will the Minister provide special library facilities for those students who will be unable to get their textbooks because of the new allowances provided?

The Hon. JOYCE STEELE: The honourable member is referring to a statement made on, I think, Thursday last week regarding a new system of student allowances. Under the previous system students were paid a living allowance, issued with textbooks on loan, and reimbursed the cost of travel in excess of 20c daily. That system was introduced when there were in South Australia only two teachers colleges (Adelaide and Wattle Park) and one university (Adelaide University). Now, with two universities and five teachers colleges in operation, that scheme has been found to be unworkable. Regarding the purchase of textbooks, it is intended that multiple copies of selected textbooks will be available in teachers college libraries and that the principals of teachers colleges will take appropriate steps to keep travel by students between teachers colleges and servicing institutions to a minimum.

The whole purpose of introducing this new idea of paying allowances to students is to equalize the whole matter of allowances. It has been found that in the past some students were paid travelling allowances greatly in excess of those paid to other students. The idea of the scheme is to equalize these allowances. Also, I believe that it is better for students because it puts them on a parity with students who receive Commonwealth scholar-

ships. These are subject to a means test, whereas the Education Department's new system of allowances is not. I believe that the new system is far more dignified for students who are in their late teens and at a stage when they are having to consider budgeting, and in this way they are treated as adults. From the other viewpoint, much work in checking vouchers that students present to departmental officers will be obviated. Also, it will have the effect of making all students equal in that they will receive allowances which will allow them to meet their textbook requirements and travelling requirements between the colleges, universities, and other places to which they must go.

The Hon. R. R. LOVEDAY: The Minister has said that one of the virtues of the intended new arrangement for paying the allowance of \$85 is that it equalizes the allowances. Although this is obvious, the scheme would produce great inequality of costs to students for travelling expenses and textbooks. The Minister also said that it would be far more dignified for students to receive \$85 a year instead of the amount paid under the previous arrangement. As the price of dignity to each student varies so much because of the inequality of costs that this scheme will produce, will the Minister review the whole proposal so as to remove those inequalities of cost?

The Hon. JOYCE STEELE: Overall, the new scheme, by which students will be responsible for providing textbooks and for budgeting for travel, will be just as costly to the Government as the old scheme has been. However, the new scheme has the advantage of treating teachers college students as tertiary students. Under the new scheme, some students will gain financially and some will lose financially, but on the average students will be no worse off than they have been. A similar situation of varying costs of textbooks and travel from student to student occurs at other tertiary institutions, such as at the universities (Adelaide and Flinders) and the South Australian Institute of Technology on North Terrace, and will occur at the The Levels site when completed. This new system brings South Australia's practice into line with the practices in other States. South Australia is the only State that supplies textbooks on loan to students. South Australia and Western Australia are the only States in which special travelling allowances have been paid. There is no means test for teachers college allowances, whereas there is for Commonwealth scholarships, and student teachers' allowances are still

in excess of the Commonwealth maximum allowance. Students will purchase their textbooks at greatly reduced cost, at least for several years: they will be able to purchase at concession prices from stocks of books. Further, on completion of their courses of study, if they buy the textbooks instead of entering into a share arrangement with other students, or using the series of multiple textbooks that will be available from teachers college libraries, they will have at their disposal a professional library. This is important, because the majority of teachers will make teaching their life career, and many of them will appreciate having a professional library to which they can refer during the whole of their careers. I do not know whether I have replied to all the matters raised by the honourable member, but I think what I have said sets out clearly the advantages of this scheme. The students will actually get exactly the same amount overall but it is being spread, I consider, more equitably.

Mr. HUDSON: My understanding is that a student teacher, apart from his work at the teachers college, must undertake at least eight weeks each year of practice teaching and that, consequently, his ability to earn additional income from vacation employment is severely affected. In fact, he is obliged by the conditions of his bond not to undertake vacation employment. On the other hand, the Commonwealth scholarship holder is under no restrictions at all in connection with taking vacation employment and, if he so desires, he may take it for a longer period than is possible for a student teacher. The basic approach of the Commonwealth scholarship scheme is that those needing additional assistance should receive it; hence, the means test is applied. In view of this, and in view of the great administrative savings that the Education Department may expect as a result of this change in policy, will the Minister of Education consider providing additional assistance to those students who are living a long way from the teachers college they attend or who are undertaking university courses, such as English, which have extensive book lists? Will the Minister also consider giving additional assistance to any student teachers who are in difficult circumstances and are adversely affected by the Government's decision on this matter?

The Hon. JOYCE STEELE: Student teachers are never prohibited from taking vacation employment of an appropriate type; in fact, they are encouraged to do this. Cadets

under the Public Service scheme are required to work with the appropriate Government departments during their long vacation, whereas student teachers are free to accept vacation employment.

Mr. HUDSON: They cannot work in such employment for as long a period as can Commonwealth scholarship holders.

The Hon. JOYCE STEELE: They are allowed to work during their vacations and are encouraged to do so. As I told the member for Whyalla (Mr. Loveday), there is no actual saving for the Government in connection with this matter. The idea has been to spread more equitably the allowances that have been available to students. Quite a number of departmental officers have been involved almost full-time in accepting and checking the vouchers that the students have submitted in connection with travelling allowances for fares of more than 20c a day which they are allowed to claim. Somebody, either when asking a question or by interjection, said something about expensive dignity. I believe that young people should be encouraged to have dignity in these things. I think that by giving them allowances of this kind we are putting them on the same level as other tertiary students in South Australia. The existing system marks out, in an invidious way, the students of the teachers colleges from those attending other tertiary institutions, but the proposed scheme equates them with university students. The honourable member drew attention to students receiving Commonwealth scholarships and, in this context, I think I should indicate what are the boarding allowances paid to eligible teachers college students in the various States: in New South Wales they receive \$400, and \$430 in the fourth year; in Western Australia they receive \$290; in Queensland \$260; in South Australia \$250; in Tasmania \$150; and in Victoria \$52. Obviously, with boarding allowances teachers college students in South Australia are on a parity with all States except, probably, New South Wales. Students in arts and craft courses in South Australia receive an allowance of \$50 a year in addition to other allowances paid to teachers college students, and this allowance is not affected by the proposed scale of allowances to come into effect on January 1, 1969.

#### STATE BANK LOANS

Mr. WARDLE: Has the Minister of Housing a reply to the question I asked last week about State Bank loans to pay for installing sewers?

The Hon. G. G. PEARSON: I have ascertained that the State Bank is prepared to make supplementary housing loans available to its present borrowers where needed for sewer connections or other additions, so long as the total borrowing does not exceed the currently authorized maximum.

#### TRANSPORTATION STUDY

Mr. VIRGO: I draw the Premier's attention to a press statement in the *Advertiser* last Saturday, as follows:

The Minister of Transport (Mr. Hill) said yesterday that he had begun discussions aimed at seeking funds to make possible an early start on the underground railway to link North Terrace and Victoria Square. Mr. Hill said it might be possible to treat the underground proposal as a separate venture so that work could start as early as possible. The longer the work was delayed, the greater the cost would be.

Can the Premier say whether Cabinet, before reading that statement in the press, was made aware of the Minister's intention and whether it approved of his seeking to obtain finance to make possible the early start on the rail project as recommended in the Metropolitan Adelaide Transportation Study Report? If that was so, why has the Premier's promise, to allow the people affected by the study six months to lodge objections, been repudiated just 18 days after it was given?

The Hon. R. S. HALL: The honourable member was incorrect when he said that there had been a repudiation. Any study the Minister has made has obviously been through his department, in order to assess what could be possible if the plan were accepted. A reply to a question on notice will indicate that the Government as yet has neither accepted nor rejected any part of the M.A.T.S. Report.

Mr. VIRGO: Has the Premier a reply to my recent question regarding cost estimates involved in the Metropolitan Adelaide Transportation Study Report?

The Hon. R. S. HALL: Cost estimates included in the M.A.T.S. Report are based on present-day costs. Consideration was given in the report to making some allowance for possible cost increases. However, in examining cost trends it was found that, in many instances, unit costs for road construction works undertaken by the Highways Department have not in fact increased over the past several years. The increased programme of road works in the future is expected to allow larger scale operations, the letting of larger contracts and the more effective use of

larger plant. These factors are expected to tend to reduce unit costs, offsetting, at least to some extent, any general increase in cost levels. In consideration of these factors and on the advice of the Highways Department's consultants, it was decided to base estimates on present-day unit costs.

Mr. VIRGO: I understand the Premier has replies to three other questions I have recently asked about the effects of the Metropolitan Adelaide Transportation Study Report. Will he give those replies?

The Hon. R. S. HALL: The Minister of Roads and Transport reports:

(a) The transportation study took considerably longer to complete (and the cost was correspondingly higher) than was originally estimated. The principal reason for this was that the original estimates were made on the basis of advice received from the oversea consultants, who did not in the early stages of the study expect that the local authorities would require so much detailed consideration of possible alternatives as they did, in fact, require. Several possible alternative alignments for the Noarlunga freeway were considered, and that finally adopted was considered to be the most acceptable, considering both monetary and social costs.

(b) Where a house is required for Government operations, such as provision of roads, it is normal to compensate the owner in cash, making due allowance for indirect costs attributable to such factors as removal of furniture, loss of income, legal expenses, etc. Beyond the services normally offered by the South Australian Housing Trust, it is not accepted that the Government will become directly involved in the location of alternative housing for those displaced. Services of this nature are available and any costs incurred in this respect can be considered when compensation is assessed.

(c) It is acknowledged that the introduction of new roads into areas that have already been developed for housing will create considerable disturbance. The proposals set forth in the M.A.T.S. Report are considered to represent the best means of providing the transport facilities that will be required in the future. The honourable member may be assured that social factors were a large consideration in arriving at the proposals finally recommended.

Mr. CORCORAN: Has the Premier a reply to the question I asked on August 22 concerning the details of discussions that took place

between Treasury officials and people responsible for the survey of the Metropolitan Adelaide Transportation Study?

The Hon. R. S. HALL: At an early stage in the transportation study, a conference was held which was attended by members of the Joint Steering Committee responsible for the study and by Ministerial representatives, at which financial matters concerning the study were discussed. Subsequently, the study proceeded according to principles established at this conference. At a later stage, in August, 1967, further consultation took place between Cabinet and representatives of the transportation study on general considerations concerning the Metropolitan Adelaide Transportation Study proposals, including finance.

Mr. VIRGO: Has the Premier a reply to the question I asked regarding the Metropolitan Adelaide Transportation Study recommendations?

The Hon. R. S. HALL: My colleague, the Minister of Roads and Transport, reports that the proposal contained in the recommendations of the Metropolitan Adelaide Transportation Study concerning the relocation of the Brighton railway line between Emerson and Goodwood is considered an essential element of the future public transport system. The proposed relocation provides for improvement of the difficult level crossing situation at the corner of Cross and South Roads, the connection of the Brighton line with the proposed King William Street subway and the grade separation of the Brighton and Hills lines at Goodwood.

Any alternative proposal utilizing more of the existing route between Emerson and Goodwood would involve grade separations at both the Emerson crossing and the crossing of the Hills line and the development of a new rail connection through residential areas of Goodwood. Of the alternatives available, the proposal as indicated in the M.A.T.S. Report is considered to be the most advantageous, having regard to both money and social costs.

The Hon. D. A. DUNSTAN (on notice):

1. Has the Government accepted the Metropolitan Adelaide Transportation Study Report in principle, subject to modification on receipt of objections?

2. If not, why has the damage to values of property affected if the report is adopted been allowed to occur by its publication?

3. If so, since the authorized development plan for metropolitan Adelaide would be altered radically by the proposals and the power to

make land usage regulations under the Planning and Development Act made useless unless the plan is amended, why has the report not been treated as a proposed amendment to the authorized Metropolitan Development Plan, pursuant to the Planning and Development Act, and the statutory provisions of that Act complied with?

4. On what basis of escalation of costs over the 18-year period covered in the report was the total cost of the proposals calculated?

5. Why does the report assume a decrease in the annual cost of roadworks in the metropolitan area other than in the recommendations over the whole 18-year period?

6. In assessing the cost of the Town Planning Committee's proposals and the survey proposals, what account was taken of property already acquired by the Highways Department in pursuance of the Town Planning Committee's proposals and now to be disposed of?

7. What loss will be occasioned to the Government by the acquisition of those properties, and their likely sale at a reduced figure?

8. Does the Government recommend to the public the proposals of the study for financing the recommended highways and railways recommendations involving:

- (a) a heavy use of State motor taxes, road maintenance contributions, and Commonwealth grants;
- (b) a 10 per cent increase in motor vehicle registration fees;
- (c) an increase in drivers' licences from \$2 to \$4;
- (d) a reduction in the minimum load capacity for road maintenance contributions from eight to four tons and a repeal of the major exemptions from road maintenance contributions;
- (e) in relation to railways additional funds:
  - (i) a tax on properties;
  - (ii) a raising of revenue bonds;
  - (iii) a levying of tolls on bridges;
  - (iv) an excise on cigarettes;
  - (v) a flat rate tax of \$8 a year on each vehicle;
  - (vi) a \$1 tax on every gas and electricity bill?

9. If not, why has the Government published the proposals in this form, and what proposals does the Government have for raising finance to meet even the estimated costs of these proposals?

10. Since the report recommends alterations to compensation procedure without specifying what compensation alterations are to be made,

how was the report able to estimate the cost of acquisitions and the total compensation involved?

The Hon. R. S. HALL: The replies are as follows:

1. The Metropolitan Adelaide Transportation Study proposals are similar in broad principle to those of the 1962 development plan. The principles of the transportation system were in effect, accepted by the Government in 1967 when the 1962 development plan was proclaimed an authorized development plan in that year. The Government has neither accepted nor rejected the report. Further consideration will depend upon submissions received during the period of review by local authorities and the public.

2. It is appreciated that property values are affected by the publication of major transportation proposals. It would not be possible to allow public review of proposals without disclosing to the public what those proposals are.

3. It is expected that the State Planning Authority will shortly take action to amend the authorized development plan. In so doing, the authority is required to obtain from the Commissioner of Highways his proposals for roads. The M.A.T.S. road proposals amended as may be necessary are expected in due course to become the proposals of the Commissioner of Highways, and the State Planning Authority will be advised of these in accordance with the statutory provisions of the Act.

4. The Chairman of the Steering Committee of the M.A.T.S. reports that possible escalation of costs was considered in preparing the cost estimates published in the M.A.T.S. Report. Having regard to the expected increase in scale of roadworks in the metropolitan area with the opportunity to let larger contracts and make more effective use of larger plant, it is not acknowledged that unit costs for road construction will escalate in the future in keeping with the escalation of costs generally. Furthermore, it is noted that unit costs of departmental works have generally not been increasing in recent years. A decision to base cost estimates on present-day unit costs was made with the above factors in mind and also on the advice of the department's oversea consultants.

5. The Chairman of the Steering Committee reports that it is expected that departmental roadworks undertaken in the metropolitan area over the 18-year period will progressively become those indicated in the M.A.T.S. Report.

6 and 7. The Chairman of the Steering Committee reports that costs associated with land already held by the department were taken into account in assessing the costs of alternative proposals considered in the M.A.T.S. Report. It is expected that in many instances land now found surplus to requirements can be disposed of at a figure higher than that for which it was purchased some years ago. It is not acknowledged that there will be any loss associated with the sale of these properties.

8. The M.A.T.S. Report contains certain recommendations regarding the financing of the works proposed. These proposals do not include all the items indicated in the question asked by the Leader. Some of the items claimed to be recommendations are, in fact, quoted in the report as examples of methods of finance used in the United States. The report continues:

The preceding examples give some indication of the importance placed on rapid rail transit by Federal and local authorities. While none of these schemes may have practical application in Adelaide, they may suggest means which are feasible.

The Government is not prepared to recommend to the public any proposals concerning finance until it is known to what extent the M.A.T.S. proposals will be implemented.

9. The Chairman of the Steering Committee reports that the proposals concerning finance are regarded as an integral part of the M.A.T.S. plan and have been published to facilitate review by local authorities and the public.

10. The Chairman of the Steering Committee reports that the recommendation concerning compensation for land acquisition to which reference is made is possibly that relating to replacement cost and market value. Existing legislation allows for payment in excess of market value in certain circumstances and this matter was taken into consideration in arriving at the cost estimates.

#### OAKBANK AREA SCHOOL

Mr. GILES: Has the Minister of Education a reply to my recent question about when animal husbandry rooms are to be opened at the Oakbank Area School?

The Hon. JOYCE STEELE: The Public Buildings Department reports that it is at present planning the lay-out of these rooms. However, it is not expected that the erection of these rooms can commence before April of next year, as the Works Branch will be fully engaged up to that time in providing essential accommodation for classes.

## ROBE BOAT HAVEN

Mr. CORCORAN: Has the Minister of Marine a reply to the question I asked last week about the feasibility of deepening the inlet channel from the sea to Lake Butler at Robe?

The Hon. J. W. H. COURCE: The Director, Marine and Harbours, reports:

(a) The cutting through solid rock was taken down to 10ft. low water.

(b) Dredging in the approach channel is periodically done to roughly 10ft. L.W. every three years at a cost of about \$18,000 in order to maintain a declared depth of 6ft. L.W.

(c) The maintenance of a declared depth of even 9ft. L.W. would entail dredging at intervals of six or 12 months and would cost an estimated \$10,000 a year, as the deeper the depth the faster the sand runs in.

(d) A "declared depth" means a depth that has been published in a *Notice to Mariners* and the port authority concerned has to maintain this depth constantly, so that any vessel entering can count on the declared depth of water being available at all states of the tide. It would be impracticable to declare a depth of 10ft. L.W. and extremely costly to declare a depth of 9ft. L.W. at Robe.

(e) Deeper drifted fishing boats can always wait for high water before entering or leaving Lake Butler, as do all oversea ships using the major ports of the State, including Port Adelaide. Mean high water springs is 2ft. 9in., and mean high water neaps is 2ft. at Robe.

## MARGARINE

Mr. McANANEY: Many dairy farmer constituents have complained to me that the domestic science classes at a high school in my district use margarine in their various recipes. Will the Minister of Education say whether the use of margarine is widespread throughout departmental schools and, if it is, will she ascertain whether the use of butter cannot be advocated?

The Hon. JOYCE STEELE: As I realize that this question is of much importance to the great primary industry of dairying, I shall be happy to call for a report. I am surprised to learn that only margarine is being used at this school: I believe that students in our domestic craft centres receive an overall education in all respects in order to understand fully the economics of this course.

## KULPARA SCHOOL

Mr. HUGHES: In reply to a question I asked the Minister of Education about a new residence and school at Kulpara, the Minister was good enough to bring down on August 13 a report, part of which stated:

An approach has since been made to the Housing Trust for advice as to whether it holds land at Kulpara on which a new residence could be built, and also concerning the estimated cost of such a residence. When this information is received, Cabinet approval will be sought for an order to be placed with the trust for a new residence.

Can the Minister say whether the trust owns land at Kulpara and, if it does not, can she say what alternative action the department intends to take in regard to building a new residence?

The Hon. JOYCE STEELE: I think I said previously that I would call for a report. As I have not received that report, I will take further steps to obtain one and see whether I may have it for the honourable member some time later this week.

## BARMERA TANK

Mr. ARNOLD: Has the Treasurer a reply to my recent question on the Loan Estimates about the new water tank at Barmera?

The Hon. G. G. PEARSON: Tenders for this work are expected to be called during September. Provided a satisfactory tender is received, work should commence later this year and should be completed in time for the new overhead tank to be in service in about October, 1969.

## FESTIVAL HALL

Mr. HUDSON: I understand that the main disadvantage the Premier sees in relation to the Government House site for the festival hall is the fact that it would involve the alienation of a certain area of park lands, and that it is for this reason, in part at least, that he has referred the Elder Park site (or, should I say, the Railways Department site) to the committee he has established. At lunch time today, I walked around the two areas concerned and saw hundreds of people in Elder Park but only half a dozen or so in the area between Government House and the Torrens Parade Ground. It has since occurred to me that it would be possible to resume the land occupied by the Railways Institute and the immigration hostel, provide for those facilities elsewhere, and turn the area so released into park lands, therefore compensating for any alienation of park lands that would be involved in using the Government House site. In my view, that action would have certain advantages with respect to noise—

The SPEAKER: Order! The honourable member is debating the matter.

Mr. HUDSON: Will the Premier ask the committee he has established to investigate the use of the Government House site as an alternative, incorporating with that use the resumption of the hostel and Railways Institute and the reversion of that area to park lands?

The Hon. R. S. HALL: The Government's non-approval (if I may use that term) of the Government House site for the festival hall was based on more than just one aspect of this site's taking some of the park lands. As I have said during debates in this House, I believe that site would cramp the whole planning of the area and the siting of buildings on it: in fact, the scenic view of the whole area, including the parade ground and Government House, would be spoilt. Provided the difficulties (which have been stated already) in relation to the Elder Park site can be resolved, and provided the committee reports that no insuperable difficulties exist in relation to that site, I consider it to be superior. I point out that my view is shared by the Government, which considers the Elder Park site to be superior because, if it were used, the planning would not need to be cramped. For these reasons, the Government is not willing to widen the scope of the committee's inquiry.

The Hon. D. A. DUNSTAN: The Premier has said that his other objection to the site behind Government House is the possible cramping of the buildings in that area and the spoiling of the scenic view by the erection of a performing arts centre in that area. Will the Premier say whether, before he came to this conclusion, measurements were taken from the edge of any possible performing arts centre to the nearest building on the two sites concerned in order to compare the likely cramping on the two sites? Further, what scenic view from what position would be interfered with by the performing arts centre if it were placed behind Government House?

The Hon. R. S. HALL: There appears to be an attempt to fence me in on my opinions. I referred to two factors in reply to the member for Glenelg, but the Leader has chosen to ignore my statement that the Elder Park site for its own worth was better than the site behind Government House. This is the Government's opinion. I am sorry if the Leader does not agree with it. It is no good the Leader getting up and ignoring my major statement on that point. He has taken one particular aspect of my objection, saying that is the only one.

#### MOUNT BRYAN WATER SUPPLY

Mr. ALLEN: Recently in response to a letter I sent the Minister of Works regarding a water scheme for the Mt. Bryan area, the reply was in the negative. Will the Minister say whether any figures were taken out regarding the cost of water a thousand gallons at Mt. Bryan, and what the return would be on a percentage basis in relation to the total cost?

The Hon. J. W. H. COUMBE: These figures would obviously have been taken out, but I do not have them now. I will obtain them for the honourable member.

#### BRAKING LIGHTS

Mr. RODDA: A constituent of mine has written to me expressing his concern at the high accident rate and suggesting that braking lights should be installed at the front of vehicles as well as at the rear. I will not quote at length from the letter, but I will make it available to the Attorney-General. Will he take up this matter with the Minister of Roads and Transport?

The Hon. ROBIN MILLHOUSE: I think every South Australian is appalled at the toll of the road, especially as it has been brought home to us yet again in the last few days. I shall be happy to take up this matter with my colleague if the honourable member will give me the letter.

#### HOUSE DAMAGE

Mr. HURST: Has the Minister of Works a reply to my question of August 27 about repairs to a house in Sansom Road, Semaphore Park?

The Hon. J. W. H. COUMBE: The Engineering and Water Supply Department has considered the claim received from Mrs. Loughhead and, because of various factors, the Director, Public Buildings Department, was asked to investigate soil conditions and to make a structural examination of her property. The report from the Public Buildings Department should be available in about two weeks' time, when further attention could be given to the claim for compensation made by Mrs. Loughhead.

#### LIQUOR PRICES

Mr. BROOMHILL: Has the Premier now a reply to my recent question about the availability of a report by the Liquor Industry Council regarding standard prices for beer and other liquor?

The Hon. R. S. HALL: The Liquor Industry Council was not established under the Licensing Act. Section 189 of that Act

amended section 43 and inserted a new section 22f in the Prices Act to provide, *inter alia*, for the Minister, on the application of any association fairly representative of the liquor industry, to approve of that association for the purposes of that section, that is: (a) fix the proposed minimum retail prices of any type or kind of liquor according to the quantity, manner, conditions and locality in or under which the liquor is sold; and (b) fix the rate or rates at which discounts referred to in subsection (3) of this section may be granted for the purpose of that subsection.

The Liquor Industry Council applied for approval on February 16, 1968, but on June 24, 1968, I replied that Cabinet had given consideration to the matter and was prepared to allow the council to function as a private industry body. This enables it to take its own action if either minimum or maximum prices determined are not maintained. The Liquor Industry Council is, therefore, quite independent of Government control, although I anticipate that a copy of their report on liquor pricing will, out of courtesy, be made available to me. I understand that much material is being collected in connection with the council's inquiry, and it will, of course, be necessary for the council to consider how any proposals can be implemented. The report is, therefore, not expected to be available for at least three months.

#### DRY CREEK SEWERAGE

Mr. JENNINGS: I have previously raised the matter of the extension of sewerage to Dry Creek. The matter has also been raised on several occasions by the Enfield council, which recently wrote again to the Minister of Works, and also, on this occasion, to the Minister of Health because it was considered that the lack of sewers at Dry Creek was a health hazard. I may say that the place name of Dry Creek is a great misnomer: it is a very low-lying place, and much trouble is caused, amongst other things, by effluent from septic tanks entering streets. This year the works programme of the Enfield council provides for the extension of storm-water drainage in many parts of Dry Creek, and that work will greatly assist to overcome the general problem. However, the difficulty will continue until sewerage is extended to this area. Will the Minister again examine this matter and sympathetically consider the request made to him previously?

The Hon. J. W. H. COUMBE: I thank the honourable member for bringing this matter

to my attention, although I am aware of the problem. One or two minor extensions have been made in this area recently and the districts have been proclaimed. However, I will again examine the matter for the honourable member, although this may take a little time.

#### PREMIER FROZEN FOODS

Mr. CASEY: Has the Attorney-General a reply to the question I asked last week about Premier Frozen Foods Proprietary Limited?

The Hon. ROBIN MILLHOUSE: Because of the importance and, in some ways, the difficulty of this matter, I have had a reply prepared. The question asked by the honourable member about Premier Frozen Foods Proprietary Limited raises a matter of Government policy in the answering of questions. The last Government particularly, through answers in Parliament, notified the public where there was an existing and imminent threat to the public involved in the activities of a particular individual, or group of individuals, or business organization. The situation, however, becomes difficult when it is felt that there may be doubts about the reliability of an organization but that no definite information is in hand leading to the suspicion or the knowledge that offences are actually being committed. It is, in my view, undesirable for a Government to carry out the functions of a credit organization. I feel, therefore, that in this instance I can best assist the honourable member and the public by first quoting some remarks of the Prices Commissioner published in an Adelaide newspaper on April 17, 1968, which read as follows:

Members of the public should exercise care before committing themselves to any home freezer plan consisting of the purchase of a deep-freeze unit coupled with a frozen food delivery service. Several companies are already operating these plans in South Australia and others may be introduced in the near future. Not only does it appear that exaggerated claims are being made by some of the companies involved in these plans, but in almost all cases prices charged for freezer units supplied in conjunction with food plan services are substantially higher than the net prices at which the same freezer units can be purchased from city stores. There are also reports that some companies in other States have gone out of business, their customers being left with freezers purchased at high prices but without any compensating benefit by way of a frozen food supply service. Anyone considering one of these plans should thoroughly examine it, and, in particular, should:



- (1) Carefully compare the combined price of the freezer and food plan service under the scheme with the price at which the freezer is obtainable elsewhere;
- (2) Compare in detail all frozen food and meat prices under the plan with those prevailing in supermarkets and meat stores and ensure that the method of charging for meat is clearly understood; and
- (3) Compare the various prices charged and the services provided by the different companies operating these schemes, before entering into any agreement.

There are certain aspects of this company (Premier Frozen Foods Proprietary Limited) and the history of its management that would cause a reasonably cautious man to exercise special care before concluding any binding legal arrangement with the company. I do not think I should at the moment say more than that.

#### CADELL IRRIGATION

Mr. FREEBAIRN: Has the Minister of Irrigation a reply to the questions I asked during the Loan Estimates debate last week about when it was intended to go ahead with the installation of a drainage system at Cadell and also about when the pump-house installation will be provided?

The Hon. D. N. BROOKMAN: Work on the new pump-house has commenced and the floor has been poured. It is expected that drawings and specifications will be completed in time for tenders to be called in September, 1968, for the drainage rehabilitation works for this year.

#### HOUSE FOUNDATIONS

Mrs. BYRNE: Has the Minister of Housing a reply to my question about Housing Trust houses at Holden Hill?

The Hon. G. G. PEARSON: The General Manager of the trust reports:

When the trust gave its undertaking to effect repairs to houses in the Holden Hill area, or alternatively relieve purchasers of their obligation to purchase, it did not fix a specific time in which this offer was operative. At that time the degree of soil movement which may result from the winter rains could not be determined. The trust, from experience, had been able to establish that the degree of movement diminishes in any new area of development after the first 12 months, and only in isolated cases is it necessary to extend such an offer beyond 12 months. However, the trust is always prepared to review its policies in such matters as conditions dictate, particularly in respect of families who prefer to wait and see whether repairs will be successful.

#### CLEVE AGRICULTURAL ADVISER

Mr. EDWARDS: Has the Minister of Lands, representing the Minister of Agriculture, a reply to the question I asked recently about the appointment of an agricultural adviser at Cleve?

The Hon. D. N. BROOKMAN: The Minister of Agriculture reports that it is recognized that owing to the rapid development of Eyre Peninsula in recent years and the rise in agricultural production, there is justification for an additional adviser for this area. It is hoped that funds may be available from the Commonwealth Extension Services Grant to enable an agriculture adviser to be stationed at Cleve during the financial year 1969-70. Meanwhile, the soils adviser at Cleve will continue to devote as much time as possible to agronomic work in conjunction with his specific duties.

#### M.V. LISANA

Mr. RYAN: Some time ago the oversea vessel *Lisana* was declared unseaworthy and was delayed at Port Adelaide for many weeks. As I believe the vessel sailed at the weekend, can the Minister of Marine say whether the circumstances of this vessel were investigated by the Marine and Harbors Department and whether a report was made? If a report was made, will the Minister make it available?

The Hon. J. W. H. COUMBE: I have a report on this matter and, in view of the honourable member's interest, I will give it in full, because it may clear up some misunderstandings that have occurred. It is as follows:

The following are the facts regarding the m.v. *Lisana* being declared unseaworthy by the Commonwealth Department of Shipping and Transport surveyor at Port Adelaide and the sequence of events leading up to the vessel sailing under tow for Singapore. The owner is E.D.N.A.S.A. Shipping Company Inc., Hong Kong. M.V. *Lisana* is registered in Panama and classified with the N.K.K. Classification Society, Japan. The *Lisana* arrived in Adelaide light ship from Indonesia on July 19, 1968. Associated Steamships Proprietary Limited was the inward agent, and it berthed at No. 9 Inner Harbor to load a dismantled oil rig and ancillary equipment.

On Sunday, July 21, Mr. Round, the Senior Ship and Engineer Surveyor, attended the vessel to inspect it to issue a permit for welding to be carried out in connection with repairs to the shell plating in the way of the engine room. Mr. Round's attention was attracted to the very poorly maintained condition of the vessel and, as he considered that in certain aspects the vessel was not seaworthy, he,

therefore, made this known to the Department of Shipping and Transport. On July 22 the Department of Shipping and Transport surveyor inspected the vessel, and a provisional detention notice was issued at 12.55 p.m. on Tuesday, July 23. The crew were subsequently paid off, and arrangements were made for their repatriation to their home port between August 2 and 5. Mr. Y. H. Loh, the owner's representative, travelled from Singapore to Adelaide, where he was interviewed to find out his intentions regarding the future of the vessel. Mr. Loh stated that the vessel would be patched up and an over-sea tug engaged to tow the vessel to Singapore as an unmanned tow.

Messrs. Crosby Mann and Company Limited, Port Adelaide, was appointed as owner's agent to undertake repair work and arrangements for the tow. On August 13 the vessel was shifted from No. 9 berth to No. 3 berth, Osborne (lay-up berth), for the convenience of port shipping. Arrangements for shifting the ship by tugs were made by Crosby Mann and Co. On Friday, August 30, the master of the oversea tug *Daisho Maru No. 1* undertook a voyage out of the river and returned with the aid of a pilot to familiarize himself with the navigation of the river. On Saturday, August 31, at 2.30 p.m. the vessel sailed from No. 3 berth, Osborne, to sea. This operation was carried out with the *Daisho Maru No. 1* lashed up alongside the vessel. On arrival at the anchorage outside the break-water, towing lines were rigged and secured for the tow to sea. Arrangements for the vessel to be shifted to the anchorage were made between the harbor-master and the master of the tug. This is the normal procedure, and the weather conditions being calm, departure was taken at the beginning of the flood tide. Under these conditions there was no risk of any misadventure regarding navigation in the river.

Application was made a few days before for this sailing, but the harbor-master refused permission, because there was an adverse weather report which would have required a second tug. The day the vessel sailed was calm and, therefore, the harbor-master gave permission for the vessel to sail.

#### GRAIN STORAGES

Mr. VENNING: Has the Minister of Lands received a reply from the Minister of Agriculture to the question I asked a few days ago about storages of grain in country areas?

The Hon. D. N. BROOKMAN: The Minister of Agriculture reports that South Australian Co-operative Bulk Handling Limited has furnished the following information:

Silo stocks of bulk wheat in the Port Pirie Division at August 10, 1968, were as follows:

	Bushels
Booloroo Centre . . . . .	477,000
Caltowie . . . . .	—
Gladstone . . . . .	97,000
Gulnare . . . . .	162,000
Jamestown . . . . .	110,000
Melrose . . . . .	108,000
Orroroo . . . . .	22,000
Quorn . . . . .	18,000
Redhill . . . . .	107,000
Wilmington . . . . .	43,000
Wirrabara . . . . .	77,000
Yongala . . . . .	—

Total wheat held at  
country silos . . . . 1,221,000

The Australian Wheat Board has authorized release of about 511,000 bushels of wheat from silos in the Port Pirie Division, and movement is expected to be completed early this month. The company expects that very little of the remaining stocks of 500,000 bushels held in country silos by that time will be required by mills and the local trade before the coming harvest. The co-operative is seeking authority from the Australian Wheat Board for the wheat to be released from reservation and railed during the next two months to the Port Pirie terminal silo for subsequent export, it being realized that non-clearance of old season's wheat from country silos before new season's wheat deliveries commence could create delays in handling the forthcoming crop.

#### SOLOMONTOWN OVER-PASS

Mr. McKEE: Has the Attorney-General received from the Minister of Roads and Transport a reply to my recent question about the over-pass at Solomontown?

The Hon. ROBIN MILLHOUSE: Is this the same matter about which there was a mix-up a few weeks ago?

Mr. McKee: No, I asked this question during the Loan Estimates debate.

The Hon. ROBIN MILLHOUSE: Anyway, I have not got the answer.

#### SCIENTOLOGY

Mr. EVANS: Has the Premier a reply to my recent question about scientology?

The Hon. R. S. HALL: From the evidence available from many sources, the Government is of the opinion that scientology is not based on any acceptable psychological theory. It is an extraordinary mixture of mythology and paranoid phantasy. From the evidence, it is a form of brain-washing, the object of which is to inculcate automatic obedience in an individual to the organization. Individuals undertaking the courses provided are made emotionally dependent and are trapped into committing themselves to the expenditure of large sums. In the end they become

completely dominated by the cult. There is convincing evidence of the destructive nature of scientology. Disruption of the home and the reduction of moral values are examples of its destructiveness. All the evidence available is that the organization is dangerous to mental health and nothing can be said in favour of it. It is my opinion that the possible indoctrination of children with its pernicious theories and illusory goals is a definite threat to the future mental health and emotional stability of these young people.

Mr. EVANS: I believe that all the evidence available about scientology indicates that the organization is dangerous to mental health and that nothing can be said in its favour. Consequently, will the Premier say what further action can be taken to restrict or ban this cult in South Australia?

The Hon. R. S. HALL: The Government is at present actively considering this matter.

#### RADIATA PINE

Mr. BURDON: Has the Minister of Housing a reply to the questions I have asked about the use of radiata pine by the Housing Trust?

The Hon. G. G. PEARSON: The honourable member has asked two questions about this matter, one on or about August 21, and the other on August 29. The General Manager of the Housing Trust has furnished me with a long report, but I think that because of the importance of the matter I should read it in full. It states:

1. Flooring: The Housing Trust has always specified radiata pine for floors, and in the middle-1950's amended its basic specification to "First Grade, Woods and Forests branded". This set a standard for pine flooring, and the description remained in the basic housing specification until mid-1967. In a few instances, upon request, permission was granted to builders to run their own pine flooring, provided the quality and milling was equal to "Woods and Forests" branded flooring. During 1967, the requests to use other than Woods and Forests flooring increased, and merchants drew the trust's attention to the Australian standard specification for radiata pine flooring, arguing that flooring complying with this A.S.S. should be acceptable "standard". Merchants further maintained that as this standard was available from producers other than the Woods and Forests Department, builders should not be restricted in their purchasing of flooring.

On September 19, 1967, the trust considered the situation and agreed that, as its general policy is to accept Australian standard specifications wherever they exist, then this should also apply to radiata pine flooring. This decision enabled merchants to compete with the department on an equal footing for the supply of flooring on the trust's contracts. At the same time the trust agreed that its own

direct purchase of flooring should continue to be made only from the Woods and Forests Department.

2. Wall Framing: Towards the end of 1965, the Woods and Forests Department approached the trust regarding the use of radiata pine for wall framing in brick veneer construction. The department was in a position to offer a limited supply of constructional quality pine and, although it was aware that trust contracts were based on karri framing and also that the lending institutions would not, at that time, accept pine as a structural timber, the trust was requested to approve its use for wall frames. The trust agreed to accept this for rental or rental purchase houses, and builders' requests to use pine were approved, provided no extra cost was involved and the framing was so designed to equal the structural strength of karri. The supply of constructional quality pine was increased by the department and at the same time merchants began to offer trust builders pine of equal quality.

In the meantime, the lending institutions amended their "acceptable standards" to permit radiata pine for wall framing, provided it was graded and face branded, and complied with the Australian standard specification. For various reasons, the trust did not amend its basic specification, but continued to approve radiata pine for framing when builders made a request to use it and, as in the case of flooring, agreed late in 1967 to accept the approved "standard specification" which again enabled merchants to compete with the Woods and Forests Department.

3. General: The trust continues to obtain its own pine requirements from the Woods and Forests Department, but is of the opinion that it should not place this restriction on its builders who obtain building contracts by public tender. This is the policy applied generally to all materials and components and, wherever an Australian standard specification exists, this is demanded, so giving all manufacturers the opportunity to obtain a share of the trust's business. In answer to the question asked, the effect of the present policy depends solely on the ability of the Woods and Forests Department to sell in the open market. On the other hand, the question can also be asked: "What will be the effect on the privately-owned timber mills in the South-East if the trust permits only the use of Woods and Forests Department radiata pine?" The trust has encouraged the use of South Australian grown and milled radiata pine in preference to imported timbers, and, in fact, almost pioneered its use in large-scale housing contracts.

Regarding the effect, or possible effect, of the amended Cabinet decision on the use of Woods and Forests Department timber, the Conservator of Forests reports:

It is impossible to relate the effect of the decision referred to in terms of revenue return, as the Woods and Forests Department does not deal directly with the Housing Trust, but through existing merchant channels. I am able, however, to inform the honourable member that timber produced at the department's

sawmills is still being used in most of the trust's past and current contracts. Although it is not possible to anticipate the position when future housing contracts are let, I can say that the department is confident that its quality and service will not permit any serious falling off in its total sales to occur.

#### DAUGHTERS OF CHARITY

Mr. LAWN: Has the Treasurer a reply to the question I asked last week about an annual grant to the Daughters of Charity?

The Hon. G. G. PEARSON: Following representations made by the honourable member, a grant of \$700 has been made each year since 1964-65 through the Catholic Church Office to the Daughters of Charity. Provision for payment of a similar grant is made in the Estimates for 1968-69. At this late stage, I regret that it is not possible to vary the sum provided in this year's Estimates. However, when the Estimates for the 1969-70 financial year are being prepared, I shall be pleased to consider an increase in the annual grant to the Daughters of Charity.

#### CLOUD SEEDING

The Hon. B. H. TEUSNER: Has the Minister of Lands, representing the Minister of Agriculture, a reply to the question I asked on August 22 concerning aerial cloud seeding experiments being conducted in this State?

The Hon. D. N. BROOKMAN: The Minister of Agriculture reports:

A cloud seeding project was commenced on April 14, 1968, and this year's operations will terminate at the end of September. The project has two objectives: (1) to increase rainfall in the Murray Plains and Murray Mallee area; and (2) to obtain evidence as to the effectiveness of the technique under South Australian conditions. Under the terms of a contract with Civil Flying Services Ltd., an aircraft with special fittings is on call seven days a week at the West Beach Airport. The pilot is under the general direction of a cloud seeding officer of the Agriculture Department. This officer, who is relieved from time to time by another specially trained officer, is responsible for maintaining liaison with the Bureau of Meteorology and for deciding when flying is warranted. On such occasions, the cloud seeding officer determines, from observations and readings made in the air, whether or not the clouds are suitable for seeding. While seeding is in progress, he operates the special seeding equipment. All possible opportunities for seeding in daylight hours have been taken.

The "target" area in this project lies to the east of the Adelaide Hills, extending north as far as Morgan and south to Culburra. The eastern boundary is nominally a north-south line through Loxton but it is believed that any benefit from the project extends at least as far as the Victorian border. Seeding operations

take place up-wind of and within the target area. To permit an assessment to be made of the results obtained, two control areas have been delineated, both well removed from the target area. Ratios of target area to control area rainfall will be calculated for each month of this year, and the comparison of these ratios with those observed for each of the past 40 years will give an indication of the effect of cloud seeding. The project would have to extend for a three-year period to allow firm conclusions to be drawn.

#### SOUTH-EASTERN DRAINAGE

Mr. CORCORAN: Has the Treasurer the information that I sought during the Loan Estimates debate regarding the future activities of the South-Eastern Drainage Board?

The Hon. G. G. PEARSON: It was originally intended to proceed with major drain extensions, and these were covered within the estimate of \$520,000. In view of the recommendation of the Parliamentary Committee on Land Settlement that these works should be deferred, the programme has been revised. Cessation of major works will cause a closing down of construction activities later this financial year, and it is intended that culvert and bridge works, which would have been attended to at a later stage, will be constructed before activities in the area are terminated. The revised programme is expected to absorb the major proportion, if not all, of the sum provided.

Mr. CORCORAN: The Treasurer said that the works proposed to be undertaken by the South-Eastern Drainage Board in this financial year had been deferred. Will the Minister of Lands say whether this means that no further drainage work will be carried out in the Western Division or the Eastern Division (particularly the latter, because this is where work is in progress now) until further representations are made by landholders in the area? If it means this, is it intended that the present employees of the board will be diverted to work on constructing the remaining bridges, and so on? Will anybody be discharged from employment as a result of this decision, and is it intended that any further investigation take place soon regarding drainage work in the Western Division?

The Hon. D. N. BROOKMAN: I cannot immediately answer several of the matters raised, because the honourable member's question is far-reaching. Doubtless, the honourable member appreciates that the recommendation by the Land Settlement Committee that proposals submitted to it some time ago be

deferred has, of necessity, altered the South-Eastern Drainage Board's plans. The arrangements mentioned by the Treasurer result from the deferring of this work, the board having decided to use its resources to improve bridges and culverts. As far as possible, a continuity of operations will be maintained, but I cannot say whether other works are yet to be considered, because those works will have to be dealt with on their merits. No further action is contemplated regarding work in the two areas that were referred to the committee. However, I should like to discuss with officers of the board the other matters raised. I will reply to the honourable member on those matters in the next week of sitting.

Mr. RODDA (on notice):

1. Does the Government intend to take action to prevent the discharge of large volumes of floodwater from drains in the South-East that directly or indirectly causes serious inundation on private properties?

2. Is the Government aware that private landholders are constructing drains that discharge water either directly or indirectly on to other properties?

3. Does the South-Eastern Drainage Board intend to inspect the inundated areas of Krongart after the underground water level has returned to normal?

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

1 and 2. Only in cases where unauthorized private drains are constructed and discharge directly or indirectly into a Government drain would the board have power to order the works to be rendered ineffective. Except in this respect the Government has no authority over privately constructed drains.

3. The drainage project in the Krongart area has been deferred following the report of the Land Settlement Committee. Beyond general observations, the board does not intend at present to take further action.

### MEAT INSPECTION

Mr. McANANEY: Has the Minister of Lands obtained from the Minister of Agriculture a reply to my recent question about the revenue earned from meat inspection services?

The Hon. D. N. BROOKMAN: The Metropolitan and Export Abattoirs Board has furnished the following information regarding revenue from meat inspection services during the years in question:

Year Ended	Total Direct Revenue
	\$
June 29, 1965 . . . . .	9,716
June 28, 1966 . . . . .	13,951
June 27, 1967 . . . . .	17,018

### MURRAY BRIDGE HIGH SCHOOL

Mr. WARDLE: Has the Minister of Education a reply to my recent question about the area of the new site reserved for the Murray Bridge High School?

The Hon. JOYCE STEELE: The total area held for the new Murray Bridge High School is 23 acres 12 perches.

### ELDERLY CITIZENS CLUBS

Mr. LANGLEY: Has the Treasurer a reply to my recent question whether the Government will consider the request made at the annual meeting of the Old People's Welfare Council of South Australia to increase from \$6,000 to \$10,000 the subsidy granted to elderly citizens clubs?

The Hon. G. G. PEARSON: The Under Treasurer reports:

Since the passing of the Aged Citizens Clubs (Subsidies) Act, 1963, 32 subsidies, involving payment by the Government of \$111,000, have been approved. Of these approved subsidies, 14 have been for the maximum sum of \$6,000 set by the Act. To this stage, I have heard little criticism as to the inadequacy of the \$6,000 maximum subsidy as applied to the initial establishment of senior citizens clubs, but some regret has been expressed that clubs so established cannot be extended to cope with demands as early as the promoters would wish, because of the absence of further Government dollar-for-dollar subsidy beyond \$6,000 for any one club. An increase in the maximum subsidy would be likely to generate demand from existing clubs for subsidies on extensions and improvements and, although the Government's own financial situation restricts the amount it can make available each year, the application of that sum to assist in setting up clubs in new locations is probably of wider benefit to elderly people than it would be if applied in enlarging or improving clubs that had already enjoyed the previous maximum subsidy.

### UPPER MURRAY ADULT EDUCATION

Mr. ARNOLD: Has the Minister of Education a reply to my recent question about the Upper Murray Adult Education Centre?

The Hon. JOYCE STEELE: The proposed buildings for the Upper Murray Adult Education Centre are to be in Samcon construction, and preliminary plans have been completed. The buildings will include office accommodation for the Principal and Vice-Principal and office staff, a staff room, a small library, three

classrooms, a dressmaking room with associated store and fitting room, and an art-craft room with provision for pottery.

#### BAGGED WHEAT

Mr. HUGHES: Has the Minister of Lands obtained from the Minister of Agriculture a reply to my question of August 27 about the sale of bagged wheat at Wallaroo?

The Hon. D. N. BROOKMAN: The Minister of Agriculture reports:

The Manager for South Australia of the Australian Wheat Board reports that bagged wheat has not been received at Wallaroo during the past 10 years, and that it is not the policy of the board to bag bulk wheat at silos for resale in single bag or small lots to produce buyers. This would be uneconomical and not in the best interests of growers. Bulk wheat is available at the terminal silo in minimum lots of 100 bushels, *pro forma* payment to be made with application to the board prior to delivery. Regarding pick-ups at the William Charlick Limited bagging plant at Wallaroo, this company has advised that recently, whilst cleaning up its bagging plant, it made a quantity of pick-ups. As the wheat in the pick-ups was of good quality, it carted these bags to its milling plant at Mile End where, after it was cleaned, the wheat was used in the normal milling programme. It is not expected that there will be any pick-ups available from Charlick's bagging operations at Wallaroo. It is suggested that the honourable member make a direct approach to the company and discuss the matter further with it.

#### BUNDALEER COPPER

Mr. ALLEN: Has the Premier obtained from the Minister of Mines a reply to my question of August 28 concerning drilling for copper at Bundaleer?

The Hon. R. S. HALL: The Mines Department undertook geochemical surveys over an area in the hundred of Reynolds to the north-west of Spalding and located several zones where the copper content of surface samples was anomalously high. Subsequently, diamond drilling was undertaken and three holes were completed. The results were disappointing and no significant mineralization was detected.

#### KIDNEY MACHINES

Mrs. BYRNE: Has the Premier obtained from the Chief Secretary a reply to my question of August 14 concerning kidney machines under the control of the Hospitals Department?

The Hon. R. S. HALL: The only kidney machines in South Australia are in the Queen Elizabeth Hospital's renal unit. There are six machines, consisting of two Kolff and four Kiil. The latter are the most up to date and economical to run. The last machine was purchased in January, 1968, at a cost of \$1,123.

#### FAUNA AND FLORA

Mr. CASEY: Has the Minister of Lands obtained from the Minister of Agriculture a reply to my question of August 6 about the export of certain fauna?

The Hon. D. N. BROOKMAN: My colleague reports that there is a Customs Department ban on the export of live Australian fauna, except for scientific purposes, exchanges between zoos, or in the case of persons previously resident in this country who wish to take their household pets with them when they return to their homelands. It is intended to place the matters referred to by the honourable member on the agenda for discussion at the next conference of State fauna authorities.

Mr. GILES: Has the Minister of Lands a reply to the question I asked regarding the export of live kangaroos?

The Hon. D. N. BROOKMAN: The Minister of Agriculture reports that there is a Customs Department ban on the export of live Australian fauna except for scientific purposes, exchanges between zoos or in the case of persons previously resident in this country who wish to take their household pets with them when they return to their homelands. I think this reply was prepared on a different day from the reply to the question asked by the member for Frome (Mr. Casey). However, the supplementary remarks contained in my reply to the member for Frome would no doubt apply also in this case.

#### MORPHETT ROAD

Mr. HUDSON: Horse trainers who use the Morphettville Racecourse every morning for training work park their floats opposite the course near the south-west corner of the course at the junction of Morphett Road and Bray Street. The horses are then transferred from the floats across the roadway to the training stables, which are located in the south-west corner of the course. Every morning nowadays there is heavy traffic in horses to and from the course across Morphett Road, and there have been several near misses concerning passing cars, particularly as the volume of traffic along Morphett Road has tended to increase in recent years. To cope with this situation, many cities in the world and one or two in Australia (including Brisbane) have a variation of pedestrian traffic lights whereby the lights can be worked either by the lad leading the horse or by the jockey riding the horse. I understand these lights work efficiently in Brisbane. It would be an advantage if this kind of arrangement

could be installed at Morphett Road near the racecourse, where most of the training of horses in South Australia takes place. Will the Attorney-General ask the Minister of Roads and Transport to investigate the feasibility of establishing such crossing lights to permit the safe transit of horses across the road?

The Hon. ROBIN MILLHOUSE: I thought the honourable member was working up to a suggestion that the lights should be capable of being worked by the horses themselves, but the suggestion he has made is not as difficult as that and I shall be happy to take it up with my colleague.

#### PENSIONERS' SPECTACLES

Mr. BURDON: Has the Premier obtained from the Minister of Health a reply to my question of August 20 about whether the Government will provide a spectacles service for pensioners in country areas, using Mount Gambier as a starting point, as suggested by the previous Government?

The Hon. R. S. HALL: The Director General of Medical Services reports:

Following the acceptance in principle by the previous Government that pensioners be provided with free spectacles at country Government hospitals on the same basis as pensioners attending the Royal Adelaide Hospital, it was proposed that a pilot study of this project should be made at Mount Gambier Hospital. Accordingly, medical practitioners at Mount Gambier were approached and their co-operation was sought in the introduction of this free service to pensioners. While the medical practitioners were unanimous in their approval of the principle of free glasses for pensioners, none of them felt in a position to undergo training as refractionists. They considered, however, that if the pensioner medical scheme was extended to the specialist field this would allow the practitioner to refer his own pensioner patient requiring eye investigation to a recognized ophthalmologist, who would make such investigation without charge to the patient and be reimbursed by the Commonwealth under the pensioner medical scheme.

It is understood that the suggestion that the pensioner medical scheme be extended to cover specialist services (at a specialist rate) has been referred to the Commonwealth by the Australian Medical Association. If this submission meets with Commonwealth approval, it will allow the scheme, as suggested by the medical practitioners at Mount Gambier, to be put into operation. In the meantime, however, the medical practitioners at Mount Gambier have deferred any decision on whether they would be able to co-operate in any State-assisted scheme to provide free spectacles for pensioners at Mount Gambier until a decision has been made by the Commonwealth regarding the A.M.A. submission. The Commonwealth recently introduced a scheme to pro-

vide hearing aids for pensioners, and this largely superseded State assistance granted in this respect to pensioner patients at metropolitan hospitals. It is considered, therefore, that it would be premature to proceed with any scheme for State assistance for the provision of spectacles to pensioners in country areas until the result of the A.M.A. submission to the Commonwealth is known.

#### POLICE FORCE

Mr. HURST: Has the Premier obtained from the Chief Secretary a reply to my question of August 27 regarding the report of the Commissioner of Police on the requirements of the Police Force?

The Hon. R. S. HALL: It has never been the practice to disclose departmental recommendations and submissions to Ministers. The Government is satisfied that the present strength of the Police Force is satisfactory, and it is expected that an annual increase of 6 per cent to 7 per cent from the cadet system will maintain the force at requisite strength.

#### SEDAN-KEYNETON ROAD

The Hon. B. H. TEUSNER: Will the Attorney-General ascertain from the Minister of Roads and Transport whether the Highways Department has any plans for constructing a road between Sedan and Keyneton to replace the existing road, which is steep and tortuous right across the Sedan hill, and, if there are no such plans for the immediate future, whether it is intended that the present road between Sedan and Keyneton be sealed?

The Hon. ROBIN MILLHOUSE: I shall be pleased to seek this information.

#### PREMIERS' MEETING

Mr. BROOMHILL: I noticed the announcement that the Premier would attend a special Premiers' meeting next month. Will he say whether he intends to attend as an observer, or whether he will be making major statements?

The Hon. R. S. HALL: I shall be awaiting developments before I indicate what I will say or how I shall be saying it.

#### HILLS QUARRY

Mr. GILES: Has the Premier a reply to my recent question about the liability of people who own land from which rocks fall on to roads?

The Hon. R. S. HALL: This was a specific question regarding a quarry at Horsnell Gully. The Minister of Mines reports:

Mining at the above quarry was examined on August 23, 1968, by an inspector of mines and quarries, with particular emphasis on safety

for motorists on the old Norton Summit Road. It is his opinion that the present workings of the quarry in the central and western areas do not pose any safety hazards for motorists. Quarrying on the eastern end, which is the steepest portion and abuts the road, will require careful planning and development. This eastern area will not be worked for ten years or more, and the operation will be kept under close inspection by inspectors of mines and quarries, who have full powers to control operations if there is any danger to workmen or the public.

#### WHEAT

Mr. CASEY: Wheatgrowing, which is one of the most important parts of agriculture, is increasing extensively in countries that have usually imported wheat from Australia. This has happened because of the introduction of high-yield varieties known as Mexican wheats, which have been developed after over 20 years of research by the Rockefeller Foundation. It has been established by tests that some of these new varieties have more than doubled the yield capacity of the traditional varieties. Will the Minister of Lands obtain from the Minister of Agriculture a report on whether these Mexican wheats have been introduced and tested in South Australia by either the Agriculture Department or the Commonwealth Scientific and Industrial Research Organization and, if tests have been made, what are the results?

The Hon. D. N. BROOKMAN: I will get a report. Without wishing to prejudice the reply that will be given by an expert, I should like to hazard a comment or two because, having heard from the Waite Agricultural Research Institute some time ago, I am satisfied that these Mexican wheats have been undergoing some tests here. Wheat-farming in Australia was based originally on a rather poor fertility type of cultivation, and these varieties were not suitable to the type of farming undertaken in the old days. However, with the soil improvements made by the introduction of legumes and other plants, our soil conditions are now much more favourable to the use of these high-yield varieties. This has been much appreciated by the institute, and I am sure the reply will show that some cognizance has been taken of all this. However, I will get an expert's reply for the honourable member.

#### HAWKER-ORROROO ROAD

Mr. VENNING: Tourism is becoming more popular, particularly at this time of the year, and at Orroroo the construction of a motel is

to commence shortly. Will the Attorney-General ascertain from the Minister of Roads and Transport the possibility of having placed on the roads programme the sealing of the Hawker-Orroroo road?

The Hon. ROBIN MILLHOUSE: I will seek that information.

#### WILLSDEN PRIMARY SCHOOL

Mr. RICHES: An article appearing in the Port Augusta *Transcontinental* of August 22, 1968, headed "Willsden parents not happy with Education Department's policy", states:

Considerable and increasing dissatisfaction exists among parents of children attending the Willsden Primary School. The Chairman of the School Committee, Mr. D. R. Scott, has revealed this in a letter sent to the Director-General of Education. In his letter Mr. Scott said every building associated with the school was still temporary after 15 years of operation, despite verbal assurances that permanent buildings would follow "as soon as possible". The condition of the buildings, both internally and externally, was described as a disgrace. Although a contract for painting had just been let the work was about three years overdue . . . Other points made included the library being far too small; there was no art room, the staff had seating accommodation and room for only 14 when already there were 15 on the staff, and no staff lunch room.

Will the Minister of Education have investigations made into the possibility of replacing, perhaps progressively, some of these classrooms with Samcon-construction buildings? She may remember that, on the occasion of the opening of the Carlton school, this was mentioned to her. Could the programme be arranged so that the parents could be given some idea of when they could expect a start to be made on this work? In further explanation, I refer to a later paragraph in this article, which states:

However, we have detected a certain amount of apathy of late among parents toward school fund-raising projects where previously there had been enthusiasm.

Then, in last week's issue of the paper, there was a leading article supporting the remarks of the Chairman of the school committee. Port Augusta appreciates what the Education Department has done in the last few years, with the high school, the Carlton school and the technical college, but believes there is a case for improvements at the Willsden Primary School. Will the Minister give this matter her urgent consideration?

The Hon. JOYCE STEELE: I shall be pleased to get a report on this matter as soon as possible.



## LINCOLN HIGHWAY

Mr. EDWARDS: Whilst going home on Friday last and travelling from Port Augusta to Whyalla, I was shocked to see the way in which that road had deteriorated since a larger amount of steel has been moved by road from Whyalla to Port Augusta. I have been told that the tonnage has been stepped up from 200 tons a day to 500 tons a day, which means that 25 to 30, or perhaps even 40, heavy transports are used to transport steel on this road, and it cannot stand up to this large amount of heavy traffic. As the highway is urgently needed for other parts of Eyre Peninsula, will the Attorney-General ask the Minister of Roads and Transport to look into this matter quickly, as this road is a lifeline not only for Whyalla but also for Eyre Peninsula generally?

The Hon. ROBIN MILLHOUSE: Yes.

Mr. EDWARDS: Regarding the road between Port Augusta and Whyalla, I am sure it would be more appropriate to have a standard gauge railway between the two centres to take the heavy traffic off the roads.

The Hon. ROBIN MILLHOUSE: I will bring this to the notice of the Minister of Roads and Transport.

## BIRDWOOD SEWERAGE

Mrs. BYRNE: Has the Minister of Works a reply to my recent question about the provision of sewerage for Birdwood?

The Hon. J. W. H. COUMBE: When the question of sewerage for Birdwood was raised in March, 1967, the Engineering and Water Supply Department was preparing plans with a view to submitting the scheme to the Public Works Standing Committee for consideration. However, in the meantime the drainage co-ordinating committee was established as an independent body to advise on drainage problems in country towns. As a result of its investigations the committee recommended that Birdwood be placed in the category of towns that could be satisfactorily served by the installation of a common effluent drainage system. This decision has been forwarded to both the Engineering and Water Supply Department and the Public Health Department and if the Directors concerned are in agreement it will be the responsibility of the local council to install the system under the supervision of the Public Health Department, which is the authority controlling common effluent drainage schemes.

## STAMP DUTY

Mr. McANANEY: I understand that, when land subject to mortgage is transferred from one person to another, stamp duty is paid only on the net amount of equity in the property. I know of a recent case where a father transferred two portions of land, one to each of his two sons, and the mortgage had to be discharged and new mortgages arranged. Although the total value of the mortgages now held in connection with the land is the same as that of the mortgage held prior to the transfers (and held by the same person), the father had to pay stamp duty on the whole value of the property. Will the Treasurer inquire whether this a legally correct and, if it is, will he see that some effort is made to correct this anomaly?

The Hon. G. G. PEARSON: I understand that the position is as the honourable member has described it, and that there is no discretion in the Act that would effect an amelioration of the situation in these circumstances. I think that is the position, but I will examine it and check on the point raised. Possibly I will also discuss with Cabinet whether an amendment to the legislation is justified.

## PORT PIRIE EDUCATION

Mr. McKEE: I recently asked the Minister of Education about the decision of the South Australian Institute of Technology to close down its branch at Port Pirie, which decision was caused by a shortage of staff. The institute said that it was impossible to provide a tertiary education with a staff consisting of only one lecturer in each subject field and with a total staff of only four or five. Will the Minister of Education again discuss this matter with the institute, and will she consider increasing the staff at the Port Pirie branch in order to retain the important educational facilities there?

The Hon. JOYCE STEELE: I shall be pleased to do so. In passing, I mention that the Council of the Institute of Technology has been discussing this matter for a considerable time. When the present Minister of Works and I were members of the council it was being discussed, when it was then considered that the students at Port Pirie would probably receive a better overall tertiary education by attending classes associated with the institute in their particular disciplines at the Adelaide Institute of Technology. Nevertheless, I will take this matter further and refer the honourable member's remarks to the institute and obtain a further reply.

## ORANGES

Mr. WARDLE: Has the Minister of Lands obtained from the Minister of Agriculture a reply to my recent question about frost damage to citrus fruits at Mypolonga?

The Hon. D. N. BROOKMAN: My colleague reports that, in respect of the frost damage mentioned, he is prepared to consider applications for advances on the ground of necessitous circumstances. Any application should be made in writing.

## FLINDERS RANGES

Mr. RICHES: The Minister of Immigration and Tourism will know that from time to time I have advocated that the Flinders Ranges should be properly photographed in season, in order that the glory of the Flinders in full colour should be made known by advertising and by other means not only to the people in other States and overseas but also to the people of South Australia itself. I am sure I will have the support of the member for Frome, because he is interested in such a production. I know that attempts have been made but, because of misunderstandings and in some cases mishaps, no satisfactory filming has been done. I am informed that already this season the hops are in glorious colour at Mount Chambers Gorge, and that in a fortnight or so the same will apply in the Wilpena area. Will the Minister see that facilities are made available to the Tourist Bureau to photograph adequately the Flinders Ranges while the hops are in bloom, and also to film the areas of Goat Rock, Hidden Gorge, Alligator Gorge and the lower Flinders? No photographs available in this State can adequately portray the scenic beauties of the lower Flinders, a fact that has been a source of regret to me. As the production of these photographs would be important to the district I represent, I urge the Minister to make facilities available to the bureau while the seasonal opportunities are propitious.

The Hon. D. N. BROOKMAN: I agree with the honourable member that the Flinders Range is one of the finest scenic attractions in South Australia and, indeed, is almost unique. We should do everything we can to make this area popular and well known, both within and outside the State. Recently, returning travellers have told me about the spectacular beauty of the area this year, and I hope to see it shortly. I have not visited the area for about two years. I hope I shall be able to see all the scenic attractions. In addition, I will discuss with the Director of the Tourist

Bureau the suggestion of filming this area, and perhaps in the week after the show adjournment I shall be able to give the honourable member further information.

## UPPER MURRAY TELEVISION

Mr. ARNOLD: In the Upper Murray area an in other fringe areas, residents can expect television viewing of a reasonable standard or quality on only one or two nights a week. Also, the cost of installing a television receiver, together with the cost of the antenna (which is almost as much as the cost of the set) and the licence (about \$20) is also a problem. In view of the importance of this matter to many people, will the Premier ask the Commonwealth Government whether television receiving licences could be issued at a reduced rate to people living outside the recognized range of a television transmitting station?

The Hon. R. S. HALL: I will get a reply for the honourable member.

## MOUNT GUNSON MINING

The Hon. R. R. LOVEDAY: Has the Premier a reply to my recent question about Mount Gunson copper prospects?

The Hon. R. S. HALL: The holder of the exploration title, Austminex Proprietary Limited, has spent about \$300,000 in exploring for copper in the Mount Gunson area over the past two years. The company announced some time ago that it had established sufficient reserves of low-grade copper to warrant mining. Negotiations in this regard are still continuing, and the Government is offering every possible assistance.

## PINE TREES

Mr. ALLEN: Owing to the very dry conditions prevailing last winter, many pine trees in the Bundaleer forest died. Can the Minister of Lands, representing the Minister of Forests, say what percentage of the pine trees died during the recent drought?

The Hon. D. N. BROOKMAN: I will obtain a report for the honourable member.

## PETROL PRICES

Mr. McANANEY: Has the Treasurer a reply to my question concerning petrol prices?

The Hon. G. G. PEARSON: The Prices Commissioner reports that the maximum retail prices of petrol at Tailem Bend, Jervois, Wellington and Langhorne Creek are 39.2c a gallon for standard grade and 43c for premium grade. These prices are 1.7c a gallon higher than in the metropolitan area, where standard

grade petrol costs 37.5c a gallon and premium grade petrol costs 41.3c a gallon. The differential of 1.7c a gallon is warranted by the additional costs involved.

#### TRANSPORT CONTROL BOARD

Mr. CASEY: As I have heard the Premier say on many occasions in this House that he did not agree with the present set-up of the Transport Control Board, can he say what his Government intends to do in this regard?

*At 4 o'clock, the bells having been rung:*

The SPEAKER: Call on the business of the day.

#### PUBLIC SERVICE

The Hon. D. A. DUNSTAN (on notice):

1. What positions in each department of the Public Service were vacant at December 31, 1967?

2. What positions in each of these departments are vacant now?

The Hon. R. S. HALL: The records of the Public Service Board do not enable a precise answer to be given to the question asked by the honourable member. So far as can be ascertained without an inordinate amount of detailed work, there were 364 Public Service vacancies in existence at December 31, 1967, and, on August 30, 1968, the number was 319. It should be noted that the number of vacancies varies from day to day, both by the occurrence of new vacancies and by the filling of existing vacancies. Temporary positions, including permanent positions at present occupied by temporary officers, have been included. New positions which have been created by the Governor in Executive Council but which have not yet been filled have also been included. On the other hand, vacancies which the Public Service Board is investigating as to the necessity to fill are not included, nor are requests by departments for the creation of new offices which have not yet been submitted to the Government. For the positions shown as vacant at any one time a large proportion would, at various stages of the action, be necessary to fill.

#### TIMBER STOCKS

Mr. CASEY (on notice):

1. What was the total value of unsold milled timber held in stock by the Woods and Forests Department as at June 30, 1968?

2. What was the number of fruit cases in shooks sold by this department for the year ended June 30, 1968?

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

1. A sum of \$450,000.
2. 1,500,000 cases

#### MOTOR VEHICLES ACT AMENDMENT BILL

Returned from the Legislative Council without amendment.

#### ROAD MAINTENANCE (CONTRIBUTION) ACT AMENDMENT BILL

Returned from the Legislative Council without amendment.

#### EVIDENCE (AFFIDAVITS) ACT AMENDMENT BILL

Returned from the Legislative Council without amendment.

#### LOAN ESTIMATES

In Committee.

(Continued from August 29. Page 968.)

Woods and Forests, \$2,250,000.

Mr. HUDSON: Through a reply to a question on notice today, we have been informed that during the last financial year only 1,500,000 fruit cases in shooks were sold by the Woods and Forests Department. This figure compares with 5,465,000 to the end of June, 1965; 4,367,000 to the end of June, 1966; and 3,589,000 to the end of June, 1967. Clearly, from those figures, the Woods and Forests Department has suffered a serious deterioration in its market for fruit cases and, undoubtedly, this change has been one of the basic reasons for the decline in the department's profitability. That would, of course, be intensified by the general effect on the sales of timber of the decline in the building industry. The situation regarding fruit cases must have been known to the Treasurer.

The difficulties that have been created for the Woods and Forests Department in recent years as a result of the introduction of the Bruce box have been well and truly canvassed in this Chamber previously, yet the Treasurer has seen fit to take a decision that can only make it harder for the department to function properly. Indeed, it must cause further difficulty for the Treasurer regarding future Loan Estimates as well as the current Loan Estimates. In view of the decision the Treasurer has taken as Minister of Housing, I seriously doubt whether the estimated repayment of \$1,200,000 from the Woods and Forests

Department can be expected for this current financial year. I point out that the repayment made by the department in 1964-65 was over \$2,000,000 but, if the estimate made by the Treasurer this year is an over-estimate, the decline in the repayment to Loan Account since 1965 to the end of this current financial year will amount to over \$1,500,000.

The Treasurer, in reply to a question asked this afternoon by the member for Mount Gambier (Mr. Burdon), quoted the Conservator of Forests as saying that he did not expect any serious difficulty as a result of the decision made by the Treasurer as Minister of Housing on the Housing Trust's use of radiata pine. Frankly, however, I do not accept that answer as being a true statement of the position. It is certainly not at all in line with the information I was given when I was Minister of Housing. The Treasurer, in this Chamber last Thursday and on another occasion, indicated that he expected the effect to be only marginal. If the Conservator of Forests were to give a different opinion, he would obviously cause the Treasurer difficulty and embarrassment in this place, and I have little doubt that the answer given today to the member for Mount Gambier cannot be accepted as an indication of the true position. Each year the Housing Trust builds about 3,000 houses on contract; it could reasonably be expected that over a period the radiata pine to be used in those houses could be supplied by each of the three bodies concerned (the Woods and Forests Department, Southern Australian Perpetual Forests Limited, and Softwood Holdings Limited) and that the market could well be shared equally between them. If that were the case, the Woods and Forests Department would supply timber for only 1,000 houses, as against the normal supply of 3,000 houses in previous years.

I estimate this as being a reduction in the sales of the department amounting to at least 2,000,000 super feet a year, yet the Treasurer regards this as of little significance. His reply today further indicates that he desires to look after the private companies (Sapfor and Softwood Holdings Limited) operating in the South-East, and that he is prepared to look after them at the expense of the business of the Woods and Forests Department. I believe this to be the most serious aspect of the matter: that the private companies are getting an extra rake-off as a result of this Government's decision and that, at the same time, the profitability of the department will be further

adversely affected. On its own, that decision would be bad enough, but when the Minister, as Minister of Housing, takes a decision which he says is a decision on a matter of principle, but which at the same time adversely affects his own ability as Treasurer to provide finance for school and hospital buildings, water supply development, sewerage works and so on, it is time really to consider this matter seriously. The Treasurer's basic responsibility, as Treasurer of the State, in preparing these Loan Estimates, is to provide as much possible finance as he can for the capital projects of the State. Yet the Treasurer, in his other capacity as Minister of Housing, has taken a decision which, at the end of this financial year, must mean, in my view, that the estimated return to the Loan Account of \$1,200,000 from the Woods and Forests Department simply cannot be achieved.

I would further dispute the remark made by the Treasurer during the debate last week that radiata pine imports from New Zealand are of no significance. After further checking the matter over the weekend, I find that these imports are reaching alarming proportions. There is even evidence of some dumping and, of course, the self-same timber merchants, getting as they tend to do a higher profit margin on imported timbers, are prepared to plug those timbers that give them the best return. If the arrangements that New Zealand exporters make with timber merchants in South Australia give those timber merchants a higher profit margin on New Zealand radiata pine than they receive on local radiata pine (even if it comes from Sapfor or Softwood Holdings Limited), those merchants will promote the imported product, as has been demonstrated time and time again in the past in relation to imports of oregon pine into South Australia. No matter what attempts have been made to promote the local product as against oregon, it has been found that timber merchants have consistently promoted the use of oregon against that of the local product because they obtain a higher profit margin on it. I suggest again to the Government that the decision taken in relation to the Housing Trust (that the trust need not any longer specify Woods and Forests Department radiata pine in contracts let by the trust) should be reviewed at least until the position regarding imported timber from New Zealand has been properly investigated and the true position ascertained. It is clear from the Treasurer's remarks in this debate that he has

not bothered to take this matter into account at all.

Can the Treasurer explain why it is that there has been a reduction of over 40 per cent in the provision for "Land purchases" by the Woods and Forests Department for this current financial year? For 1967-68, the items of expenditure included "Purchase of land, \$685,000", yet the programme for this financial year involves a reduction in that item to \$415,000, a reduction of \$270,000 in the provision for the purchase of land for forestry purposes by the department. Is this a sign of a slowing down in the future rate of progress that we can expect from the department? Is it a sign that the Government expects that the main contributors to future growth in the planting of forests in South Australia will be private companies and not the Government department? Why has there been such a substantial reduction in the sum provided for the purchase of new land by the department?

The Hon. G. G. PEARSON (Treasurer): Actually, there is no reduction of any significance. In the last week of the financial year I made available to the Woods and Forests Department for the purchase of land \$225,000 (or \$250,000) that has been treated in this year's actual purchases.

Mr. GILES: I congratulate the Woods and Forests Department on its effort in my district. Anyone who has travelled into my area will know that it is an extremely difficult area in which to work. The contractors clearing the country certainly deserve a medal; I should not like to drive a bulldozer over the territory over which they drive. Because the hills are so steep, cables must be used to get the tractors over some of them. I can see that "Preparation of land and planting, \$710,000" would be an expensive item because of the difficulty in clearing much of the area. Men who plant the pines also have a tedious job, and I congratulate them on their efforts. It has been said that the group in the Cudlee Creek reserve holds all records for pine planting in South Australia and, if that is so, I certainly congratulate the members of that group.

Much has been said about monopolies and it has been said that it is disappointing that the Minister of Housing will not give contracts for the supply of radiata pine exclusively to the Woods and Forests Department. I believe, however, that competition is one of the best methods by which growth in the State can be achieved: competition preserves high standards. I firmly believe that, if the sole right to supply timber to the Housing Trust

were given to the Woods and Forests Department, competition would be reduced, and I most certainly would not agree with that. When there is no worry about the sale of a product the producer does not worry about the standard of the product, because he knows there is a market for it. The member for Edwardstown quoted the Premier as saying that his Government represented private enterprise and that the Labor Party represented Socialism. According to the *Oxford Dictionary* a capitalist is a person who uses and possesses capital. I do not think we can point the bone at anyone in South Australia in this regard. I think it is a reflection on the people of South Australia to cast this slur in this way.

It has been said that the term "private enterprise" should not be used, but I think it should be used because the future of South Australia depends on private enterprise, which induces efficiency not only in a Government department but in the whole of the State. If this competition is in the market, this is why the Woods and Forests Department would keep its standards high and be able to compete. I have pleasure in supporting the line and in congratulating the Woods and Forests Department on its efforts in my area.

Mr. HUDSON: It is up to the member for Gumeracha to consider with a great deal of care any matter where his emotional feelings with respect to doctrine are involved. He should remember that it was the Woods and Forests Department that effectively promoted this industry throughout South Australia and that were it not for governmental action we would not have the industry we have at present. In the initial stages private enterprise had virtually nothing to do with it: it was Government action and Government enterprise that got this industry on to its feet. For many years if the Housing Trust was going to use radiata pine it had no alternative but to obtain it from the department, because it was the only undertaking that provided radiata pine of the requisite standard. The Treasurer made that clear this afternoon in reply to a question by the member for Mount Gambier when he said that for years private enterprise was incapable of producing radiata pine of the requisite standard in South Australia, and that for years the standards of the Woods and Forests Department were maintained, even though it had some share of the market that went to the trust where it received no competition. The rest of the market, however, was subject to competition and the department competed effectively.

I point out to the honourable member something that has been raised before but something which he needs to understand properly and which was understood properly by a previous Premier of the honourable member's Party and a previous member for Gumeracha in this House: competition is fine but, when various firms enter into restrictive arrangements of one kind or another, competition disappears. The previous member for Gumeracha had as much to do with the continuation of the effective profitability of the department during the 1950's and early 1960's as anyone else, and the decision taken by the present Minister of Housing would never have been approved by Sir Thomas Playford. I would have thought that, when Sir Thomas arranged for a successor to come into this Parliament, he would have been instructed more satisfactorily with respect to what should be the appropriate arrangements for the production of radiata pine. I hope that the member for Gumeracha will take further instruction in this matter. If he cannot get it (and I do not think he can get it from the present Treasurer and Minister of Housing), I should be pleased if he would approach Sir Thomas and say, "Look, tell me what you know about the restrictive practices that go on within the timber industry in South Australia." What are those restrictive practices? Why should it be the case that, where private firms have restrictive arrangements of one kind or another, a Government department should be thrown to the wolves? Where there is this sort of situation (which is not a situation of proper competition or of free competition), it is the kind of situation in which private timber interests will, through their timber merchant connections, protect their own selfish interests.

Why should the Government throw the department to the wolves? Why is it that what is good for private business is never good for the Government? Why is it that a private business can go in for all the shonky deals imaginable? Why is it that members opposite oppose effective restrictive practices legislation (as they did during the term of the last Parliament)? They acted to protect restrictive practice arrangements that were regarded as wrong by their more liberal colleagues in Canberra. Why do all these things go on, and yet, when we have an efficient Government undertaking which has been of great value to the State and which has provided returns to the Loan Account each year to help finance other Loan works throughout the

State, such an undertaking should be thrown to the wolves? What is the basis for the Government's thinking on this matter? I should like to understand it, because at the moment I cannot.

As a result of the decline in the housing industry and the introduction of the Bruce box into the citrus industry, the department is experiencing difficulties. It is just the kind of situation where the Treasurer should be stepping in to give the department proper assistance to enable it to get over difficulties that have been created by declining markets. The Treasurer should not be creating further difficulties for the department.

Mr. GILES: I believe that the member for Glenelg answered his own question when he said the department was the only supplier of timber to the Housing Trust for many years. Obviously, the other timber firms could not compete. If a monopoly comprising private firms is now carrying on shonky business, those firms must make a profit in order to survive. Why cannot the department compete on a price and quality basis with people conducting this so-called shonky business?

Mr. EVANS: If we do not believe in restrictive practices or cartels, we should set an example by not restricting the field from which trust contractors can purchase. Stocks are held by private enterprise (free enterprise, if the member for Glenelg wants it that way) as well as by the department, because of the slump during the term of office of the Labor Government. Until we get the State going we will not reduce the stocks held by the department.

Mr. HURST: The Government shows a lack of courage and initiative by directing the trust to purchase from sources other than a department that members of the present Government helped to build to the stage where it provided work for farmers' sons and enhanced the values of property in the South-East. Members opposite amaze me by their inconsistency. Do they sell their apples and other commodities on an open market and then have their wives purchase these commodities for use in the household? The department is part of the Government household but the Government is sabotaging this State enterprise by releasing a bag of white ants to undermine it. Government members are quick to ask for protection for the primary producers, but not for a Government department. The initiative of the late Ben Chifley's Government created orderly marketing for the people on the land.

The CHAIRMAN: Order! The honourable member must confine his remarks to the Woods and Forests Department.

Mr. HURST: I should like to link my remarks to the sale of radiata pine by the department.

The CHAIRMAN: The honourable member can make a passing reference to other matters, but he must get back to this line.

Mr. HURST: State commodities should be used, as far as practicable, in State-built houses: the channelling of money to private enterprise could affect our balance of payments. We would be remiss and disloyal if we did not ensure that this project got on to a sound footing. I appeal to the Government to reconsider its decision in this matter.

Mr. HUDSON: I hope that, when we have this debate next year and members opposite discover that the Woods and Forests Department has not been able to provide as much as was estimated for repayment to Loan Account—

Mr. Evans: Did it last year?

Mr. HUDSON: This is why it is a serious matter. The member for Onkaparinga talks about competition and the virtues of private enterprise, yet he knows as well as I do that in the field of private enterprise Australia, of all countries in the world, has the highest degree of monopoly and probably the greatest amount of restrictive practices—

The CHAIRMAN: Order! Far too much latitude has been allowed in this debate. I have already said, while the honourable member was out of the Chamber, that members' remarks must be linked to the Woods and Forests Department. The honourable member may make passing references to other matters, but this is not a debate on private enterprise and Socialism. I think the honourable member has dealt extensively with this point.

Mr. HUDSON: Yes, but my point is, first, that not only have we a valuable undertaking, built up over 40 years in the South-East of the State, which we must ensure is carried on efficiently, but it must have adequate protection from unfair competition. Secondly, its profits over the years have been an important source of revenue to the Loan Account for the financing of school and hospital buildings and other works in the Loan works programme. When we reach the stage next year of considering this matter, if, as I suspect, the repayment from the Woods and Forests Department is much less than the \$1,200,000 estimated

by the Treasurer, I hope members opposite will rise in their places and say, "We were mistaken; we were wrong in our attitude in this." In order to preserve the Loan programme in this State, we must see to it that we return to the position that existed in 1965, 1966, and at the end of June, 1967, when the Woods and Forests Department was able to make a repayment to Loan Account not of the estimated \$1,200,000 but of about \$2,000,000. That is why we have debated this matter so much—not only because of the great importance to the department of the value of our timber resources but also because this matter is of fundamental importance to the overall Loan programme and the financing of it. With other members on this side of the Chamber, I am deeply concerned that the Treasurer has seen fit to treat this matter so lightly and not give it the attention it deserves.

Mr. BROOMHILL: I notice that the line "Erection of employees' homes and other buildings, improvements, etc.—\$25,000" is a reduction of \$5,000 compared with the previous year. When visiting the South-East, I had no difficulty in getting complaints from the department's employees there about their homes and the lack of improvements to them. As those houses are getting older year by year, why has this line not been increased rather than decreased?

The Hon. G. G. PEARSON: I do not know of any specific reason for a decrease in this line. I presume it is the figure that the Forestry Board requested but I do not know that that is correct because I have not checked it. If the honourable member desires, I will inquire and let him know.

Mr. FREEBAIRN: Is the sum of \$58,000 provided for "Control of Sirex Wasp" mainly for prevention or for control of outbreaks?

The Hon. G. G. PEARSON: I presume the money is for such control measures as are possible in the forests themselves. I have no further information beyond that.

Mr. LANGLEY: As the Housing Trust is now no longer obliged to use only radiata pine supplied by the Woods and Forests Department, will it be open to the trust to use electrical equipment of any type and not only that manufactured in South Australia?

The Hon. G. G. PEARSON: I do not know that that question applies to this line as the honourable member refers to other house-building components than timber. It is the

policy of the Housing Trust to use equipment and fittings made in South Australia whenever acceptable and up to specification.

Line passed.

Railways, \$5,800,000.

Mr. VIRGO: I regret that the Government is showing little or no interest in the railways (one of our greatest assets) as is evidenced by this year's allocation. All members should be concerned about the reduction in the first item under "Way and Works", because in this item are included not only ballasting, re-laying, buildings, platforms and stockyards, and station yards but also signalling and safety devices. The reduction in the provision for the whole item is \$31,000, and I hope the Treasurer will be able to tell us how the provision will be split up among the various railway facilities named. Members on both sides have asked for reports from the Minister of Roads and Transport about level crossing accidents. Most level crossings in South Australia are unprotected, yet we see a reduction of \$31,000 in the item that includes signalling and safety devices. I certainly hope there will be no reduction in the amount allocated to these devices. South Australia is fortunate in having a fairly comprehensive automatic electric signalling system on its railway services. Electric signalling is the basic requirement for preventing railway accidents. The alternative to electric signalling is the slow, old-fashioned train order system or the electric staff system.

In the 1967-68 Loan Estimates \$104,000 was provided for new residences, but only \$95,000 is provided this financial year. If the people of South Australia expect railway workers to go to places that can be described only as God-forsaken holes, the least that should be provided is decent accommodation. I am very concerned about the reduction of \$9,000 in the provision for new residences, which provision, rather than being reduced, should be increased. Regarding the progress work on rolling stock, \$914,000 is provided for 24 suburban railcars. I hope the Treasurer can explain how 24 railcars are to be built for \$914,000, when last year 20 railcars—four fewer—were to be built for \$1,456,000. I question whether adequate consideration has been given to building these railcars, which the report of the Railways Commissioner has shown to be obsolete. Surely we are not going to throw money down the drain! Last year we did not know that these railcars would be obsolete because we did not have the report.

The Railways Department ought to be encouraged, not discouraged, so I hope I shall receive satisfactory explanations from the Treasurer on the three matters I have raised.

The Hon. G. G. PEARSON: First, I point out to the honourable member that last year the Railways Department was allocated \$5,800,000, of which it spent about \$5,389,000. This year the same amount has been allocated, so there is no reduction in the overall allocation to the Railways Department as such. My concern as Treasurer is to ensure, as far as I can, that the requirements of the Commissioner are met, but the details of how the money is to be spent by the department are the Commissioner's allocation, not mine. The following details appear on page 10 of the statement explaining the Loan Estimates:

The sum of \$25,000 is required for final payments under contracts for the construction of five diesel-electric shunt locomotives and spares which were physically completed last year; \$914,000 is proposed to continue the construction of 24 suburban railcars, and \$11,000 to commence work on six joint stock power vans.

These are not amounts provided to build and pay for, in this year, any specified number of items: they are amounts required to meet outgoings this year on these items. The honourable member should carefully read the statement explaining the Estimates.

Mr. VIRGO: I understand that the Treasurer accepts from the Railways Commissioner that he needs \$1,865,000 for these items without questioning in any way what it is for and how it will be spent.

The Hon. G. G. Pearson: Do you expect me to question the Commissioner in detail?

Mr. VIRGO: No, but I expect the Treasurer to satisfy himself about these items. If the Commissioner requires the Treasurer to include a sum of this magnitude in the Estimates he should give more details.

The Hon. G. G. Pearson: He comes through his Minister, not to me.

Mr. VIRGO: The Treasurer has to accept the responsibility for everything that is in this document.

The Hon. G. G. Pearson: And I do.

Mr. VIRGO: Surely the Treasurer should require that Ministers provide pertinent information. I cannot accept that a statement from the head of a department—and a department that should be the best in the Government—would not supply detailed information.

The Hon. G. G. Pearson: You are not prepared to accept the statement of the Railways Commissioner: that is what you said.



Mr. VIRGO: I say that the Treasurer, and the Minister concerned with a department, should obtain a satisfactory statement about the details of the expenditure, and not accept in broad terms an expenditure of about \$2,000,000.

Mr. Broomhill: The Treasurer should have asked questions before preparing the Estimates.

Mr. VIRGO: Of course. I have now read page 10 of the statement, but cannot understand what the sum of \$25,000 has to do with suburban railcars: an amount of \$914,000 has been provided for 24 suburban railcars.

The Hon. G. G. Pearson: That is to continue the construction of the railcars.

Mr. VIRGO: How can 24 suburban railcars be constructed for \$914,000, when last year about \$1,500,000 was needed to construct 20? Also, does the Treasurer agree with the statement made in the M.A.T.S. Report that the existing railcars will not be suitable for the underground railway? Are these the same railcars, the "red hens", that we have been building in the past? I do not know whether the Treasurer will have any more information on this matter than he has had on others, but surely we must satisfy ourselves that we are not building white elephants instead of "red hens". I ask the Treasurer to explain how the railways is to build 24 railcars unless, of course, the sum provided is only portion of the cost and the rest is to be provided later. Will these railcars be suitable for underground use? If they will not be, their construction should not proceed.

The Hon. G. G. PEARSON: The honourable member is not quite as simple as he makes himself out to be. I said just now that the \$914,000 was proposed in order to continue the construction of 24 suburban railcars.

Mr. Virgo: When did they start?

The Hon. G. G. PEARSON: I do not know precisely, but this is the sum required to continue their construction. Obviously, these railcars have been started, or we would not have used the word "continue". The \$914,000 allocation, which is the sum required in this financial year for this particular line, does not mean that it is the total cost of the railcars. I do not know whether these railcars will be suitable for underground purposes. However, not all the railcars in use will be required to run underground; plenty of them will still be required to run elsewhere. Whether or not this matter arises as a valid objection, I do

not know. However, I should think the Commissioner knows his business in this regard. I think the M.A.T.S. Report proposes a special type of vehicle that will operate electrically when underground and under diesel power when it is out in the open. Does the honourable member agree on that point? Is that the type of vehicle proposed in the M.A.T.S. Report?

Mr. Virgo: I don't know.

The Hon. G. G. PEARSON: Obviously, the honourable member has not read the M.A.T.S. Report, or he would know as much about it as I know.

Mr. McANANEY: I congratulate the Treasurer on providing more money for the railways this year than was spent last year under the Labor Government. The previous Government did not spend the sum available to it in order to help prevent the decline that South Australia has experienced over the last two years. The main railway lines of the State are tremendously important to our future and, by providing the sum set out in the Estimates, we shall see improvements effected in many ways. Further, the present Government must be congratulated on taking steps to reorganize the railways and close unprofitable lines. Each passenger carried on suburban railways costs the taxpayer 25c, yet when the Municipal Tramways Trust was reorganized and put under the control of one of the leading industrialists of South Australia (Mr. Barker) whom the Opposition abused last week—

Mr. HUDSON: I rise on a point of order, Mr. Acting Chairman. This line deals with railway accommodation, and I see no reference in it to the Municipal Tramways Trust. The M.T.T. comes later on in the Estimates.

The ACTING CHAIRMAN (Mr. Nankivell): I ask the member for Stirling to adhere to the line.

Mr. McANANEY: I was comparing the costs regarding each form of transport: unless we draw comparisons we get into the tangle in which the Opposition found itself when in Government. I agree with what the member for Edwardstown (Mr. Virgo) said about houses for railway workers, because we on this side are concerned about all sections of the community. It is gratifying to note that money is being made available to improve further the lines on Eyre Peninsula, which is a rapidly developing part of the State and which has a great need for improved rail transport. However, regarding other areas,

which are served by a cheaper form of transport, we can reduce the demand on Loan funds, thereby making available more money for amenities such as those sought by the member for Edwardstown. For example, we may install more electrical signalling equipment on our railway lines and improve the standard considerably. Although the member for Glenelg (Mr. Hudson) may not agree, I point out that if the railways cannot compete with road transport for distances over 100 miles they are inefficient.

A particular railway must then be able to compete with other forms of transport, without our forcing people to use that railway. On the other hand, it is better that services be restricted on those lines where the double handling of goods is involved. I am pleased to note that provision has been made on the Estimates for 34 hopper waggons, which will be urgently needed to carry grain in the coming anticipated record harvest. It will be some years before the underground railway lines suggested in the M.A.T.S. Report are needed. Developments will take place at Christies Beach that will probably necessitate the duplication of that railway line. Probably "red hens" will be used to bring people to Adelaide. The member for Semaphore (Mr. Hurst) has said that country people seek hand-outs. However, I point out that city people are subsidized by country people 25c each time they use railcars.

Mr. LAWN moved:

That progress be reported.

Motion negatived.

Mr. ALLEN: I refer to the item, "Thirty-four hopper waggons, \$278,000". I presume these waggons will be used in grain operations and I am pleased that this provision has been made. I sincerely hope the time will soon come when these waggons will be used on the mainland on the broad gauge lines. As this year we are set for a record grain harvest, it is essential that the grain be moved to the terminal as quickly as possible. At present the railways system suffers keen competition from road transport in regard to the transport of grain to terminals. In my district, the competition is severe because the distance to the terminal is only 50 miles whereas it is 109 miles by rail to Port Adelaide. To compete with road transport, the railways must provide an efficient service and a quick turn-round of trucks. I am pleased to see that at last provision is made for modern rolling stock to handle grain. Most members last week received a brochure (I think it came from the

Victorian Railways Department) on which was depicted a train with modern grain hoppers; two diesel-electric engines were pulling 2,500 tons of grain in one load. By making big hauls with modern trucks, the railways can compete with road transport. I am sure that if modern rolling stock is used the railways can compete with road transport in grain haulage in South Australia.

Mr. HUDSON: I believe the member for Adelaide (Mr. Lawn) wanted to take an effective point in moving that progress be reported. If the Treasurer wants to leave the Chamber for a cup of tea, then it seems best that this debate be adjourned until he has had his cup of tea. However, surely there must be someone on the Government benches who can provide the information we seek. We do not want to embarrass further the member for Stirling, who has obviously been under instructions to keep the debate going. As I wish to raise certain matters in relation to railways, I think we need the Treasurer in the Chamber. The overall provision for the railways is \$5,800,000 which is (and has been in recent year) in line with the total provision made to the Electricity Trust, which this year has been provided with \$6,000,000. On that sum the trust is able to carry out a total Loan programme of about \$28,000,000, while the total capital programme of the Railways Department is exactly equal to the provision we make for it, namely, \$5,800,000.

The basic problem that bedevils the Railways Department (and has done for many years past and will continue in future) is the fact that it is not a profitable undertaking: every cent it spends by way of capital development has to be provided from Loan funds, for which money the railways must of necessity compete with other urgent requirements. On the other hand, the Electricity Trust, with the provision of \$6,000,000 from the Loan funds for this financial year, will be able to undertake a programme of \$28,620,000. In terms of the overall capital development of the two undertakings at this time, the total investment in the Railways Department is probably of much the same magnitude as the total investment in the trust, and yet, because the trust is profitable (it makes large internal provisions which provide it with internal funds to finance largely its capital development), it is able to maintain a rapid rate of expansion, something which the Railways Department simply cannot do. In the years to come the railways will continue to get further and

further behind in competition with road transport and with other forms of transport, simply because this State cannot afford to provide adequately for a programme of capital development. This problem has become more difficult this year.

Mr. McAnaney: What would the department do with an extra \$28,000,000?

Mr. HUDSON: I believe tremendous things could be done to its capital development programme by way of modernization. One night I travelled down on the train to Mount Gambier and there were notices in the carriage that indicated it was probably 80 or 90 years old. One notice directed that women were not allowed to sit in the smoking compartment. That notice had been there for ages. The rolling stock, despite the fact that every financial year we endeavour to make provision to modernize it, is very much out of date. The whole railways structure is hopelessly out of date. A good part of our lines is the product of the wheat development that took place in the 1860's and 1870's when a pattern of railway transport developed that was appropriate for the agricultural development that took place in those years, but because of changes—

Mr. McAnaney: Why didn't your Government spend the allocation for the Railways Department last year?

Mr. HUDSON: I am trying to develop a general point, but if the member for Stirling is not interested in it or does not want to hear what I have to say, that is his affair. The point I wish to establish is that we have a pattern of railways that is appropriate to a bygone era. We need to modernize the equipment and the rolling stock, but we are not doing it rapidly enough because we cannot afford it. The previous Government could not afford it, nor can this Government afford to make the kind of financial provision necessary. To imagine how this Government expects to be able to finance the underground railway with the complete change in rolling stock that will be involved is beyond my comprehension, yet the underground railway proposal has been flown as a kite and people have been led to expect that their homes will be resumed so that the railway can be constructed. If the Government can provide the kind of finance that would permit the construction of an underground railway it should be able to provide the kind of finance that would lead to the complete standardization of the railway lines throughout the State.

This would greatly improve the overall efficiency of the railways and enable them to compete with other forms of transport and supply a long-haul service without change of gauge.

No-one imagines that suburban passenger traffic or the underground railway will be a profitable business. The only justification for the underground railway and for the continuation of suburban passenger travel is that if more people travel by rail it will reduce the money that must be spent on expensive road systems. The only thing that can help to establish the railways on a profitable basis is the kind of capital development that would effectively lead to standardization of all the main routes so that freight could be shipped by rail to any point in Australia without change of gauge being involved. It is on the long hauls that the railways have advantages and can and do make a profit on the cartage of freight.

One profitable line in South Australia is the long haul from Broken Hill to Port Pirie. Without its ore traffic, the railways would lose an additional \$1,000,000 or \$2,000,000 a year. The only way that the railways can get long-haul traffic is by standardization. Apart from goods railed to Melbourne, goods cannot be taken from Adelaide to other States without being involved in change of gauge. This year's provision of \$5,800,000 is taken up on standardization to a much greater extent than was last year's provision. About \$1,500,000 is necessary expenditure for the development of standard gauge lines. This is the one hopeful sign of possible developments to make the railways profitable.

The extent to which the railways could finance capital development from internal funds would assist the Loan Account, and the call of about \$10,000,000 on Revenue Account would be eliminated. If the Commonwealth agreed to standardize the lines connecting Adelaide direct with Brisbane and Sydney and, via Port Pirie and Port Augusta, with Perth, goods could be railed from Adelaide on some of the longest hauls in the world without a break of gauge or transshipment of goods. The tragedy is that, even if the Commonwealth Government agreed, we could not afford to make provision in our Loan funds to carry out our share of the work. I am pleased that the Treasurer has now returned to the Chamber and that he regards this debate as being of sufficient importance to warrant his answering our questions.

Mr. BROOMHILL: I, too, am pleased that the Treasurer has returned. An amount of \$281,000 is provided for improvements to freight vehicles, considerably less than the \$363,000 provided last year, and I should like to know the reason for the decrease.

The Hon. G. G. PEARSON: I have not the detailed information, but I will get it for the honourable member.

Mrs. BYRNE: Will the diesel-electric locomotives be built by contract or at the Islington workshops?

The Hon. G. G. PEARSON: I presume that they are to be built at Islington. I think the practice has been to call tenders throughout Australia for diesel-electric engines, and I think that during the last few years many have been built in New South Wales. However, I will get this information for the honourable member.

Mr. BROOMHILL: I am disturbed that the Treasurer cannot give information without calling for a report. I think members are entitled to know, while we are considering these matters, the reason for these provisions, particularly when the amount provided this year is so much less than was provided last year. The amount provided for plant and sundries is \$30,000 less than last year's provision. Perhaps provision has not been made this year for something on which \$30,000 was spent last year, or perhaps plant badly required will not be purchased. Can the Treasurer give the reason for this reduction? If he cannot, my point will be illustrated.

Mrs. BYRNE: I understood the Treasurer to say that it had been the practice to call tenders for diesel-electric locomotives throughout Australia and that contracts had been let to a firm in New South Wales. He said he would obtain a report on whether these locomotives would be built at Islington or whether tenders would be called. This work should be done at Islington, if possible. Can he say why it can be done more cheaply in New South Wales than at Islington?

The Hon. G. G. PEARSON: The department has never built the engine component, even on our railcars. The Government has repeatedly had requests from the Railways Commissioner for authority to purchase the engines and certain components, even of railcars, from sources in other States, so I assume that we are not equipped to build the diesel engines of these locomotives. The same practice will apply in the coming year as has applied for many years.

Mr. CASEY: I am concerned that the line for plant and sundries has been reduced by about \$30,000. I take it that this line is used to provide incidentals for railway employees' houses and for further amenities throughout the railways system. I have been trying for some time to obtain electric power for the railway employees at Olary, which I understand is the only small town on the railways system that does not have power. The Highways Department had an auxiliary power plant in the area when work on the sealing of the Broken Hill road was taking place, yet the railway employees permanently stationed in this small town do not have this amenity, and I think they are entitled to it. Will the Treasurer see whether he can get the Commissioner to consider providing an auxiliary power plant for this town?

Mr. RICHES: I am concerned at the attitude displayed by this Government to the standardization of railway gauges, particularly at what appears to be a changed attitude from that adopted previously. Standardization of the line between Port Pirie and Adelaide is of first importance, and I think we will miss out tremendously if this work is not done as near as possible to the same time as the completion of the gauge between Perth and Sydney. Sir Thomas Playford went to great lengths to draw attention to what South Australia would miss unless this line was standardized, and I agreed with everything he said.

However, from a reply to a question last week it would seem that the Government now sets that work at least five years away. To delay that work for five years is unthinkable. The Premier, quoting from a report of the Minister of Roads and Transport, said that South Australia's attitude was that all lines in South Australia should be standardized over a period of five years. He went on to say:

In order to undertake this work in a logical sequence and at the same time to permit the necessary very detailed planning of the works in and around Adelaide, it is intended that the Adelaide to Port Pirie section be converted in the latter stages.

I plead with the Government to take up this matter again and to re-think the issue with a view to bringing this priority nearer the top of the list. The Premier then said:

The alterations to the Adelaide station following upon the Metropolitan Adelaide Transportation Study proposals must also be integrated with those for standard gauge.

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

Mr. RICHES: Many arguments have been put forward regarding the need for this work.

No-one spoke more eloquently about it than did the previous Leader of the Parliamentary Liberal Party, Sir Thomas Playford. It was alarming to hear from the Premier this week that this work was only a part of a five-year programme to change the gauge of the whole of the northern system and that it would be the last part of this programme. Why has the Government changed its attitude? Not long ago members of the present Government stressed the urgency of this work, yet they are now content to let it remain in abeyance for another four or five years. The priorities must be reconsidered, as South Australia cannot afford to wait for five years for this work to be done.

It is difficult for the man in the street to understand the Government's thinking on this matter, particularly because of the Government's conflicting statements. For example, soon after he took office the present Premier said that he was not impressed with the proposal to build a line from Alice Springs to Tarcoola, which the Commonwealth Railways was considering, and that there were many works that he would place ahead of it. Last week, however, the Minister of Roads and Transport drew attention to the need to construct not only this line but also a road to give access to the Northern Territory and to provide satisfactory transport between South Australia and Alice Springs.

There have also been conflicting statements about the suggested railway line between Port Augusta and Whyalla. At least four or five years ago Sir Thomas Playford agreed with us about the need to build this line, and said that he had made an offer to the Commonwealth that South Australia would build a line and operate it if the Commonwealth would allow South Australia to operate also the line from Port Augusta to Port Pirie. It seemed that the Commonwealth was delaying the matter. Although the Commonwealth had conducted a survey, no action was taken because the Broken Hill Proprietary Company Limited was not interested in using the line to any great extent. However, according to press reports the Commonwealth is now urging the construction of this line and suggesting that South Australia is not prepared to give it a priority. Under the heading "Transportation Developments" the following report appeared in the Port Pirie Recorder on August 21:

The Federal Minister for Shipping and Transport, Mr. E. Sinclair, has given a hint concerning new standard gauge proposals in South Australia. Mr. Sinclair said he was aware of

the concern for the effects on the constituent of past and future developments in the transportation of steel, which have a big bearing on transport facilities generally.

He said it was true that the Broken Hill Proprietary Company, which is transporting steel, intends to use rail transportation in preference to shipping, apparently because of economies involved.

These economies will be substantially increased when the standardization link between Port Pirie and Broken Hill is completed. Mr. Sinclair went on to say that as far as the future developments of transport facilities were concerned, including the transport of steel, for some time there has been a proposal to construct a line between Port Augusta and Whyalla.

The proposal has not had a high priority with the South Australian Government as had the standardization of the line from Port Pirie to Adelaide.

However, survey work has been undertaken by the Commonwealth Railways, and a route had been pegged and a preliminary survey completed.

In addition, some investigation has been made into the engineering feasibility of a bridge across the upper end of the gulf.

With this work now well advanced it will be more practicable for the Commonwealth to consider future plans and proposals for the construction of the line.

Everything, he added, will depend on the allocation of priorities, not only by the Commonwealth but also by other people concerned in the utilization of this proposed railway.

Why this change in attitude by the present Government? Why does a Commonwealth Minister suggest that South Australia is not placing a high priority on the work? Products from Whyalla cannot be satisfactorily transported. Obviously, South Australia will be at a great disadvantage if steel from Whyalla and other products from the North cannot be transported satisfactorily and if for another five years we continue using a railway system that will deny access to manufacturers in the city of markets served by the standardized railway system. I believe that this matter should engage the attention of Parliament and, indeed, the Government and that planning should be put in hand forthwith, not waiting for the M.A.T.S. Report to be implemented or for every other line in South Australia to be standardized before work on this line commences, but keeping up with the development taking place in other States and fitting in our railway programme with the overall scheme of transporting passengers and goods from coast to coast. Australia needs nothing more urgently than it needs to up-grade its transport services, because we are a scattered

people and our areas are vast. The best-known system of transporting any commodity on long haulages is the railways, and I ask that the Government earnestly consider the matters I have raised.

Mr. EDWARDS: I assume the 34 hopper waggons will be for Eyre Peninsula; indeed, I hope that some of these waggons will be ready for the coming harvest. I, too, think that the railways can make itself pay in freight traffic. In fact, nothing can compete with the railways in relation to carrying, on long hauls, wheat, super, or any other freight. On the other hand, I am sure that road passenger services on the West Coast will represent a much cheaper form of transport than was the case with the old railcar service and that the implementation of road passenger services in many areas will save more money than is possible by running outmoded railcar services. One of the biggest problems in the railways today relates to moving freight from one truck to another at break of gauge. One uniform railway for the whole of a route would result in a much quicker turn-round. The member for Frome (Mr. Casey) referred to the need for railway employees to have electricity in their houses, but hardly one house on Eyre Peninsula has this amenity. I should like to see the Electricity Trust help in this regard by supplying power to people throughout the whole of the State. I, too, would be interested to see a railway line established between Port Augusta and Whyalla (having seen the condition of the existing road during the last weekend), especially if the road is to stand up to the volume of traffic using it at present, and if huge quantities of steel are to be transported on it from Whyalla to Port Augusta. I cannot stress strongly enough the need for a line to serve that area. As all members know, the population of Port Augusta is growing by thousands each year. I believe the population of Whyalla will nearly double in the next 10 years. If these towns double in size, much more work will be done in the area. This area would be much better served by railways than by roads in transporting goods to other States. If the railways are used, much money can be saved in road maintenance.

Mr. VIRGO: I again draw the attention of the Treasurer to the provision of \$914,000 for 24 suburban railcars. The information the Treasurer gave this afternoon in reply to my questions was completely wrong. He accused me of not reading the M.A.T.S. Report,

but I assure him I have read it with much interest.

I refer him to page 152, which shows clearly that the whole purpose of this study in pursuing the rail rapid transit service was to do away with the present Adelaide railway station dead end, which was the barrier to providing faster rail services. In fact, the report envisages that all suburban railway lines will go under King William Street. The report states that the four rapid transit lines will use the same set of tracks through the central area, which is King William Street. Routes to the north of the city will be paired with those to the south. Obviously, what is envisaged is a service commencing at Christies Beach and finishing at Outer Harbour or Gawler. I hope the Treasurer will note this because it shows conclusively that all suburban railcars will go through the subway, which is the point I tried to make this afternoon. Unfortunately the Treasurer thought the report did not provide for this.

At page 152 the report also states clearly that existing railcars in South Australia are diesel hydraulic with a single torque converter. They are not capable of conversion to electric power without serious reduction in the power-weight ratio. It is therefore recommended that diesel-electric motive power, capable of conversion to electric power, be specified for all future cars and for all engine replacements. I draw the Treasurer's attention to the rather dubious value of continuing to build these railcars in the light of the possibility of the implementation of the M.A.T.S. Report. I urge the Treasurer and his colleague to satisfy themselves that this amount of \$900,000 is not wasted.

Mr. RYAN: I refer to the provision of \$95,000 for new residences. I agree that this provision, or a greater amount, is necessary, because some houses owned by the Railways Department are nothing but hovels and slums and would be condemned if they were privately owned and under the jurisdiction of a local authority. I understand that the maintenance cost of houses owned by the Railways Department is met from Loan funds, and many of these houses in the District of Port Adelaide have been unoccupied for a long time. Everyone knows the dictatorial attitude of the Railways Commissioner, particularly on matters connected with his department. During the last Parliament the Government was forced to take away some power from the Commissioner and bring him under the control

of the Minister because of the dictatorial attitude that he adopted in his department.

Many of the railway houses are in Housing Trust areas in the Woodville, Largs North and Ferryden Park areas. People applying for trust houses are told there is a waiting time in that area of up to seven years and, when they make representations about these other houses, they are told that the department owns them. Some of the houses have been painted twice but have not yet been occupied. This is wrong, and I ask the Treasurer and the Minister of Roads and Transport to consider the loss of revenue resulting.

On occasions the Railways Commissioner lets these houses to employees transferred from the country but, in almost all circumstances, at the expiration of 12 months the employee is told that the period of rental has terminated and that he must find other accommodation. The houses are then left unoccupied for months, or even years. I raise this matter in the knowledge that the Treasurer, like the Treasurer of any Government, is always looking for revenue. I can take him to parts of my district where the Railways Department is losing many thousands of dollars because of its policy of allowing its houses to remain unoccupied. If the Treasurer says that these same circumstances existed during the term of the previous Government, I will agree with him. However, during the term of the previous Government I persistently tried to convince the then Treasurer of the necessity to have these houses occupied.

Ultimately, I was able to convince the then Minister of Transport of the necessity to re-inquire the ownership of these houses and to dispose of them to the Housing Trust, which would willingly let them or sell them. They would then be occupied in an area where there was an extreme shortage of houses for either sale or letting. Just prior to the election the Minister of Transport was able to convince the Railways Commissioner that this was a wise policy, but following the election nothing has been done in this regard. I hope that by continually bringing the matter forward I may achieve the desired results. I hope that the Treasurer will confer with the Minister of Roads and Transport, and that if these houses are not to be occupied the department will hand them over or sell them to another Government department or instrumentality that is looking for existing houses because no further land is available for expansion.

The Hon. R. S. HALL (Premier): The member for Stuart (Mr. Riches) has implied that the Government is back-peddalling on its intention to press for the standardization of the railway lines north of Adelaide. He referred particularly to the Adelaide to Port Pirie line. Let me say quite clearly that this is an incorrect contention. The Government is pressing the Commonwealth Government as hard as possible for the Commonwealth to accept the projects north of Adelaide as a standardization project which will include, and have the main emphasis on, the Adelaide to Port Pirie link. If the honourable member would cast his mind back to the answers that have been given over the last several months to questions that he himself has been involved in at times, he would gather that the Government is urgently pressing ahead with the proposal to standardize this important part of the rail system of South Australia, and particularly is it pressing for a rail link from the Commonwealth line at Port Augusta to Whyalla.

These matters have been dealt with rather fully, and I thought rather well, by answers to questions in this place. The Government stands by the answers it has given, and there is no reason at all for the honourable member to infer that there is now some set-back in the Government's proposals. I refer the honourable member to page 526 of *Hansard*, where I gave him an answer on standardization and on a matter that he raised after attending a ceremony at Kalgoorlie. I replied that the Minister of Transport, as he was then, said that the final stage of the standard gauge line would soon commence. I said that the Port Pirie to Cockburn railway line would be completed at the end of this year at a total cost of \$42,000,000. I went on to say that the Minister stated that Commonwealth approval had already been sought to provide a standard gauge rail connection between Adelaide, Sydney and Brisbane. This would be done by converting the lines north of Adelaide. I said it would mean the provision of an integrated system of standard gauge to link such areas as Elizabeth, Wallaroo and Brinkworth to the standard gauge East-West line, which would run through Port Pirie.

It is easy to consider this matter superficially and think that a standard gauge line between Adelaide and Port Pirie should be the No. 1 priority. I assure members, however, that questions of trade and economics (involving the supply of goods in the areas affected) preclude standardizing this line in isolation from other lines north of Adelaide. The

proposals to standardize the northern lines have been well publicized in the press and they are no doubt available from the Minister of Roads and Transport and from the Railways Department. The completion of the five-year time table will result in a link with the line from Perth to Brisbane. On page 654 of *Hansard* the Attorney-General stated:

The Minister of Transport reports that the Commonwealth Government has not as yet made a decision with regard to the construction of a standard gauge line between Adelaide and Port Pirie, together with associated works in and immediately north of Adelaide and on the Peterborough Division. He did, however, have useful discussions on this matter with the Minister for Shipping and Transport on Monday, August 12, 1968. The project is important to South Australia and strong representations are continually being made to the Commonwealth Government.

Furthermore on page 662 of *Hansard*, in reply to the member for Whyalla (Hon. R. R. Loveday), I said:

I wrote to the Prime Minister this month, stressing the need to construct a new standard gauge railway between Port Augusta and Whyalla. In this letter I also drew attention to the fact that the future development of Whyalla is at present being studied by the State Planning Authority in conjunction with the Highways Department and other Government departments. I pointed out that it is important to ensure the future orderly development of this city and that a proposal to provide a standard gauge rail connection to Whyalla will require close co-ordination between the Commonwealth Railways Commissioner and these authorities.

Last week, on page 825 of *Hansard*, a further reply was given that is pertinent to the honourable member's references today about standardizing the Adelaide to Port Pirie line. I said:

The Minister of Roads and Transport reports that South Australia's proposals envisage the completion over a five-year period of the conversion of most of the remainder of the Peterborough Division, Port Pirie to Adelaide and some other broad gauge lines north of Adelaide. In order to undertake this work in a logical sequence and at the same time to permit the necessarily very detailed planning of the works in and around Adelaide, it is intended that the Adelaide-Port Pirie section be converted in the latter stages. The alterations to the Adelaide station following upon the Metropolitan Adelaide Transportation Study proposals must also be integrated with those for standard gauge. South Australia is pressing for an early decision on these works.

That is only four weeks ago, but numerous inquiries have been properly made by Opposition members and, I suggest, properly answered. The Government is shouldering its responsibility, on behalf of citizens and indus-

try of this State, to up-grade the transportation system of the State quickly. A layman should not say that experts who have promoted the five-year plan are incorrect. If members disagree with this time table they should suggest an alternative, but trade must not be disrupted unnecessarily and there must be a logically planned system. Any detailed alternative would be considered because I would respect such views, but I do not accept the view that the Government is not shouldering its responsibilities when, in fact, it is, and it is taking a firm stand on this important matter.

Mr. CASEY: Now that the Premier has issued this challenge, will he obtain a detailed report of the cost of converting the Peterborough-Adelaide line from 5ft. 3in. to 4ft. 8½in. gauge? This track needs no further construction of culverts, bridging, and embankments, and I suggest this proposal as an alternative. At present, the three-gauge system that once operated in Port Pirie is being continued in Gladstone and Peterborough. I think one of the worst aspects of the railway system in this State has been the existence of three gauges in one town. Port Pirie at present has only two gauges; the 3ft. 6in. line coming in to Port Pirie at present will shortly disappear, but we shall then have Gladstone and Peterborough with three gauges. If there can be sillier planning than that, I should like to know. The Clapp Report made no secret of the fact in 1949 that, regarding the standardization of South Australia's railways, the lines attached to the Peterborough Division had to be considered first and foremost. However, that report has apparently been completely disregarded, and the Government is proceeding to undertake piecemeal whichever project may suit the situation. South Australia will always be a Cinderella State unless its railways are standardized.

Few passengers use the Broken Hill service, because people do not wish to change trains in the middle of the night. When travelling from Adelaide to Broken Hill passengers change trains at about 10.15 p.m.; and from Broken Hill to Adelaide, at about 4 a.m. Is this modern transportation? Of course it is not. One of the Victorian Railways Commissioners has said that this particular service is 50 years out of date. No reason at all exists why standardizing the link between Peterborough and Adelaide must not be investigated. Indeed, this matter should have been examined before the 5ft. 3in. gauge was laid from Terowie to Peterborough. Having received reports from



competent engineers, I believe that it would not take long to convert that present line to 4ft. 8½in. gauge, using the existing track, because culverts, bridges and embankments, etc., which have already been constructed, would satisfy the requirements of a 4ft. 8½in. gauge. The Opposition is aware of what must occur before any further gauge standardization work takes place in South Australia. Bogey exchange has often been referred to in this place, but I assure members opposite that it is not, and never will be, the answer regarding forward planning of railway systems. To change the bogey on one vehicle takes eight minutes and to change an entire train could result in a delay of 24 hours. The bogey exchange system has been incorporated at Port Pirie and Peterborough at great cost. Huge marshalling yards have been constructed specifically for this undertaking. However, the money that has been spent in this way would have been better spent in converting the existing rail links to standard gauge. I do not think the Premier knows the full facts about gauge standardization because, unless one lives in an area affected by different gauges, one cannot understand the full ramifications. If the Premier wishes to come to Peterborough, I shall be happy to show him the situation.

Because so many complications are involved, we do not know whether the Adelaide to Port Pirie line will be converted to standard gauge. A line must be placed across an existing track, which is a problem. However, no similar problem exists in respect to the link between Adelaide and Peterborough, which could be used initially as an artery. I do not suggest this should be the ultimate aim, because a rail link between Adelaide and Port Pirie is a necessity. When I first suggested in this place a few years ago the standardization of the Adelaide to Peterborough line, the suggestion was not taken kindly by people in Port Pirie, and particularly by the *Recorder*, which believed I was attempting to put an end to the Adelaide to Port Pirie standardization project. However, that was the last thing I wanted to do. That work is essential, particularly with regard to markets in Western Australia. I sincerely hope the Government will succeed in its representations to the Commonwealth because, unless gauge standardization is effected, this State will always find difficulty in competing with other States.

Mr. ALLEN: The statement by the member for Frome (Mr. Casey) that the Clare line had a goods service of one train a week was

incorrect. Clare has three services each week, Spalding has two, and special trains run to the Andrews silo two or three times a week during the wheat season. The line would not have been renovated recently for one train a week.

Mr. RICHES: The Premier has referred to replies to questions asked by the member for Port Pirie (Mr. McKee), the member for Whyalla (Hon. R. R. Loveday) and me, and I agree that those replies were satisfactory. We accepted that South Australia was asking that the whole of the Northern Division be converted to standard gauge in stages, and that the Government was pressing the Commonwealth for an early reply. However, last week the Premier said that the State had set out an order of priorities for this work and that the work could take five years, the Port Pirie to Adelaide section to be done in the latter stages of that programme.

We were also told that, because of the Metropolitan Adelaide Transportation Study Report, the work might have to wait until a new Adelaide railway station was built or until repairs to the station were carried out. We cannot afford to wait five years to have the Adelaide to Port Pirie line standardized. I do not agree with the statements that this work could be done over one weekend. The work should be put in hand immediately, and I ask the Premier to consider changing the order of priorities. It is not possible to treat one line in complete isolation. I did not protest about this matter until the last reply was given when, to our dismay, we found that this line was not to be standardized for another four to five years. I cannot believe that it is necessary to wait that long. I cannot see that we must standardize the line from Gladstone to Wilmington and all the other lines before starting on the Adelaide to Port Pirie section. I know it has not been specifically stated that that was to be done, but that is the only inference that can be drawn from the reply given.

I think that before we talk about unlimited expenditure on grandiose schemes like the Metropolitan Adelaide Transportation Study recommendations for the metropolitan area we must give some thought to railway systems that will develop the country and put the department on its feet again.

The Hon. R. S. HALL: I appreciate the honourable member's remarks, which have clarified the reason for his concern. I assure him that I and the Government have no desire

to delay for one day or one week the standardization of the line from Adelaide to Port Pirie. There is no advantage to the Government politically or economically in delaying this work, which we would wish to accomplish as quickly as the honourable member would wish it. The information we have had so far is that because of the involved details the time stated is the actual time in which we can do this work. However, because of the honourable member's concern, which I share, I will endeavour to get further information for him.

Line passed.

Marine and Harbors, \$3,210,000.

Mr. HURST: The Government should have given greater consideration to this important line. One would surely expect that if the Government wished to substantiate the remarks that were made during the debate on this line last year, particularly by the present Treasurer, it would have done something about these matters. The lines appear to be set out differently from last year's lines. I particularly emphasize the need for a modern oversea shipping terminal at Outer Harbour. I realize that money has already been spent on roads and other works in connection with the harbour, which is the main port of call for oversea vessels visiting South Australia. Members of the present Ministry, when in opposition last year, repeatedly referred to the unsuitability of the Outer Harbour terminal, and I agreed with them.

Last year \$75,000 was provided for a terminal at Outer Harbour, but apparently someone within the department is not anxious that it should be built. No-one can question the need for this facility, yet provision for it has been omitted. I do not believe that port facilities have been given the attention they deserve. Shipping is an important means of livelihood for constituents of both my district and the District of Port Adelaide. Methods of cargo handling have changed radically. We know the difficulties that South Australia is encountering in trying to retain shipping services. Unless the Marine and Harbors Department receives more attention than it is now receiving, so that it can better equip our harbours, South Australia will lose much trade and commerce. We already know that South Australia will be by-passed by the main containerized ships from the United Kingdom. Can the Treasurer say what the Government intends to do about establishing a suitable terminal at Outer Harbour?

Mr. HUDSON: I congratulate the Government on continuing the Glenelg jetty project: it committed itself during the last election campaign to continue with this project, and it is doing so. The people of Glenelg and visitors will appreciate the jetty when it is completed. The way in which the Treasurer has presented this line suggests a large increase in the money available to be spent on fishing havens, but that is not the position. The Government spokesmen have said in the South-East that a greater sum could not be made available for fishing havens because more than \$117,000 was to be provided for the Glenelg jetty, but this argument is specious. Most Opposition members approve of the way in which the provision for fishing havens has been financed: Commonwealth Aid Roads Act money is being used. Fishermen contribute to taxation by using fuel in their boats, and are entitled, to some degree, to have money, which the State receives from the Commonwealth as reimbursement for the payment of petrol tax, used to provide fishing haven facilities. Under this heading the total sum that could have been provided was \$225,000. If the Government really wished to do the job properly, that sum would have been provided. That sum was approved under this heading in the preliminary document concerning the Loan Estimates that was circulated at the end of March, prior to the previous Government's going out of office. However, knowing the previous record of members of this Government when in Opposition, one can imagine the outcry that would have occurred about any transfer of road moneys to fishing havens, yet we have not heard a word.

Several members opposite were critical of our use of road funds, which they said was raiding the funds. If what occurred in the past in relation to bridges was raiding road funds, then what has happened in relation to fishing havens is exactly the same in principle, yet obviously the use of the entitlement of \$225,000 for fishing haven purposes, if the Government had seen fit to provide that sum, would over a period of even six years have made a really substantial difference to the kind of facilities available to fishermen. It would have helped establish the fishing industry on a viable basis. I am disturbed that the Treasurer, having seen fit to use Commonwealth Aid Roads Act money for fishing havens, has appropriated only \$93,000 and not the full sum that could have been used (\$225,000), yet at the same time Government spokesmen

have been busy in the South-East suggesting that the full sum of over \$225,000 could not be provided because of the Glenelg jetty. That is completely wrong.

No Commonwealth Aid Roads Act money is involved in the provision for the Glenelg jetty, and there would have been nothing to stop the current Government's making the full provision of \$225,000 available for fishing havens. In my view, that is the kind of provision that should have been made. The fishing industry, which has been the subject of much discussion in this Chamber over the last two years, must be treated on all fours with all other industries in this State, but that has never been effectively the case in the past. Fishermen have been regarded basically as second-rate citizens. The Treasurer has a surplus of about \$6,000,000 in these Loan Estimates which remains unallocated and there are other items relating to the repayment of money in a short space of time, for instance, the item relating to the Natural Gas Pipelines Authority. In addition, there are items such as those for the festival hall and South-Eastern drainage which, in no circumstances now, will be fully spent. All these things taken together mean that the Treasurer has probably about \$8,000,000 or \$9,000,000 up his sleeve.

The Hon. G. G. Pearson: I wish I had.

Mr. HUDSON: He has said he has a surplus of \$6,000,000 and, in answer to questions, he has indicated clearly to me that \$1,000,000 last year and \$1,000,000 this year for the Natural Gas Pipelines Authority will be repaid to Loan Fund within a short time. That is another \$2,000,000. If he needs to keep \$6,000,000 because he will continue with a revenue deficit and if he expects another \$2,000,000 to come from the Natural Gas Pipelines Authority, then he could have reduced the surplus by a little more in order to provide these extra funds for fishing havens.

The Hon. R. S. Hall: Why didn't you do it?

Mr. HUDSON: We made the decision to use the Commonwealth Aid Roads Act money for this purpose towards the end of March this year. In my view the decision should have been taken earlier. In fact, it should have been taken during the term of the previous Playford Administration. It is long overdue.

The Hon. G. G. Pearson: That particular matter had a very chequered career through Cabinet, didn't it?

Mr. HUDSON: That is correct. The sum that was spent in the last financial year for

fishing havens was \$91,000. After all the song and dance the Premier made in relation to this matter (he went over the length and breadth of the State; he went diving for abalone; and he made trips all along the South Coast and so on), all that is provided for fishing havens is a measly additional \$2,000. If a full provision of Commonwealth Aid Roads Act money had been made available for fishing havens, the sum voted this year could have been \$225,000 and not \$93,000.

What we object to is that the Government has not played fair dinkum on this matter. It is about time the issue with respect to the fishing industry was properly treated and that we all agreed that fishing was an industry that required the kind of assistance given by the State Government to the citrus industry and many other industries. I believe that it is on a par with other industries. We have taken action to restrict fishermen with respect to the pots they can use and with respect to the number of boats that can be used.

Those actions together clearly establish fishing as an industry that will be conserved for the future benefit of the State. If that is the position, we must see that fishermen are able to carry on their activities in the most efficient way possible. Necessary facilities must be provided in all major fishing ports so that the fishermen can carry out their work speedily. An example of the delay is that at Carpenter Rocks; when the wind blows from a particular direction, fishermen have to spend the night on the boats, with the motors running, to prevent the boats being washed on shore. That sort of thing is archaic. Because of the statements made by the leading members of this Government, it is a complete disgrace that the Government has not seen fit to make the full allocation of Commonwealth Aid Roads Act grants of \$225,000 available to fishing havens.

Mr. CORCORAN: I am sorry that the honourable member who was temporary champion of the industry for six months has left the Chamber. Before the Loan Estimates were introduced, it was known in my district and reported to me that not as much money as the Government would like would be available for fishing havens, because the Glenelg jetty project would take a considerable amount of Loan money. I said I did not know what the situation would be, because the Government had not presented the Loan Estimates. I also said I would be interested to see what happened,

because of statements made by members of the present Government during the last nine or 12 months.

We considered the use of Commonwealth Aid Roads Act grants for this purpose to be right and proper, and we could have used up the \$220,000. We were not aware that this could be done until the Select Committee sat, and this was one of the beneficial things that came from the work of that committee. What would members opposite, particularly the Premier and the member for Stirling (Mr. McAnaney, the financial genius), have said about this action if we had done it? Imagine what the *Advertiser* would have said about it! This action is being taken by this Government for the first time, but the press has not reported that an entirely new source has been tapped, nor has it reported that not one cent of Loan funds is being devoted to fishing havens. This is a little unfair; but never mind, we are quite happy about it, because we would have gone further and provided for work, particularly in those South-East ports where facilities are needed more quickly than they will be provided now. I understood the Minister of Marine to indicate that he would have navigation lights installed at Carpenter Rocks immediately.

The Hon. J. W. H. Coumbe: No. I said I would have an inspection made by engineers.

Mr. CORCORAN: Well, I hope this inspection has been carried out and that the installation of these lights will go ahead as indicated. Regarding the money that is available this year to be spent on the Cape Jaffa jetty and on improvements at Beachport, Robe and Port MacDonnell, I trust that this work will go ahead as indicated by the Minister. The sum of \$33,000 for Cape Jaffa was approved by the Labor Government for inclusion in the current Loan Estimates.

I do not want to add to what the member for Glenelg has said in this matter. The whole thing really becomes a farce when one knows what goes on. I think we should be sincere and genuine in trying to develop the fishing industry. The sort of rubbish and filth that emanated from things said and pressures applied disgusts me, and I do not want to be a party to it. I hope it will not be repeated again. It certainly was not very pleasant while it lasted.

Mr. BROOMHILL: I make the same complaint about this line as I made about several other lines in which a considerable reduction appears evident. I regret that I have to draw attention to these matters so often, because

it is pretty obvious that the failure of the Government to increase expenditure in many directions leaves much to be desired.

The Hon. G. G. Pearson: You are aware that the Marine and Harbors line has been substantially increased?

Mr. BROOMHILL: Yes, but for sundry works \$49,000 is provided whereas last year \$125,000 was expended, and this is a substantial decrease. An even greater decrease appears under "Minor Works", for which \$50,000 is provided this year compared with \$142,000 last year. I am glad that at least the Treasurer has with him the Minister of Marine, who ought to be able to provide us with information if the Treasurer himself cannot do so. I would be grateful for information on these matters. Once again, I will be most unhappy if, with substantially reduced allocations in these directions, the Treasurer can tell me only that he does not have the information in front of him. I consider that the Treasurer ought to make sure, before introducing a document such as this dealing with substantial amounts of State money, that he is able to provide information to members of this Committee.

The Hon. G. G. PEARSON: It is very interesting that whereas we are providing \$3,200,000 this year for the Marine and Harbors Department the department last year spent only \$2,200,000 and indeed was allocated only \$2,100,000 by the previous Government. Despite the fact that there is a marked increase in the department's Loan expenditure, some members get up and say (as the member for West Torrens has just said) that they greatly regret a decrease on a particular line within the department. What does the honourable member expect? Does he think that the source of our Loan funds is unlimited?

Mr. Hudson: You are reducing the amount for this item and keeping back \$6,000,000.

The Hon. G. G. PEARSON: That is nonsense, and the member for Glenelg knows it. He expects me to spend my money twice. The member for West Torrens (Mr. Broomhill) deplored the reduction in the provision for certain items.

Mr. Broomhill: And you cannot tell me why.

The Hon. G. G. PEARSON: The honourable member cannot tell me why they should be increased. He should name a specific item.

Mr. Hudson: He did so.

The Hon. G. G. PEARSON: If the Marine and Harbors Department considers that one item should have higher priority than another, then all I can say is that this is done after proper consideration of all the problems before the department.

Mr. Broomhill: You ought to check its reasoning, surely.

The Hon. G. G. PEARSON: The reason is that there is insufficient money to provide an additional \$1,000,000 for works in the Marine and Harbors Department and an additional \$1,000,000 for every other department as well.

Mr. RYAN: I am very pleased at the Treasurer's remarks. As I have said before, when things are not the same they are different. The member most critical of the financial activities of the Labor Government was the present Treasurer. When in opposition, he said that insufficient Loan money was being spent on certain projects, but he now has the audacity to say that there is a reason why he should cut down expenditure. In his statement on the Loan Estimates the Treasurer, making a complete political somersault, says:

The sum of \$750,000 is proposed for further work on widening and deepening the river channel between the Outer and Inner Harbours. The scheme is necessary to cater for the larger ships now in general use and includes extending the Outer Harbour swinging basin, providing beacons in new positions, and reclaiming low-lying land. \$871,000 was spent last year and satisfactory progress made on deepening the existing channel and on reclamation works. The estimated total cost of the scheme is \$6,660,000 and \$2,831,000 had been spent to the end of June last.

In last year's Loan Estimates the Government of the day provided for \$660,000 to be spent on this project, and ultimately \$871,000 was spent on it; this represents an increase of \$211,000 on the present allocation. The Treasurer's complete political somersault is especially striking when we remember that he was once the Minister of Marine in the Playford Government. When criticizing last year's Loan Estimates the Treasurer, then in Opposition, said:

The deepening of the Port River, the cost of which was \$6,600,000, is an approved project. In fact, it was approved when I was Minister. But not a cent was spent by the previous Liberal Government on this project; it was left to a Labor Government to do something. The Treasurer continued:

The deepening of the Port River will cost \$6,600,000, but this year it is only getting \$665,000, or just one-tenth of its cost. That will bring the total expenditure on the project

to June 30, 1968, to \$2,700,000. By this time next year the project will still be less than half completed.

That was the criticism by the present Treasurer, but this year only \$750,000 is provided.

The Hon. G. G. Pearson: You took my advice. You spent more than you planned to spend.

Mr. RYAN: Opposition members were asked to refer to a line on which the Government was cutting down expenditure, and that is what I am doing. Perhaps it may be the maximum amount the department can spend this year, but I am critical of the unfair, unjust, and unwarranted criticism levelled at the Labor Government last year by the present Treasurer.

The Hon. G. G. Pearson: Go back a year or two when we were in Government and see what things you said about us.

Mr. RYAN: I remember that I was the greatest advocate in this Chamber to alter the administration from the Harbors Board to a Government department, and the Treasurer knows that. I said that there would be better administration from full-time administrators than from a part-time board, and I dare the Treasurer to hand control back to a board. I am being critical not of the sum involved but of the remarks made by the former Opposition during last year's debate on the Loan Estimates.

Mr. CASEY: What the Treasurer said as a member of the Opposition last year does not hold water when compared with his attitude on this occasion. As a member of the Opposition last year, the Treasurer said that containerization and the provision of a terminal port were most important for the future of South Australia. However, whereas \$75,000 was provided last year in this respect, nothing is provided this year. How on earth can the Treasurer substantiate what he said last year?

The Hon. G. G. Pearson: Have you read the items under "Harbour Works"?

Mr. CASEY: Yes. The Treasurer's Party claims that it was the first to allocate moneys for a container port, but the Treasurer knows full well from the information given to him last year by the then Minister of Marine that a committee was set up to investigate establishing a container port; that committee's recommendations were forthcoming, and they would have been forthcoming whether or not the present Treasurer was in office this year and whether or not his Party was in Government.

According to the Treasurer, no matter how much money was allocated previously, it was never sufficient. However, once one deducts the sum relating to the Glenelg jetty (realizing, of course, that the Glenelg council is responsible for paying one-third of the actual cost of the jetty) one finds that the allocation amounts to only \$58,000.

Early this year I visited certain ports in South Australia to which I believe many improvements could be made. For example, the slipway at Port MacDonnell is more of a hindrance than a help to fishermen. It would not cost much to improve it by providing a couple of pilots farther out and by extending the railway tracks by about 150ft. over deeper water. Last year the Premier, as Leader of the Opposition, said that the fishing industry earned about \$6,000,000 a year and that the amount allocated (and it was duly spent) was not nearly sufficient. The prawning industry is likely to earn \$1,000,000 a year, so the fishing industry will earn about \$7,000,000 a year. However, we are not doing anything to help the fishing industry. The Government has recently dispensed with the *Endeavour*, which was previously chartered for research.

Mr. McAnaney: It was never used under your Government.

Mr. CASEY: It was never suitable for what was intended. When considering the type of vessel necessary to carry out research work, the authorities should look at the ship used by the Russians which is at present in the Gulf of Carpentaria and which is equipped with the latest innovations. The fishing industry should have more money spent on it than has been provided this year or in past years, whether by Liberal or Labor Governments. I hope that next year the provision will be more realistic. As there is a surplus of \$6,000,000, surely this industry, which is sadly lacking in some respects, should receive some benefit. Foresight is needed so that the industry can be revived.

Last year the present Treasurer was critical of the Government, saying that South Australian Co-operative Bulk Handling Limited was concerned about our Government's policy on what ports on Eyre Peninsula and Yorke Peninsula would be upgraded. However, the Treasurer has not mentioned that matter on this occasion, yet he knows that representations have been made by people of Eyre Peninsula to have a deep sea port provided at Port Neill. The Government has not made a statement about future installations at ports on the

peninsulas and if the Treasurer thought that the co-operative was in the dark last year, waiting for information from the Government, he must have the same opinion now. The co-operative is operating in fine style. A review of these Loan Estimates in their true light causes the Opposition to be critical of the amounts allocated on some of these lines.

The Hon. R. S. Hall: You must admit that it is an increase on the amount provided when you were in Government.

Mr. CASEY: Not on these lines. The amount of money allocated for fishing havens by this Government is only \$58,000.

The Hon. R. S. Hall: That is not the amount provided.

Mr. CASEY: The amount actually provided by this Government is \$58,000 from Loan money. The total amount allocated for fishing havens and foreshore improvements is \$210,000, and the member for Glenelg has said that \$117,000 of that amount is required for the Glenelg jetty, leaving \$93,000. The council will be paying back to the Government one-third of the cost of the Glenelg jetty, or about \$35,000.

The Hon. G. G. Pearson: Not this year.

Mr. CASEY: That does not matter. The council will pay it back. Only \$58,000 will be provided for fishing havens.

The Hon. R. S. Hall: Doesn't the document say that \$92,000 will be provided?

Mr. CASEY: Over the years we have received more money from the Commonwealth Government every year, so more money should be allocated to practically every line in these Estimates. I hope that the Government will be able to find something extra this year. Last year members opposite, particularly the present Treasurer, suggested that there should be a complete analysis of the situation regarding fishing ports in the South-East. He was advised by the then Minister of Marine that this was being done and that the matter was being actively considered. However, over the years scant attention has been paid to our fishing industry. If we are to recognize it as an industry, we must help it as much as possible.

Line passed.

Engineering and Water Supply, \$28,820,000.

Mrs. BYRNE: Can the Treasurer tell me what sewerage projects are envisaged this financial year for the Modbury, Tea Tree Gully and Highbury areas?

The Hon. G. G. PEARSON: I do not see these items detailed in the Estimates. However, the Minister of Works has advised me

that he will provide this information for the honourable member if she cares to ask him a question within the next few days.

**Mr. BROOMHILL:** Regarding sewerage for new areas, a press article late last week stated:

Executive Council yesterday referred back to the Public Works Committee for inquiry and report a project to sewer the coastal strip west of Adelaide for which the cost has trebled since estimates were first made in 1962. The sewerage system would cater for Grange East, Henley Beach East, Seaton South, Fulham Gardens and Kidman Park South. The work, estimated to cost slightly more than \$1,000,000 in 1962, is now estimated to cost more than \$3,000,000.

Much of this project falls within my electoral district, and rapid progress has been made during the last 12 months. The previous member for West Torrens (the late Mr. Fred Walsh) pressed for sewerage for this area. I realize that the soil causes difficulties and that the Housing Trust has built many houses near the areas for which sewerage was originally sought. During the last 12 months work has been transferred from connecting sewers to relative'y old houses to connecting sewers to new Housing Trust houses. I can understand that it is economic to connect sewers to new houses before roads are constructed, but some people have been waiting for sewer connections for 15 years. No doubt the additional work has substantially increased the sum required to complete the project. Can the Minister say how much has been spent on the project up to the present and whether work on the project is continuing even though it has been referred again to the Public Works Standing Committee? Also, will he see that work on existing houses is proceeded with as soon as possible, because some blocks have become completely saturated? The residents must pump effluent from their properties two or three times a week, and many of them are not physically able to do the work as frequently as this.

**The Hon. J. W. H. COUNBE (Minister of Works):** I am fairly familiar with this matter, because I was a member of the Public Works Standing Committee when the original investigation was made. Extensive investigations were made into this project, in which the previous member for West Torrens was very interested. The sandy nature of the area and the depth to which the sewers must go have made this one of the most expensive sewerage projects in the State. The cost was further increased by the ingress of water. Unforeseen difficulties occurred in laying trenches

and this added considerably to the original cost approved by the Public Works Committee. Extra housing was provided and, as it was desired that this be linked with the scheme, this also added to the original cost. A few weeks ago, after reconsidering the matter, I referred it to Cabinet with a recommendation that because of the added scope and cost of the work it should be referred back to the Public Works Committee for a further report. If this committee will expedite the inquiry, it should be able to go ahead rapidly, because officers of my department will be available immediately to give evidence. Every endeavour is being made to continue the work, first, because people are waiting for connections and, secondly, because machinery and men at present employed on the project should not be moved.

**Mrs. BYRNE:** Does the amount of \$700,000 for house connections refer to sewerage connections under the deferred payments scheme?

**The Hon. J. W. H. COUNBE:** It could refer to this and it could also be the normal provision for house connections. Both the honourable member and the member for West Torrens have asked questions about sewerage in the Adelaide district. This year \$833,000 is provided for reconstruction and extension of sewers whereas last year provision was \$614,000. This additional sum is provided to enable extensive works to be carried out in this district. I assume that the \$700,000 covers the normal house connections, and perhaps some of the special connections, but I will obtain the break-down for the honourable member.

**Mr. HUDSON:** Has the Minister copies of the minutes of the River Murray Commission meetings of August last year and April this year that he promised he would make available?

**The Hon. J. W. H. COUNBE:** I will provide the honourable member with that information tomorrow.

**Mr. WARDLE:** I am disappointed that preparations have apparently not been made for sewerage in the township of Murray Bridge. The progress of sewerage for the township of Mannum has been rather remarkable and, while the scheme for the corporate town of Murray Bridge is expected to be fully under way when the Mannum scheme is completed, I expected provision to be made for preparatory surveys, and so on, at Murray Bridge this financial year. I believe the department will be installing sewerage in a section of the town

within several months, but perhaps the Minister will say whether this work is being undertaken at the expense of the South Australian Housing Trust, the area concerned being that of the trust. Because of the danger of polluting water, especially when such large quantities will be pumped in the new main from Murray Bridge, it becomes essential that the corporate town be sewered. Can the Minister of Works say whether any preparatory work is expected to be carried out this year?

The Hon. J. W. H. COUMBE: The sum of \$312,000 is provided to continue work on the Mannum sewerage scheme, which I think will be completed next year. I share the honourable member's desire that Murray Bridge be sewered: evidence was given to the Public Works Committee a year or so ago that the township should be sewered before the department constructed the new main from Murray Bridge to Hahndorf in order to provide additional reticulated water for Adelaide consumption, the first tenders for that work having now been let. However, much of the work to which the honourable member has referred concerning Murray Bridge is covered (and has been covered in the past) under the preliminary investigation and miscellaneous items. That relates to the main scheme, and the work is expected to commence in the latter part of next year.

In addition, one or two minor subdivisions will receive attention under an arrangement with the Housing Trust; here, the trust is similar to an ordinary subdivider and contributes to the cost of the sewerage scheme. The items there to be met by the department will probably appear under minor works or miscellaneous headings and are probably not sufficiently large to appear separately. I assure the honourable member that sewerage in Mannum and Murray Bridge will continue, and it is also planned to continue the Gawler scheme.

Mrs. BYRNE: I thank the Minister for his reply concerning the deferred payments scheme. I should be pleased also if he would say how many houses were connected to sewerage last year under this scheme and whether the money provided in the Loan Estimates was sufficient to cater for the number of applicants. The Minister recently supplied me with maps of certain areas to be provided with water and sewerage. Members sometimes ask questions about this matter, and a scheme is subsequently approved, but we do not usually receive a map relating to a parti-

cular project. Will the Minister continue to provide maps relating to water or sewerage projects for a particular area? As members frequently have inquiries from constituents, maps of these schemes would be particularly useful to them. Only this evening, I received a telephone call from a constituent who was concerned whether his house would be connected as part of a scheme approved by the Minister about two weeks ago. Will the Minister continue with this policy?

The Hon. J. W. H. COUMBE: Obviously, I do not have with me information in reply to the honourable member's first question. I will get it for her, but it may take a week. The honourable member will realize that maps cannot be provided in all cases, but wherever it is possible they will be made available to members.

The Hon. R. R. LOVEDAY: Can the Minister say whether work on the Morgan-Whyalla and Iron Knob water supply is likely to be completed within two years? The estimated cost of the project is \$30,000,000 and, with this year's allocation, the total spent is \$28,420,000. In the allocation for "Country Water Districts", \$63,000 is provided for Whyalla. What are the details of that expenditure?

The Hon. J. W. H. COUMBE: As far as I know, it is planned to complete work on the Morgan-Whyalla and Iron Knob main within two years (in fact, it might be completed before then). The remaining work to be done on the main is near Hanson. Almost all of the main has now been laid and, as the honourable member would know, water is actually flowing along the new section. It is expected that the remaining work will be completed this financial year, some of it being finished this year and the remainder next year. I believe I gave similar information to the member for Burra recently. I think the allocation of \$63,000 to Whyalla relates to reticulation in the town of Whyalla, but I will check this and give the information to the honourable member.

Mr. CLARK: The Minister will remember that I advocated the sewerage of Gawler for many years. He will also remember that, as a member of the Public Works Committee, he visited the town for an inspection and that members of the committee were not long in doubt whether such a scheme was necessary. I am most happy that work is to be commenced. I am sorry that a little more than \$110,000 has not been allocated, the estimated total cost being \$3,300,000. Can the Minister



say how long it will take for work on the scheme to be completed?

The Hon. J. W. H. COUNBE: Although I do not have the information with me, I think it will take about three years for work to be completed. If the honourable member cares to look at the report of the committee he will see the precise time recommended for the work.

Mr. RICHES: I draw attention to the different conditions in different towns, particularly in the country, regarding the provision of sewerage facilities. I ask the Government to re-examine the whole question of charges for sewerage in the country so that people will be treated on an equal basis. For sewerage in the metropolitan area the Government accepts the responsibility of raising the finance, providing and operating the service and bearing any loss. However, in country areas, if the Government decides to provide sewerage facilities, it may consider installing a system at a cost to the country dweller of double the rate applying in the metropolitan area, as provided in the Act. That charge is a heavy burden for the country resident. In other cases, the Government suggests to country people the installation of an effluent drainage system, to be installed and operated wholly at the expense of the people. I am not singling out this particular Government, because I consider this matter to be above Party politics. However, I think the present system should be reviewed to ascertain whether it is possible for the Government to give consideration to areas where effluent drainage systems are installed in preference to sewers, on Government advice.

Mr. FREEBAIRN: An amount of \$201,000 is provided for the Warren water district, and I am delighted that provision of funds has been made for a reticulated service to Watervale, \$15,000 being allocated this year. The Minister and, I guess, other members will know that Watervale has peculiar problems. I do not think any member will object to the people in that town having the amenity that is enjoyed by about 97 or 98 per cent of other citizens in South Australia. I know there are problems in the Watervale area: the elevation is high, and considerable pumping costs will be involved. I understand that the present planning of the Engineering and Water Supply Department is for a main to leave the Warren trunk main just north-west of Auburn to supply Watervale from that point. The suggestion has also been made that a main

should come down from Clare, going through Watervale and on to the Warren trunk main just north-west of Auburn. Whatever planning the department has for this township supply, there is a good deal of highly-productive rural land around the township that could very well be developed by the supply of reticulated water.

This matter has a considerable history. When the Minister of Works in the previous L.C.L. Government (Hon. G. G. Pearson) was in office he caused several bores to be punched in the township area, believing that with such a high natural rainfall (Watervale has a 25in. to 27in. rainfall) there was every possibility that a suitable water supply could be found underground for the township supply. In fact, two bores that were dug both yielded plentiful amounts of water. However, the quality was not sufficiently good to be classed as a reasonable township supply. It became obvious nearly two years ago that if the town was to be given this amenity, which almost all South Australians now enjoy, water would have to be supplied from the Warren trunk main near Auburn or reticulated from Clare.

This line appeared on the last two or three Loan Estimates, but for reasons known only to members opposite, and perhaps to the former Minister and the Treasurer, the township of Watervale was relegated to the bottom of the list for the expenditure of public money, and various other projects, some of which I consider to be much less worthy, were promoted. Thus, the Watervale water supply scheme was shelved. I remember that about two years ago a serious garage fire occurred in Watervale. Had there been a reticulated water service in the town, that fire could have been extinguished. As it was, the garage was completely burnt out.

I know that the Minister has a keen, active and lively interest in the welfare of people throughout the whole State, and that he will not consider the people of Watervale as being any less worthy of this important amenity than are the people of Glenelg, Whyalla, Unley, or any other part of South Australia. Most of the people who live in this town are hard-working people of modest incomes, not great big wealthy capitalists like the member for Glenelg (Mr. Hudson) or the member for Unley (Mr. Langley).

Mr. Langley: Why didn't your Minister do something?

The CHAIRMAN: Order! The member for Glenelg and the member for Unley are not mentioned in these Estimates.

Mr. FREEBAIRN: Mr. Chairman, we have listened for hours to wordy speeches from members opposite, and I think it is now my turn to contribute something on behalf of my district. I point out to the Committee and to the Minister that Watervale deserves this simple amenity, which is enjoyed, I think, by every constituent of the District of Glenelg, almost every constituent of the District of Whyalla, and every constituent of the District of Unley. The Socialist members representing those districts know that their constituents enjoy this benefit, and all I ask is that my people at Watervale, too, should be able to enjoy it. Most of the residents of Watervale are hardworking people with modest incomes. Many are pensioners and many are employed in the important winery there.

They are working folk who deserve this amenity. If members opposite really consider people with modest incomes they will support my plea. Twice during the last three years the Watervale water scheme has appeared on the Loan Estimates but, because the Labor Government ran out of money, it was relegated to the bottom of the list, and my people are still without a reticulated water supply. Can the Minister of Works say when this scheme will commence?

The Hon. J. W. H. COUMBE: I thank the member for Stuart (Mr. Riches) for his comments on country sewerage schemes, and I will consider the points he raised. I am delighted that the member for Light (Mr. Freebairn) is happy that at last Watervale will get a reticulated water supply. The project will be commenced as soon as possible.

The Hon. R. R. LOVEDAY: Can the Minister of Works give details of the water supply projects at Andamooka and Coober Pedy?

Mr. GILES: The sum of \$1,814,000 has been allocated to the Bolivar treatment works. Can the Minister say whether any of this provision is for irrigation work that will use the waste water? I was disappointed that no allocation was made for a water supply for Piccadilly, where many houses are now being built. Such a project would not be expensive because no pumping would be necessary. Has the Minister considered providing such a water supply?

The Hon. J. W. H. COUMBE: Provision is made for the installation at Coober Pedy of a reverse osmosis plant and a further bore to be drilled by the Mines Department to provide an adequate water supply there. The

new works planned at Andamooka include a desalting plant. Some difficulty has been encountered there because no suitable source of supply has been found, so provision has been made in these Estimates for further research and design. I have taken action in the last month to try to have this work expedited, and perhaps I will be able to give further information soon. In answer to the member for Gumeracha, the sum provided for the Bolivar sewage treatment works is to complete work at this plant. This provision is less than that provided last year, because the work is terminating. In conjunction with the Minister of Agriculture I have agreed that a pilot plant should be established to investigate what can be done with the effluent.

Mr. LANGLEY: Can the Minister say whether bores will continue to be sunk at schools where new ovals are provided so that the bores can be used, even in a bad season, to ensure that these ovals, which cost much money, can be watered?

The Hon. J. W. H. COUMBE: I will consider this matter.

Mr. CASEY: Can the Minister say how the \$15,000 provided for Orroroo and the \$60,000 provided for Peterborough are to be used?

The Hon. J. W. H. COUMBE: At Orroroo, this sum is provided to improve the water supply, because from December 31 this year the department will take over full control of this supply, which was previously a leased supply. I have a reference to the effect that necessary works have to be carried out to maintain pressures and supplies at Peterborough and in the surrounding district. That relates to works now in progress. As I have no reference in my itemized sheets to new works, I shall try to obtain the relevant information for the honourable member.

Mr. VENNING: I, too, am pleased that \$15,000 is to be spent on augmenting the supply of water to Orroroo, that the service will soon be taken over from the district council and that it will come under the control of the Engineering and Water Supply Department. I understand that this will necessitate constructing a new main to connect the water supply to the town. The area school there has already been connected to the town supply, enabling the school to establish a grass running strip. The additional supply of water to northern towns has helped provide additional facilities and amenities in many of our schools, and I believe that this will contribute considerably to making conditions more congenial for country people.

I am pleased to note also a sum allocated for the Wilmington area and to note generally the allocations for improving water systems throughout the State. This will increase the supply of water in the summer. I commend the Government for endeavouring to provide better facilities for people in the northern part of the State.

Mr. CLARK: I notice with interest and approval that \$150,000 is to be spent on water supply projects in Elizabeth and \$200,000 at Salisbury. I understand that these sums are for extensions and improvements. Can the Minister give me any further details of these projects?

Mr. GILES: I asked the question of the Minister for a specific reason: in the *Australian Country Magazine* of December, 1967, was an article about the Werribee sewage farm, which is 24 miles from Melbourne in a 19in. rainfall area and which is 42 square miles in area. The area concerned runs 19,000 beef cattle and sells 5,000 calves a year as well as 1,000 cull cows; they run 40,000 sheep, the average cut being 528 bales of wool a year; and there are 150 horses on the farm. There is 136 miles of road, 1,000 miles of fencing, and the average annual income of the farm is \$1,000,000. Cattle are shifted around every 18 days on a rotational system. In addition, 36,000,000,000 gallons of water is purified each year, which represents an annual rainfall on the area of 42in. As these figures are most impressive, I ask the Minister of Works whether he has examined this matter in the light of what could take place at Bolivar.

The Hon. J. W. H. COUMBE: I shall be pleased to look at the interesting suggestion made by the honourable member. Regarding the matters raised by the member for Gawler, the provisions made for both Elizabeth and Salisbury are to continue water supply operations to keep pace with the housing developments in those two areas.

Mr. HUGHES: The member for Light (Mr. Freebairn) said that the Labor Government had looked after only a part of the State, but I assure him that it looked after people on low incomes. During its term of office, a main, which had been down for over 90 years (during 30 years of which the Playford Government was in office), was replaced for the benefit of people living in and around Cross Road. A house and all its contents were burned before the inadequacy of the main was regarded as serious. During the term of office of the Labor Government, better pressure was

provided in the mains in the township of Moonta, and a new 6in. main was provided at Port Hughes to cater for the growing population in that area for many years. As the Labor Government was in power for only three years and as it wanted to allocate money to other parts of the State, it was not possible for work to be done all over my district. Under "Beetaloo, Bundaleer, and Baroota Water District", \$194,000 is allocated for "Extensions, services and minor works". Can the Minister say whether any of this money is to be spent in improving the water supply in and around Moonta Mines?

The Hon. J. W. H. COUMBE: This line covers a multitude of extensions. Although I do not have the list with me, I will get details for the honourable member. Some work is proposed for Yorke Peninsula, but I cannot be more specific than that.

Mr. CASEY: Previously I have raised a problem concerning the tank at Kimba. Will the Minister investigate this matter?

The Hon. J. W. H. COUMBE: Representations have already been made.

Mr. McANANEY: When Sir Thomas Playford agreed to the extensions to the Strathalbyn-Milang water scheme, he said that it was a most inefficient system, that it was only a temporary measure, and that, when the Murray Bridge to Onkaparinga main was put in, this line and also an area around Callington and Hartley would be connected. Does the Minister intend to have this connection made?

The Hon. J. W. H. COUMBE: I will examine this matter.

Mr. HUGHES: I do not want the Minister to misunderstand what I have said about the Moonta main. The people are concerned not about an extension but about getting better pressure.

Line passed.

Public Buildings, \$28,700,000.

Mrs. BYRNE: Can the Minister say what work will take place on the Modbury Hospital in the next 12 months?

The Hon. J. W. H. COUMBE: As I said in reply to a question, some planning work has been undertaken. Most of the amount provided this year will be for preliminary works. Some of the buildings that were to have been built early will be erected a little later, but my assurances were that the building would be erected in conformity with the recommendations of the Public Works Committee and that the completion date previously announced would be adhered to.

The Hon. R. R. LOVEDAY: I am not pleased about the way the provision of \$13,700,000 for school buildings is presented in these Estimates. The Premier said in his policy speech that, if his party were returned to office, he would reverse the trend in school-building expenditure; in other words, he would increase it. He suggested that the expenditure had been diminished by the previous Government. On March 25, when I was Minister of Education, I received from the Director-General of Education the following report:

Under-spending by \$300,000 this year will come about because 1967-68 has been a year of planning for urgently required works that must begin this financial year or early next financial year. This means that, in planning for total expenditure this financial year of \$12,500,000, an expenditure of \$14,000,000 has already been largely committed for next year. This planning was on the assumption that State Loan fund allocation for school buildings would be \$10,650,000 again in 1968-69, and we have been assured there will be no under-spending next year.

This is presented in the Loan Estimates in such a way as to suggest that there are new State Loan funds of \$12,000,000 as against an actual expenditure of \$8,679,000 last financial year. We have learned that instead of the under-spending of \$300,000 there was an under-spending of \$1,971,000, which has been brought forward by the Treasurer into this amount to be spent this year. Therefore, in effect the new money devoted to school buildings this year from State Loan funds is only \$10,029,000, which is less than the previous Government estimated to spend last year (\$10,650,000), and there was no falling away in school buildings during the life of the previous Government.

Therefore, the statement made by the Premier that he would reverse the trend in expenditure on school buildings was misleading and inaccurate. I regret that more is not to be spent on school buildings this year. This is most unfortunate, in view not only of the demand for new schools but also of the many old schools through the country and in the metropolitan area that badly need replacement. I hope the present Government will make strong representations to the Commonwealth Government for additional funds for school buildings, because the replacement of old buildings is falling so far behind that there will have to be a major expenditure in this regard before very long in order not only to bring these buildings up to date but also to make them capable of dealing with the new

methods of teaching. The old buildings are so inadequate in so many ways that the expenditure that will be required to deal with this question is assuming quite colossal proportions, and it is most regrettable that the amount of new money to be devoted to school buildings this year is being reduced instead of increased.

Mr. HUDSON: I support the remarks of the member for Whyalla. I regard the matter as being one of great importance and one that urgently requires attention. Like the honourable member, I was disturbed to find that when we analyse carefully the provision for school buildings under this line we find that the amount of new money provided out of Loan funds this year, effectively taking into account the under-spending, is only \$10,029,000, which is a reduction of \$621,000 on the provision of new money for 1967-68.

This must have upset, as the member for Whyalla pointed out, some of the preliminary planning that was being carried out within the department in the last financial year. The matter is more serious than that, because it was estimated that for 1967-68 Commonwealth assistance would be \$1,700,000, whereas it amounted to \$2,400,000. Members on this side have pointed out that the preliminary document circulated to Cabinet at the end of March forecast Commonwealth assistance for this financial year of \$2,600,000, while the Estimates themselves give a figure of only \$1,700,000. If the amount of Commonwealth assistance turns out to be \$2,600,000, not \$1,700,000, the amount of new money required in this year's Loan Estimates will be further reduced. This indicates the extent to which members on this side believe that the provision for school buildings should be increased. The Treasurer, in reply to questions by the member for Whyalla and me, suggested that the original estimate of \$2,600,000 of Commonwealth assistance involved an over-estimate of the assistance that would be received this year for the Salisbury Teachers College, so perhaps the new estimate will be fairly accurate. I believe it is, if anything, conservative, and this is one of the areas where there is some cushioning by under-estimating Commonwealth assistance and thereby over-estimating the amount that will have to be supplied from State Loan funds.

The position in respect of school buildings and teachers college buildings is not satisfactory, and it has never been satisfactory throughout the entire post-war period. Until the mid-1950's, prior to Sir Baden Pattinson's

becoming Minister of Education, the position in South Australia was almost disastrous. Sir Baden did manage to wrangle some extra money out of the Playford Government, but the damage had already been done, and ever since there has been a lag between the need for capital buildings in the field of education and the actual provision for them. The discrepancy shows up in the number of temporary school buildings. Even a school such as Seacombe High School, only seven or eight years old, has half its students in temporary classrooms, and Brighton High School has more than half its students in temporary classrooms. An even greater proportion of students are in temporary classrooms at Marion High School.

The Hon. R. R. Loveday: One or two schools are composed entirely of temporary classrooms.

Mr. HUDSON: Yes. Western Teachers College is a disgrace by any standards. It is spread over three or four sites, and the difficulties encountered by its students are prodigious.

Mr. Jennings: They won't receive travelling allowances any more, either.

Mr. HUDSON: That is so. They would be encouraged if they could be told that the provision for school buildings and teachers colleges had been increased and that the prospects for rebuilding Western Teachers College were better than they appear to be. Unfortunately, the Treasury view that State Loan funds should contribute a basic \$10,000,000 to school buildings seems to have prevailed, because this is the new money that the Estimates are expected to provide. The view for this basic figure is incorrect, because \$10,000,000 is not enough nor is the amount of Commonwealth assistance. I was disappointed to hear the Minister say on Nancy Butfield's programme that she was satisfied with the amount of Commonwealth assistance. We have to point out the deficiencies existing in our education system and make the community more aware of them. If we cannot get extra funds needed through the State Loan funds extra pressure must be brought on the Commonwealth Government to recognize its responsibilities to the community. The increase for the last seven years in school population has been in the Government system and not in the private schools, and this increase has created the need for more school buildings.

Money spent on improving the standard of education and on improving facilities for

students and teachers is as much an investment in our future as money spent on mineral development, in providing more water, and in providing other capital items. It is the duty of every member, and particularly of the Minister of Education, to speak out and make it clear that we will not continue to tolerate the neglect of the past in providing capital buildings for our education system. We must obtain more Commonwealth assistance, and we must inform the Commonwealth Government that we do not think its approach to the question is satisfactory. The net result of the Commonwealth attitude in relation to these matters is that we are improving at a fairly rapid rate the standards of our science laboratories. We will be improving at a fairly rapid rate our libraries; we are improving at a more rapid rate than in the past our teachers colleges, and the result of the Commonwealth action has been to concentrate development in one or two areas of education which the Commonwealth Government thinks will make good and attractive politics.

Moreover, the right of the State Education Department to determine the basic priorities over the whole field is being interfered with. The Commonwealth Government should be providing assistance to the States over the whole field, so that things do not get out of order and so we do not find that one part of the education system is in some cases receiving more than is provided for while parts of the same building are substandard. Finally, I think it is about time that it was recognized publicly that what has been said by certain Liberal members of Parliament about the waste of money within the ordinary school buildings that are currently put up is a bit of political fluff on the surface. The basic school building that is erected these days is a purely functional building. I think everyone who knows something about it recognizes that much money was wasted regarding the Bedford Park Teachers College; in fact, some of the planning that went on before the previous Government ever came into power involved tremendous waste. I was told by people at the Flinders University that they could have put up the same buildings for \$500,000 less.

There is still much progress to be made within the Public Buildings Department with respect to the design of teachers colleges, but it is time we recognized that the basic school buildings we erect (primary schools and high schools) are built to a pattern, are functional, and provide students and teachers with little

more than the bare essentials. We require from the Government a change in attitude not only regarding the sum provided but also regarding public attitude towards the Commonwealth Government. The Commonwealth Government is not making a real basic and organized approach to the needs of education. The sooner the State Governments and their Leaders make it clear in public again and again that there are deficiencies and that the Commonwealth must come to the assistance of the States (and must do so on an overall basis, considering properly what are the priorities) the better we will all be.

Mr. McANANEY: Although we may agree with some of the remarks made by the member for Glenelg, when we analyse the performance of the Labor Government during the last three years, it seems that he is making much ado about nothing. The record amount of spending on school buildings occurred in 1962-63 when it represented 20 per cent of the Loan funds available. However, in 1966-67, under the Labor Government, only 13.5 per cent of Loan funds was spent on school buildings. If these buildings are greatly needed in South Australia, why did members opposite decide that the proportion of money spent on them should decrease? We should bear in mind that, when the Labor Government took office, the number of children attending schools was increasing rapidly. However, during the past three years this enrolment has fallen away. The honourable member abused the Commonwealth Government, saying that it provided money for education only for political purposes. Whatever that Government's purpose might be, money provided in this way is to the benefit of Australia. It ill becomes the member for Glenelg, in view of his own Government's record, to criticize the Commonwealth Government in this regard.

Mr. HUGHES: A sum of \$23,000 is provided for "Walleroo Hospital—additions". In last year's Loan Estimates, \$45,000 was provided. On making inquiries last year, I found that \$20,000 was for air-conditioning and \$25,000 for a new sterilizing area. The Labor Government sought the advice of consultants in connection with this hospital, and they reported on a scheme of air-conditioning which was too expensive, according to the Public Buildings Department engineers who, early this year, undertook to do the job themselves. I led a deputation to the Chief Secretary soon after he took office and he assured us that the air-conditioning for the hospital would be

completed in readiness for the coming summer. At a hospital board meeting, it was felt that a sterilizing area was a necessary addition to enable the medical profession to carry out its duties efficiently. Last year, the Labor Government made an overall examination of the Wallaroo Hospital and decided on a long-range programme of improvements. This was most acceptable to the board. The sterilizing area may now be provided as part of the long-range scheme. Can the Minister say for what purpose this \$23,000 is allocated?

The Hon. J. W. H. COURCE: One provision made is for \$26,000 for air-conditioning of the wards at Wallaroo Hospital. Perhaps the item to which the honourable member referred is included in that. I know that continuing planning for the Wallaroo Hospital is being undertaken. I will see whether I can find the item referred to by the honourable member tomorrow.

The Hon. R. R. LOVEDAY: The member for Stirling (Mr. McAnaney), who tells us that he does his homework and who has chided the member for Glenelg (Mr. Hudson) about misrepresenting the position, is guilty of misrepresentation himself. The member for Glenelg stated a fact, whereas the member for Stirling cited an expenditure of, I think, \$11,910,000 in 1962-63 from Loan money for school buildings but forgot to tell us that in the succeeding year the expenditure dropped by more than \$2,000,000 to \$9,850,000. I wonder why he omitted that when he was trying to make his point?

As I have reminded the honourable member the other day, these are Treasury figures. I said earlier this evening that the present Premier, in his policy speech, charged the Labor Government with having reduced expenditure on school buildings and I said that the charge could not be sustained. The member for Stirling would know that from the figures that I gave a few days ago. The Labor Government did not reduce expenditure on school buildings in any year. In fact, it spent more than the amount spent by the Liberal Government in the previous year. I support the member for Glenelg in pointing out that this is not a matter of telling the people that the Commonwealth is providing sufficient funds for education. Despite what it has done, the Commonwealth is not providing sufficient. In an expanding country such as this nothing will pay dividends in productivity like expenditure in education.

When we were in Government, we conducted a campaign to try to educate the public to the great needs in education. We achieved some success by getting an extra amount for the Salisbury Teachers College, and that campaign should be continued. We are paying from national resources far less for education than we should be paying, compared with other countries. Australia is one of the most industrialized countries in terms of people working in industry. Unless we tell the public the position, the people do not comprehend what is going on in the overall field of education. The people know only what happens in their own town, but they should be told that there are deficiencies on every hand. Anyone who has been Minister of Education knows where those deficiencies are and anyone who is satisfied with what the Commonwealth is doing is denying a most urgent need in Australia, particularly in this State.

Mr. CLARK: I refer to something that I have been advocating in this Chamber for the last 15 years. I have always said, and I say it again now, that large grants should be made to the States by the Commonwealth Government specifically for education, and with no strings attached. I remember that when Sir Robert Menzies was Prime Minister we were told regularly, whenever a hue and cry was made over this, that it was beyond the limits of the Constitution for this to be done by the Commonwealth. This has now been broken down to some extent, and in fact we are getting some useful grants from the Commonwealth Government.

However, as the member for Glenelg (Mr. Hudson) pointed out, we are told just what we must do with those grants. I think there is a good deal of truth in what the honourable member said, namely, that we are told what to do with them in specific fields where it looks good for the Commonwealth Government. As I have said before, I consider that very large grants should be made to each State specifically for education. Every Minister of Education we have had during my time in this place has found that he cannot possibly spend as much as he would like to spend and, indeed, that he cannot possibly spend as much as he should spend on education in this State. It seems to me that so long as we have State control of education (and I hope we will retain that control) it is unjust for the Commonwealth Government to make grants to the States, even for most necessary projects, and at the same time to deny the State Govern-

ment and the Minister of Education the right to say on what these amounts are to be spent.

Anyone who has been to Canberra and seen the school buildings and the facilities there must weep at the thought of all the struggles that our education authorities and our Ministers have to make to do what they want to do in education, even though they are always short of the required amount of money. Despite the fact that the Commonwealth Government has helped in a number of fields, particularly in tertiary education, I maintain that our Ministers should have the right to have money allotted to them specifically for the job of education. I know that the education systems in every State would be the better for it.

Possibly I am biased over this question because of my former occupation. If I am biased, I am proud of it. As the member for Whyalla said, there is nothing that can pay greater dividends in modern communities than money spent on education. I remember that during a speech I made a few years ago, I think on the Budget debate, I asked permission to include in *Hansard* a large diagram showing the amounts spent on education in Australia compared with amounts spent in other countries. I know that honourable members were as amazed as I was to see how little we spent in comparison with some countries that we might have thought were not as enlightened as we were. We suffer very badly in comparison with those countries. We want more money for education from Commonwealth sources, and we want it without any strings attached and without any directions given to us as to what it should be spent on.

The Hon. D. A. DUNSTAN (Leader of the Opposition): During the term of the Labor Government a great deal of play was made in this Chamber by members opposite, particularly the Minister of Works, the Minister of Education, the Attorney-General and the member for Albert, on the necessity for the early building of a teaching hospital at Flinders University. It was suggested that there was some political bias in the fact that we were able to commence the building of the Modbury Hospital ahead of the teaching hospital at Flinders. Statements were made not only in Parliament but also outside it during the election campaign suggesting that the Labor Government was lagging because it had not provided sufficiently for the teaching hospital at Flinders University. The programme put forward by the Public Buildings Department

provided that this project should be referred to the Public Works Committee in September of this year and that we could therefore expect work to commence soon after. However, there is no provision this year for proceeding with this hospital, unless the provision is included in the item "Preliminary investigations and design". I believe it is essential that we proceed with this teaching hospital as quickly as possible so that it is available when the medical faculty at the Flinders University provides students in the clinical years of their courses. The time available for building the hospital is perilously short.

The Labor Government did much work in connection with land acquisition and planning and designing the hospital. Last year on television the present Premier said that the Labor Government was playing politics and that it was vital that the teaching hospital at the Flinders University should be built. He said that it would be built by a Liberal Government. This project was entirely initiated by the Labor Government. Perhaps members of the present Government have changed their attitude since the defeat of the Labor Government. Can the Minister of Works say why no provision has been made for this hospital?

The Hon. J. W. H. COUNBE: The present Government has not changed its attitude. It does not regard the building of this hospital as any less urgent than it did in the past. The Leader will recall that one of the points put forward last year by the then Opposition was that it thought the order of priorities should be reconsidered in relation to the Modbury Hospital. The previous Government had commenced work on the Modbury Hospital, upon which the Public Works Committee had reported. Excavation and site works were commenced. Within two weeks of becoming Minister of Works I investigated the planning for hospitals and I discussed with officers of the Public Buildings Department the whole schedule for the Modbury Hospital. Also I considered the proposed schedule of timing for the south-western districts hospital, and discussed with architects of the Public Buildings Department the question of overall cost. I then discussed the matter with the Minister of Health and with Dr. Shea, who had recently been appointed Director-General of Medical Services. I was interested in some rather refreshing views expressed by Dr. Shea about large modern teaching hospitals, and I think his ideas will assist in planning the hospital.

It was arranged that he and the architects should discuss the matter, and consequently the form of the hospital has been reconsidered. Approaches were made to the Commonwealth Government to obtain a greater financial grant for the teaching part of the hospital. We then spoke with Professor Karmel, who informed us of the steps that had been taken by the previous Government. The position was reviewed, and the professor subsequently placed his views before the Australian Universities Commission. However, we have not yet received from the commission the answers we sought.

The Leader will realize that the hospital must be ready 12 months before students in the clinical years from the medical school at Flinders University can enter it. The Council of the Flinders University has submitted details to the Commonwealth concerning the medical school at Flinders being available, and of the requirements of the hospital. The matter has been delayed because answers have not been received from the Commonwealth, although preliminary drawings have been completed and some alterations have been made on the advice of Dr. Shea. Money cannot be provided in these Estimate for any project that has not been reported on by the Public Works Committee.

Mr. Clark: Are you likely to get any Commonwealth money for this?

The Hon. J. W. H. COUNBE: I said earlier that we were trying to obtain more money from the Commonwealth Government for the teaching area of this hospital.

Mr. Clark: Do you think you will be successful?

The Hon. J. W. H. COUNBE: We have made other approaches and are preparing other material in the hope that, of this considerable expenditure (it may be about \$24,000,000 on present-day estimates), we may obtain further substantial financial support. I cannot say whether this approach is likely to succeed, but we will certainly promote the idea of obtaining more money, in the same way as we will promote the matter referred to just now regarding education. We want more money. Nothing is on the line this year but, as soon as we get the green light from the university and from the re-thinking that is taking place concerning the design of the hospital, the plans will be prepared as quickly as possible and forwarded to the Public Works Committee. However, they will not be forthcoming this month. Some of the



items being considered for the hospital relate to entirely new methods of teaching and new ward lay-outs, and I understand that considerable provision is to be made not only for the teaching aspect of the hospital but also to combine and use it as a major general hospital.

Mr. BROOMHILL: I am pleased that \$200,000 has been allocated for the Northfield Women's Rehabilitation Centre. However, I am disappointed that only \$41,000 has been provided for the Yatala Labor Prison additions, for which \$117,000 was provided last year. If the Minister of Works has visited the prison, he will be aware of the poor administration area currently in use there. In addition, expenditure is required on the area provided for visitors, which resembles a bicycle shed with no enclosures. This is not satisfactory, and I should have hoped that this year more would be provided. Can the Minister tell me the Government's intentions regarding the \$41,000 provided this year?

The Hon. J. W. H. COUNBE: We are making some provision at Yatala for C Division accommodation. The whole project is expected to cost \$160,000, and the work should be under way. The Government let a contract for building the women's rehabilitation centre. The tender for this work was let at an early stage to provide this extra facility sooner, so that women could be removed from the Adelaide Gaol and other improvements carried out there as early as possible. Also, the Government intends to carry out additional work at Yatala. Requirements exist regarding maximum security, but we believed that the first thing we should do was provide for the women's rehabilitation centre.

Mr. CLARK: I am interested to see the following allocations for schools in my district: Salisbury Infants School, \$123,000; Elizabeth Field Technical High School, \$840,000; Salisbury North Technical High School, \$835,000; Salisbury High School (new wing), \$200,000; Salisbury East High School (new wing), \$202,000; Smithfield High School, \$740,000; and Salisbury Teachers College \$500,000. Most of these schools were planned by the former Government, and all work was recommended unanimously by the Public Works Committee. I thank the former Minister of Education (Hon. R. R. Loveday) in respect to the naming of the Salisbury Teachers College. Originally it was to be named the Northern Teachers College but, when I pointed out to him that "Salisbury" was an old pioneering

name that was well known, he agreed, without lengthy consideration, to change the name. People in the area appreciate this as they appreciate that so many new schools are being built in the area.

Mr. HUGHES: A sum of \$1,550,000 is provided for minor alterations and additions, grading, etc. Last year I had discussions with the former Ministers of Education and Works concerning work to be carried out at the Wallaroo Primary School. Much work had to be done and it was through their efforts that tenders, which were processed late in January or early in February, were called. Plans were submitted, but there were some mistakes to which I drew the attention of the present Minister, who generously decided to visit the school with the plans and to listen to the complaints of the school committee. Through his efforts, alterations to the plan were made and work is progressing to the satisfaction of the school committee. I pay my sincere thanks and appreciation to the former Minister of Education and the former Minister of Works, and the present Minister of Works, who courteously came to Wallaroo.

Mr. HURST: A greater amount of money is required for school buildings, particularly technical trade training schools. South Australia is the only State in which apprentices are required to attend compulsory trade schools in their own time. The previous Government put into operation a plan covering those trades in which sufficient accommodation and teachers were available. I consider that the Commonwealth Government has an additional responsibility here, and I suggest to the Minister that this matter be further considered.

Many apprentices in South Australia are trained in trades covered by Commonwealth awards, such as the metal Trades Award and the Coach Building Award. For many years the awards have provided 40 hours as a basic working week. The apprentices are required by law to attend trade schools in accordance with the requirements of the Education Departments in the respective States but, because of the lack of accommodation to provide the necessary facilities to train the boys during ordinary working hours, these boys are required to work beyond the standard set by the Commonwealth tribunal. The Minister will recall that the Commonwealth Government, to overcome the situation regarding tradesmen, has made special grants and allowances and has also been responsible for providing ordinary courses outside the apprenticeship, for which

the Education Department has to provide facilities. This taxes the accommodation available.

If it is good enough for the Commonwealth to make allowances regarding these extraneous matters, surely it is good enough for the Commonwealth to face its responsibilities, particularly as industry requires these men, by making available to the States funds to provide buildings so that apprentices in this State will have the same conditions as are enjoyed by apprentices in other States. Victoria, New South Wales, Queensland, Western Australia, Tasmania, the Australian Capital Territory and the Northern Territory all give day-time training. I know the difficulties the Education Department would have with accommodation. However, if the Commonwealth Government is sincere it should consider making extra money available to enable the boys in South Australia to enjoy the same facilities as those enjoyed by boys in all the other parts of Australia.

Mr. RODDA: An amount of \$47,000 is provided for additions to the Kybybolite Research Centre. Last year we considered a line for setting up a laboratory at Kybybolite. I understand that the research that will be undertaken at this centre lays special emphasis on fodder usage. Although the graziers were concerned that there would be lack of pasture as a result of the worst drought on record in the South-East, for some reason or another stock have done relatively well. A need exists in the South-East for this type of laboratory facility. Can the Minister of Works say what is envisaged in this line and what is the progress made on this laboratory?

The Hon. J. W. H. COUMBE: Work at the Kybybolite Research Centre is estimated to cost \$51,000, and in this financial year \$47,000 is being provided. I hope that work will go ahead in the next month or so. I will give the honourable member a definite answer to this question at an early date.

I shall be very happy to take up the interesting question raised by the member for Semaphore (Mr. Hurst). As the Minister of Labour and Industry, the question of apprentice training falls largely within my portfolio, although it also comes within the province of the Minister of Education. This is mainly a State-administered function. True, Commonwealth awards lay down certain terms of remuneration and some other conditions, but the apprentice training itself is the responsibility of the State. I have already undertaken

to have discussions with Ministers of Labour in other States along these lines.

I shall be happy to take up the honourable member's query regarding the provision by the Commonwealth of extra finance for apprentice training. The honourable member raised the question of the day-time training of apprentices. I have approved of this work going forward. Only in the last couple of weeks I have sent on a recommendation to the Minister of Education and I have conferred with her about added classes that can be undertaken next year. It will be a couple of years before all the trades can be changed to this new scheme, both in the physical facility of buildings and equipment and in funds and staff, but this will be implemented as soon as possible.

Mr. ALLEN: An amount of \$630,000 has been provided for the Clare High School. The folk in the Clare district are really delighted that once again this school has been put back on the priority list. I attended a back-to-school celebration in this area last Saturday. I am sure that the commencement of major additions to the Clare High School will mark the beginning of a new era in education for the district. The Matriculation class commenced by the previous Government has attracted students living within a radius of 30 miles of Clare.

Line passed.

Other Capital Grants and Advances, \$15,125,000.

The Hon. D. A. DUNSTAN: I wish to refer to the provision of \$500,000 for a festival hall. This afternoon the Premier, in reply to questions, referred to two reasons he had previously given for advocating the site that is now being investigated. When questioned about each of these reasons, he said that the major point was that the Elder Park site, for its own worth, was better than the site recommended by Theatre Consulting Services. That is, he said that the Elder Park site had some intrinsic merit beyond the two reasons he had previously given for rejecting the site behind Government House.

The site that best meets the criteria established is the site that should be chosen, regardless of any Party political considerations. Professional advice should be heeded about what should go on within a performing arts centre. This advice was obtained when, at the request of the Adelaide City Council, Mr. DeGaetani of Theatre Consulting Services was brought to South Australia. He made it clear that it

was vitally important that the performing arts centre should be capable of providing functions in relation to an overall programme for the performing arts in South Australia, not simply in relation to festival performances. He analysed the needs of such a centre and laid down several criteria for establishing it. These criteria are not met by the site suggested by the Premier, and it may be difficult for the committee set up by the Premier to find reasons that may get around that fact. The site recommended by the Premier will require that existing buildings be demolished, and this will take some time. Also, if the M.A.T.S. Report is proceeded with, the subway proposals will have to be altered. In either event, the subway would have surfaced close to the performing arts centre, if it were established on this site.

In this case there may be problems caused by noise and vibration in adjacent buildings. To insulate a building sufficiently from exterior noises will add considerably to the cost, and architects consider that this cannot be done adequately. Unless the building can be considerably insulated against exterior noise, if functions were occurring at the sound shell in Elder Park and at the performing arts centre at the same time (which would normally be the case during festivals, at least) there would be grave trouble. Also, in order to obtain access to this site the City Baths would have to be demolished soon, if the performing arts centre is to be built soon. The baths are scheduled to be demolished in the foreseeable future, but no provision has been made in the swimming centre at North Adelaide to house the three swimming clubs now using the City Baths.

The Swimming Association of South Australia is extremely concerned that if the baths are demolished the three clubs, which play a major part in the learn-to-swim campaign and in training swimmers, will have nowhere to go. These are problems entirely apart from providing adequate parking and a new parking station, which will be extremely costly. As I understand it, the Premier's proposal would be to use the site of the present Government Printing Office, and that would result in considerable cost to Government. In contrast to this situation, which presents us with many real problems in relation to the site, we have the site recommended by Theatre Consulting Services which does not involve any of the problems concerned with the other site, and which is immediately available; there should

be no difficulty about it; there is no demolition problem; adjacent parking is readily available in North Terrace car parks; and there is no major exterior noise problem.

In these circumstances, we have something with which we could proceed immediately, in contrast with something that will undoubtedly present major design, demolition, cost and noise problems. I believe therefore that the matter should be examined as soon as the report comes in from the Premier's committee. I am distressed that the Premier has not seen fit to have on the committee someone who has considerable knowledge of the working of a performing arts centre, because the whole of the evidence given by Sir Robert Helpmann, and other people directly involved in the performing arts, to the Lord Mayor's Cultural Committee, which gave rise to calling in Theatre Consulting Services, was that considerable mistakes had been made previously in Australia in the erection of performing arts facilities, because they had been sited and erected by people not directly involved in the work of a performing arts centre. Sir Robert Helpmann was able to point to real problems arising in the Sydney opera house, even the Melbourne cultural centre, and the Canberra auditorium (although the latter building is workable for most purposes, many major productions simply cannot be mounted there because of a mistake in design, and that mistake occurred because people who would be involved in the actual work on the stage had not been consulted in detail about the design).

In consequence, Mr. DeGaetani was brought here to see that we did not make this particular mistake. He paid great attention to the siting in order to get for South Australia the cheapest possible proposition, within the terms of the expected available finance, that would be a viable and functional building: not a grand architectural concept but something concerned with the actual working of the building. After all, it is what takes place inside the building that will matter. We are providing a performing arts centre not for people to look at a view of the water but for the performing arts activity, and that is what takes place inside the building.

I hope that those matters will be taken into account completely by the committee and that we will get this report quickly so that we are able to contrast the time, the cost and the exterior problems involved with the two alternative sites. If we do not get the performing arts centre quickly, we are in danger about the continuance adequately of the festival. People

who have come to our festival from overseas and who are in the performing arts have been most unhappy about the inadequate venues provided for them. The performing arts centre cannot provide all the venues for a festival, but it will not be there just for the festival. However, it is desirable that the centre provide but it will not be there just for the festival, without which many of the major performances that could otherwise be scheduled for the festival are simply not possible. The major opera performances cause a great loss during the festival period, and even then the productions have to be modified because the full productions cannot be got on to the stage of Her Majesty's Theatre and the auditorium is too small to provide an adequate audience to make the opera a going economic concern without considerable losses. The same applies to major orchestral performances, which cannot be mounted successfully in the Centennial Hall because the acoustics are inadequate.

In all the circumstances, we have a real problem on our hands and, what is more, we have to look at the performing arts centre carefully from the point of view of costs. We will not get (as was suggested by Mr. DeGaetani) any considerable Commonwealth assistance; indeed, I doubt that we will get any. The programme laid down by Dr. Coombs in the budget indicates that the Commonwealth provision for the performing arts is to support the actual performers and companies and not to provide bricks and mortar. In these circumstances, the Adelaide City Council and the South Australian Government will have to raise much more money to provide even a minimal functional building than was originally viewed as necessary for the provision of a centre at Carclew, as investigated by a Select Committee of this place. If we are to be up for about \$6,000,000 (and it could well be more because it is likely that costs in this case will escalate—they generally have in the provision of performing arts centres in Australia) for the building and facilities alone, without excavation, demolition and site acquisition costs, that will place a strain on the public finance of South Australia. We really cannot afford to find large extra sums of money: we must have something that will allow us to provide a functional facility without giving us a whole series of other problems in providing it.

I hope that the Premier will look in detail at the evidence of the Lord Mayor's Cul-

tural Committee, re-examine the report given by Mr. DeGaetani, ensure that the committee he has appointed looks at these things also, and take advice from professionals in the theatre, including Sir Robert Helpmann and Mr. van Eyssen of the Festival of Arts and, if necessary, bring over someone like Mr. Brown, who is now doing theatre consulting work at the cultural centre in Melbourne, so that we get the best professional advice as to needs inside the theatre and as to problems that could arise, in the functioning of the performing arts, in site and in exterior noise problems.

Mr. JENNINGS: Some months ago, as a result of the dissatisfaction with the Housing Trust's activities in a part of my district, a public meeting was held. As a result of a decision of that meeting, I wrote to the General Manager of the trust and received a reply, some of which is as follows:

The unusual soil movement in this area, as well as many others on the Adelaide Plains, has been due to an excessively wet period following on a record dry period. The result has been abnormal expansion of the soils over a most unusual short period of time. The trust's experience over the years has shown that this type of movement is not necessarily seasonal, but diminishes to a tolerable degree of movement within a relatively short space of time, perhaps three to five years, depending on the class of soil, subsequent seasonal conditions, and very importantly on general development of the area and individual houses in terms of garden layout and the arrangements for drainage of surface water, particularly from roofs. This type of development, of course, supplies water to the soils in the vicinity of the house during the dry seasonal periods, and therefore maintains a more or less uniform degree of moisture content. The trust has already considered the general conditions prevailing, particularly in the north-eastern areas, and has agreed to extend maintenance periods in many cases to five years, and in this context maintenance refers to faults in the houses which may develop as a direct result of soil movement. In cases where brick-veneer construction has been employed by the trust, the trust is prepared to repurchase the property, refund money paid on account of deposit, plus any sums paid off the principal by monthly instalments, and permit the purchasers to remain in occupation as tenants of the trust. This decision in respect of brick-veneer houses is taken because the trust believes that the maintenance of brick construction in the areas can be excessive. Timber frame construction, which is more tolerable to soil movement, will be maintained by the trust for up to five years.

Will the Minister of Housing extend to owners of timber frame houses in the area the same

concession as the trust has granted in respect of brick-veneer houses? The letter from the General Manager states that timber frame construction is more tolerable to soil movement, but many purchasers of such houses in this area do not agree. In many instances timber frame houses have so deteriorated that doors cannot be opened or closed properly, windows get jammed, and generally the timber warps.

Mr. HUDSON: I should like the Premier to think a little more broadly about the performing arts centre. I suspect that he and the Government think on this purely in terms of the provision of a hall, and nothing else. We have had no statement from the Government as to whether this is so or whether it thinks of it in terms of the needs of the performing arts and of the need for some sort of continuing administration.

I think it became clear this afternoon that the Premier admits that he has two arguments left for preferring the Elder Park site. One concerns some remark he made that the Government House site would cramp the whole planning of the area and the siting of buildings on it. He said that the scenic view of the whole area, including the parade ground and Government House, would be spoilt, but I found it difficult to appreciate this. I believe that the parade ground should not be there, and that if the Commonwealth Government took a decent view it would be prepared to make it available to us. That site would be as good a site as any for the festival hall. To see the great expanse of bitumen and the rather undistinguished building that accompanies it and to want a scenic view of it is rather beyond my comprehension, and to say that anyone gets a scenic view of Government House is also beyond my comprehension.

From the point of view of the existing use of that area a festival hall on that site would not get too close to the Government House building and would not interfere with the existing use of Government House. The view of the parade ground is not particularly attractive. I suggest that the Premier must at all stages consider this matter in terms of the various alternatives, the differences in cost, and the relative advantages and disadvantages. I do not think it is good enough for him to say, as he did this afternoon:

It is no good the Leader getting up and ignoring my major statement on that point. The "major statement" to which he referred was that the Elder Park site was better in its own worth. Well, how much does its own

worth add up to in the long run? Are we prepared to pay an extra \$500,000 for the use of the Elder Park site as against the Government House site? To what extent are we prepared to incur increased costs in order to use that site? There is always somewhere, even for the Premier and other members of Cabinet, where the extra cost that he would have to incur would offset what he currently sees as the disadvantages of the Government House site.

[Midnight]

We have now effectively countered the arguments in relation to availability of park lands. The Premier should seriously consider the two points raised by the Leader of the Opposition, the first of which related to convenience in respect of car parking. It is incorrect to say that the Elder Park site is as suitable in this respect as is the site at the rear of Government House. In fact, the Elder Park site is a considerable walking distance from the major parking stations on North Terrace. Also, the Premier should seriously consider the basic question of noise. When I was in the United States of America last year I attended a performance by Yehudi Menuhin at the Hollywood Bowl. It was late in July, and the temperature was in the mid 70's. Searchlights were playing over the bowl to keep away the many small aeroplanes that fly over Los Angeles. They were, however, ineffective, and there was considerable interference from this source.

The noise problem cannot be approached by applying the kind of standard acceptable to the commercial world or to Parliament House. To have a festival hall that artists will want to use, noise interference must be entirely eliminated. If the M.A.T.S. Report is implemented, Elder Park will have a more serious noise problem than it now has and it will require much expenditure to eliminate it. I do not think the present amount of railway noise would create a serious problem at Elder Park site, but after the underground railway has been built there would be a very serious noise problem indeed. The costs involved in the Elder Park site and the Hindmarsh Square site compared with the cost involved in the Government House site should be seriously considered, because there must be some point at which extra expenditure cannot be incurred. The Premier should broaden his outlook and not say, "This is the decision—take it or leave it." The main criteria must be whether the artistic endeavours

carried on in the building may be facilitated or interfered with by the site chosen.

The Hon. R. S. HALL: The committee investigating the proposed site will consider what, if any, interference will be caused by a subway adjacent to the site. The Government's opposition to the Government House site is not political. It believes that a festival hall cannot be built in the area between the parade ground and Government House without doing lasting harm to the scenic views and the use that the public will make of the area in future. The member for Glenelg said that the parade ground should not be there and, no doubt, this is an argument on which various views can be espoused, but the fact remains that it is there. The Leader considered obtaining the parade ground for a festival hall site but found it a difficult problem. The parade ground is there and is likely to remain there for some considerable time. It is no use trying to justify using the Government House site by ignoring the existence of the parade ground. The Government House site may well be opened up for public use in the future, particularly if we reach the situation at present being experienced in Perth (deterioration of the structure and overcrowding, etc.). If the Governor's residence were eventually transferred to another site, would we desire the festival hall to occupy a large site in one of the most attractive open areas surrounding (indeed, closest to) Adelaide?

It is suggested that by using the Government House site no extra cost will be involved but the proponents of this site, in another breath, say that we should then establish Elder Park as park lands. While I do not wish to deny people the right to argue on this matter, I believe that many of the arguments raised have been without any real basis. Further, how do we know that, if there are serious noise and vibration problems emanating from a subway in front of the Elder Park site, the same situation will not occur concerning the Government House site? It has been said that people are not now attracted to the site behind Government House, but that has no bearing on the future development of the area. I think the Leader said that the parking area I envisaged to serve the festival hall on the Elder Park site would be where the Government Printing Office is situated, but that is not so. The plan I advanced envisaged parking for 100 cars where parking now, in fact, occurs on railway land, and parking for 400 or 500 cars west of the festival hall in an area that already exists.

It has been said that we would have to demolish the city baths to gain access to the festival hall, and I admit that this would affect the swimming clubs now using the baths. However, it is not necessary to demolish the baths in order to gain access to the festival hall. These are all arguments which the committee must properly examine; indeed, I am sure it will examine them. I reiterate the Government's attitude: it is not comparing the Elder Park site with the site at the rear of Government House, because it does not subscribe to the latter site. If the committee does not favourably report on the Elder Park site, the Government has no intention of promoting that site, and no pressure will be brought to bear on the committee to make any finding other than a factual one. The Government does not approve of the Government House site, purely because of the physical features involved, and not because of politics.

Mr. HUDSON: I would not speak now but for the pathetic argument the Premier has advanced in relation to these matters. I suggested to the Premier that his reason for not using the Government House site (namely, that it would spoil the view of the Torrens parade ground) was not worth anything in argument because the parade ground was not worth looking at anyway.

The Hon. Robin Millhouse: That depends on one's sense of values, doesn't it?

Mr. HUDSON: Yes, and I think that in this case my sense of values is much better than the Attorney-General's. Regarding the alienation of park lands, this is an alienation of park lands by the Commonwealth Government in relation to the parade ground, and I think that is a great pity indeed. The Premier was pinned down on the alienation of park lands when I suggested that if the Government House site were used extra park lands could be made available at Elder Park by taking over the Railways Institute building and the hostel. But he then chided me by saying that if that were done there would be no saving in cost. There is still a clear saving in cost by using the Government House site rather than the Elder Park site, first, because the sewer does not have to be relocated (the Premier's own estimate of that cost was \$50,000), and secondly, because the noise problem, whatever it is, will not be as bad at the Government House site as it would be at the Elder Park site. The problem of providing a concert hall, for example, which would be relatively noiseless, would be much

less expensive, to the tune of hundreds of thousands of dollars, at the Government House site than at the Elder Park site. It is sheer outrageous and pathetic nonsense for the Premier to suggest that there would be any saving in cost at the Elder Park site. He is completely and utterly wrong on that.

Regarding the possible use of the Government House grounds and the provision of a Governor's residence somewhere else, I would say that, if only we could build the festival hall on the Government House site, the sooner the Governor's residence would be shifted and the sooner it would be likely that these magnificent grounds could be thrown open to the general use and benefit of the people of Adelaide. I believe that what is currently motivating the Government in relation to the Government House site is some rather precious view of Royalty and the representatives of Royalty, that their prerogatives in no circumstances should be interfered with and that, in some way or other, if we used the Government House site and took part of the back yard of his Excellency the Governor (whoever he may be) we would be interfering with these prerogatives. I cannot see the Premier's argument about the cramping of the buildings. The Leader gave the lie to this by showing what cramping of buildings is involved in the Elder Park site. It seems to be impossible to get from the Premier or from the Government (because I presume he speaks for his colleagues in this matter) any broad-minded approach: his approach is narrow-minded to the extreme, and I think this is a tragedy.

There is a reduction of \$1,500,000 in the Commonwealth-State Housing Agreement allocation. The reduced allocation to the trust of \$650,000 shows up in part in the reduction of almost 50 per cent in the rental-purchase buildings proposed for this year. The allocation of \$6,640,000 in 1967-68 has been reduced to \$3,400,000 this financial year, and the reduction in the sale house programme, although not as great as that in the rental-purchase scheme, is still substantial. If the trust builds one fewer house for sale, it does not necessarily follow that an additional house will be built by another contractor, because the sources of finance available for purchasers from the trust on second mortgage are not available for purchasers of houses built by other contractors.

I am appalled at the Treasurer's failure to make any effective statement about the halving of the rental-purchase programme. Has the

programme not functioned properly? Why has the trust virtually halved its planned programme for rental-purchase building, presumably with the Treasurer's approval?

Mr. HUGHES: It seems that the Premier would oppose any festival hall site suggested by the Labor Party. I have taken sufficient interest in this matter to obtain the opinions of the people of Wallaroo about where the hall should be built. I have supported the proposal to build a festival hall from the time the project was first mentioned. I have taken the trouble to get the opinion not only of many people in the Wallaroo District but also of people in various other parts of the State, and the majority say that the performing arts centre should be where Government House now stands. This subject concerns all the people of this State, because all the people will be contributing towards the cost. Honourable members would be surprised at the interest that has been taken in this matter by country people. Interest in art and culture is just as evident in the country as it is in the city. The Premier said that, if Government House were removed from its present site, the land would be used for recreational purposes. What better recreational purpose could there be than to provide a festival hall? All cultural activities are grouped together along North Terrace.

I do not think the Elder Park site is suitable. Some weeks ago, long before the Premier suggested it, the member for Barossa (Mrs. Byrne) said she thought Elder Park would be a good site, but I do not agree with her. The Leader of the Opposition and the member for Glenelg (Mr. Hudson) have already given good reasons why a festival hall should not be built there. If it were built there, I believe it would be necessary to remove the City Baths. The Premier has admitted that the Government House site has one of the best scenic views in Adelaide, but because the Leader of the Opposition suggested this site the Premier would not agree to it. If the Premier had read the expert's report there would be no further argument and the Government House site would have been selected. Because so many sites have been suggested, mistakes could be made, and perhaps the people who suggested these various sites should now consider and adopt the suggestions made by Mr. DeGaetani. I will not support the building of a festival hall alongside the railway station. The only contribution Government members are prepared to make to this debate is by way of snide interjection. They know that only

one site is acceptable to the people of South Australia. If it is not possible to use the site where Government House now stands and to build another Governor's residence elsewhere, let us use the site at the rear of Government House where ample room exists for a performing arts centre.

Mr. McANANEY: Members of the Select Committee, which inquired into the festival hall several years ago and on which the member for Adelaide and I served, were in favour of using the site on railway land that is now suggested, but we were told that the Railways Commissioner would not relinquish any of that land, and that is why the North Adelaide site was considered.

Mr. Broomhill: Would you have been experts on that committee?

Mr. McANANEY: When such a committee is considering various sites, it invites experts to give evidence in connection therewith. I think that the site now proposed by the Government is a good one and a site of which South Australia would be proud. The proposal raised by the member for Glenelg and his argument concerning cost would involve just as much money as any other proposal would involve and there would be just as much noise associated with his proposal as with any other. Evidence was given to the committee by a professor of music from the university, and we had information about all other aspects involved. Most members of the committee thought the site suggested was the best site possible.

Mr. CASEY: In refusing even to consider the site chosen by the former Government, I believe the Premier has been greatly influenced by the Adelaide City Council, which believes the existing Government House should be preserved. I think the time is coming (it may be 10 or 15 years hence) when Governors will no longer be a part of the system in South Australia. A former Adelaide city councillor has told me that the council believes that Government House will eventually become a type of cultural art centre, an addition to the present art gallery, or something of that sort. Any site in Adelaide other than Government House would satisfy the council. I know that younger councillors favour the Government House site, but they are in the minority. The site chosen by the previous Government overcomes all conceivable problems and is suitable to members on this side and most members on the other side, although Government members have been instructed that they are not to favour that site.

Not many country people would make special trips to the city to attend performances in a festival hall. Country people have told me that they would have gone to many of the performances at the Festival of Arts in recent years if the prices were lower. Her Majesty's Theatre is not able to function as a live artist theatre for the whole year at present. The building of a festival hall will create problems of maintenance. Where will the finance come from? All these things have to be considered.

Mr. Riches: What functions do you consider would be held in the festival hall?

Mr. CASEY: I would say that the opera and the ballet and that sort of entertainment would be quite suitable for a festival hall. I think any site that was nowhere near Government House or any part of Government House grounds would be suitable to the Adelaide City Council. It has already had three bites of the cherry: Carclew, Hindmarsh Square, and now the site of the old Cheer-Up Hut. I think the City Council will have the final say in this matter, because it does not want any further alienation of the park lands.

Mr. Hudson: No alienation of the park lands would necessarily be involved in a site at the rear of Government House.

Mr. CASEY: At present there is ample room there, but we must try to visualize the thinking of the City Council on this matter. It does not want this area interfered with in any way because it has plans for it. It wants to leave that area just as it is and probably later to make it a cultural arts centre, to incorporate it with the Art Gallery, or perhaps to leave it as a wide open space for people to stroll around at mid-day or on sunny afternoons. That sounds very good indeed. However, I consider that a festival hall in the corner would not spoil that area at all, for there would be plenty of room there. As one walks along North Terrace one can see that the buildings there are rather close together, and I think that far from spoiling the appearance of the city in any way they have added a particular lustre to the terrace.

I maintain that the Premier's whole thinking on this matter has been influenced by the opinion of the Adelaide City Council. While I am sure that some of the younger councillors agree that the best site for the festival hall would be the Government House grounds, I think the older members of the council would do everything in their power to prevent the hall being built in that area and that in order to get the hall built they would be satisfied



with any other site within reasonable distance of the centre of the city.

Mr. HUDSON: Will the Treasurer say why the provision for Housing Trust rental-purchase houses has been reduced from \$6,640,000 last year to \$3,400,000 this year?

The Hon. G. G. PEARSON: The honourable member would be well aware that some sort of Solomon's judgment has to be exercised as to what is a reasonable programme in the circumstances. In view of the housing position as we saw it when the Estimates were prepared, the proposed allocation appeared to be reasonable. The honourable member might not agree with this view, but it was a matter of judgment when the decision was made. I am prepared to take the knock if the judgment proves wrong.

Mr. HUDSON: Since there has been such a substantial alteration in the pattern of the Housing Trust programme, will the Treasurer obtain from the Housing Trust a report stating in what way the rental-purchase programme has not lived up to expectations? I do not accept the view that it was just a matter of judgment at a point of time. Something must have gone radically wrong with the programme.

The Hon. G. G. PEARSON: I shall be happy to do that. I do not, however, accept the honourable member's hypothesis that something has gone radically wrong. The honourable member frequently takes this posture on such matters.

Line passed.

Miscellaneous, \$1,109,000—passed.

Grand total, \$91,640,000, passed and Committee's resolution adopted by the House.

#### PUBLIC PURPOSES LOAN BILL

The Hon. G. G. PEARSON (Treasurer) obtained leave and introduced a Bill for an Act to authorize the Treasurer to borrow and expend moneys for public works and purposes and to enact other provisions incidental thereto. Read a first time.

The Hon. G. G. PEARSON: I move:

*That this Bill be now read a second time.*

I thank members for the attention given to the Loan Estimates and for enabling me to explain this Bill now. It appropriates the moneys required for the purposes detailed in the Loan Estimates, which members have considered. Clause 3 defines the Loan Fund. Clause 4 provides for borrowing by the Treasurer of \$77,840,000. This is the amount

of South Australia's allocation for works and purposes arranged at the June, 1968, meeting of Loan Council.

Clause 5 provides for the expenditure of \$91,640,000 on the undertakings set out in the First Schedule. Subclauses (1), (2) and (3) are in the same form as in previous years. Subclause (4) has been added simply to clarify a point which has always applied but which has caused a little confusion from time to time. Its wording has been taken directly from the Appropriation Act, which deals with the expenditure of moneys from Revenue Account. In spending moneys from Revenue Account the Treasurer has not only the appropriation given by the Appropriation Act itself but also the appropriation given by certain other special Acts such as the Constitution Act, the Highways Act, the Superannuation Act, etc., and the appropriation given by the Governor's Appropriation Fund. A clause in the Appropriation Act makes it clear that the appropriation being given is in addition to any other appropriation properly given by law.

A similar situation applies to expenditure from Loan Account. The Treasurer has not only the appropriation given by the Public Purposes Loan Act but also appropriation given by special Acts from time to time and the appropriation given by warrants issued by the Governor under the provisions of section 32b of the Public Finance Act. It is rather rare for special Act appropriation to be called on to authorize Loan expenditures. As Treasurer I intend to continue the practice of including in the Loan Estimates and the First Schedule to the Public Purposes Loan Bill all probable commitments known to the Government at the beginning of the year, whether or not appropriation may be contained in some other Act. However, if a new purpose were authorized during the year by Parliament in an Act containing special appropriation, and expenditures had to be made at short notice, the appropriation authority in the special Act itself would be the logical source to use.

On the other hand, the use of warrants under section 32b of the Public Finance Act to give appropriation for properly approved purposes, the existence or the extent of which was not known at the time of framing the Loan Estimates, is common. Seldom a year goes by without such use of warrants. Accordingly, it seems desirable to have in the Public Purposes Loan Bill a provision, such as in clause 5 (4), to make it clear that there are other proper appropriations. Appendix III of the

Treasurer's statement of the Loan Estimates gives information about sources of appropriation used in 1967-68, including transfers by the Treasurer pursuant to clause 5 (3). Clause 6 authorizes certain advances made during 1967-68 for the undertakings set out in the Second Schedule. This ratification is required to be included in the Public Purposes Loan Bill next brought before the House after warrants have been issued by the Governor pursuant to section 32b of the Public Finance Act. This is one of the additional forms of appropriation to which I referred a moment ago.

Clause 7 of this Bill provides for borrowing and payment of an amount to cover any discounts, charges, and expenses incurred in connection with borrowing for the purposes of this Bill. Clause 8 makes provision for temporary finance if the moneys in the Loan Fund are insufficient for the purposes of this Bill. Clause 9 authorizes the borrowing and the issue of \$30,000,000 for the purpose of financing Loan undertakings in the early part of next financial year until the Public Purposes Loan Bill for 1969 becomes effective. Clause 10 gives the Treasurer power to borrow against the issue of Treasury bills or by bank overdraft. The Treasurer possesses and may exercise this authority under other legislation, but it is desirable to make the authority specific year by year in the Public Purposes Loan Bill, as is done with other borrowing authority. Clause 11 deals with the duration of certain clauses to the Bill.

Clause 12 directs that all moneys received by the State under the Commonwealth Aid Roads Act shall be credited to a special account to be paid out as required for the purposes of that Act. I would point out that previously this clause provided that "The Treasurer shall on request of the Minister of Roads issue and pay", etc. This year the words "on the request of the Minister of Roads" have been taken out. No purpose appears to have been served by the words in past years, and this year, when part of the Commonwealth Aid Roads Act grants is to be used for fishing havens for which the Minister of Agriculture and the Minister of Marine have the responsibility, it seems inappropriate to continue to have the Minister of Roads and Transport request the Treasurer to take action. Clause 13 provides for this Bill to operate as from July 1, 1968. I commend the Bill for consideration of members.

The Hon. D. A. DUNSTAN (Leader of the Opposition): The Treasurer let me have the second reading explanation and a copy of the Bill a little while ago. I have had an opportunity to examine it, and there are only two amendments to the normal form of Public Purposes Loan Bills previously passed by this House. I think both these amendments are advantageous, and I support the Bill.

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

#### ADJOURNMENT

At 1.15 a.m. the House adjourned until Wednesday, September 4, at 2 p.m.