

HOUSE OF ASSEMBLY

Tuesday, July 22, 1969

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

PETITION: FLUORIDATION

Mr. BURDON presented a petition signed by 4,536 electors of Mount Gambier and Millicent. It stated that the residents viewed with concern and alarm the proposal to fluoridate the Blue Lake water supply, regarding this as a violation of the rights of the individual. The residents strongly opposed the treatment of the water supply for the purpose of mass medication and prayed that the House would take appropriate action to prevent the fluoridation of this water supply.

Received and read.

PETITION: POTATO REGULATIONS

Mr. McANANEY presented a petition signed by 162 registered potato growers alleging that regulations made under the Potato Marketing Act on May 22, 1969, would preclude any person from perusing board documents and records (unless given permission by resolution of the board) and respectfully praying that regulations 3 and 4 be disallowed.

Received and read.

PETITION: WHEAT STORAGE

Mr. CORCORAN presented a petition signed by 642 House of Assembly electors stating that the Minister of Agriculture and the Board of Directors of South Australian Co-operative Bulk Handling Limited had announced that carry-over storage would be erected at Ardrossan, which town was not connected by rail to country receival silos. The petition stated that in the interests of the electors of this State the transfer of grain from country receival silos to the carry-over storage should be by the South Australian Railways and prayed that the House would take action to prevent the erection of carry-over storage at Ardrossan and direct that it be transferred to Wallaroo, and order an immediate investigation into the action of the board of directors of the co-operative for acting contrary to the best interests of its shareholders.

Received and read.

QUESTIONS

CELLULOSE AUSTRALIA LIMITED

Mr. CORCORAN: I noticed that a newspaper report of, I think, last week stated that Australian Paper Manufacturers Limited now owned 86 per cent of the shares in Cellulose

Australia Limited. Can the Treasurer say whether, following the publication of this report, any further negotiations have taken place between him or his officers and the directors concerned, and whether any decision has been made by the Government regarding its 12 per cent holding in Cellulose Australia Limited?

The Hon. G. G. PEARSON: On July 18 I made a statement to the press on this matter, and that is probably the one to which the honourable member has referred. Earlier I had intimated to the press that the Government would be careful not to indicate its views on the conversion offer until the general body of shareholders had had an opportunity to consider the matter and indicate their attitude. This was done so as to refrain from offering any lead or in any way inhibiting the ordinary shareholders in expressing their attitude to the conversion offer. It was considered that, because of its shareholding, an indication of the Government's attitude would possibly introduce some bias into the matter, so the Government carefully refrained from expressing any point of view.

However, the general body of shareholders progressively indicated a desire to accept the conversion offer, and the percentage of acceptances so increased that it was evident that the main body of shareholders desired to accept. When shares covered by acceptances had reached a significant proportion (I think more than 70 per cent) of the total shares, the Government indicated that it was prepared to accept the conversion offer. That information was given to the directors of A.P.M. and, with the inclusion of the Government's 12 per cent shareholding, the shares offered for conversion reached, I think, about 86 per cent of the total. I understand that further conversion offers have been accepted, so the present position is that the Government has told the company that it will convert its shares to A.P.M. shares and accept the conversion offer.

The Government does not intend to continue to be a shareholder in the A.P.M. company indefinitely. The number of shares that it would hold in the new company would be a small percentage (I think about one in 150 or 160) of the total shareholding. Therefore, even if it wished, the Government could not exercise any influence in the affairs of the company, and it therefore does not desire to be a shareholder indefinitely. Placing the whole of its shareholding on the market would affect the market, and the Government has no desire to depress the market or in any way influence it. However, if a good offer

to purchase its block of shares is made, the Government will consider it. Some offers have already been received.

Mr. CORCORAN: I understood from the press statement that the 86 per cent of the shares now held by A.P.M. did not include the 12 per cent owned by the Government. The Treasurer has explained that this is not correct. He also said that the Government intended if possible to sell the shares it now held or had converted to A.P.M. shares. Can he say whether any effort has been made to purchase these shares and, if it has, what is the condition of the offer?

The Hon. G. G. PEARSON: I think the confusion about the percentage of shares or shareholders may have arisen because there is a difference between the number of shareholders and the number of actual shares. In fact, the percentage of shareholders offering to convert was rather more than the percentage of shares, so this could have caused confusion in the minds of press reporters, although the statement I made to them was quite clear on this point, and referred to the number of shareholders. As I told the honourable member earlier, the Government had received some offers for its shares, included in those offers being an opportunity to exercise an option today in regard to a certain offer. The Under Treasurer, having been given certain instructions regarding the matter, telephoned me a little while ago to say he had considered all offers received up to the time he had to exercise the option and had thereupon agreed that the Government's shares should be sold in accordance with the best offer he had received this morning.

Mr. Corcoran: Have you any details of the offer?

The Hon. G. G. PEARSON: I would prefer not to disclose details of the offer at this stage, but it was the best offer received for the block of shares up until the option expired today.

UNEMPLOYMENT

The Hon. B. H. TEUSNER: Since the last sitting of this House on July 3, the Commonwealth Minister for Labour and National Service has made a statement about the employment position in the various States. Will the Premier comment on that and give any further information he has about the present employment position in South Australia?

The Hon. R. S. HALL: The employment situation in South Australia has continued to improve, a fact that bears out the Govern-

ment's contention that South Australia has recovered substantially from the recession it experienced over the last several years. In fact, the new industries now starting to function in South Australia are placing on the employment situation demands which the community is finding difficult to meet. On inquiring, I ascertained that the response to a recent advertisement from a firm outside this State calling for carpenters was almost negligible. During June, the number of persons registered as unemployed in South Australia and the Northern Territory fell by 444 to 6,300. This meant that unemployment was 24.6 per cent lower than in June, 1968. South Australia's percentage of the work force unemployed fell from 1.34 per cent to 1.25 per cent, while Australia's comparable change was smaller (from 1.10 per cent to 1.07 per cent). South Australia, which as recently as May 1968 had the most severe unemployment of the six States, now ranks fourth, well clear of Queensland (1.55 per cent) and of Tasmania (1.38 per cent).

Vacancies registered in South Australia (plus Northern Territory) rose by 215 to 2,561, whereas a fall had occurred during the June months in 1966, 1967 and 1968. Seasonally adjusted, the vacancies available figure is the highest since October, 1965. June, 1969, vacancies in South Australia were 61 per cent higher than they were a year before. The number of people on unemployment benefit in this State fell slightly in June and, at 1,959 persons, was 43.7 per cent lower than in June, 1968.

These figures give the Government much satisfaction, and I believe they indicate that we have reached a situation which is for all practical purposes one of full employment in regard to many industries. As I have said, it is becoming difficult to obtain employees for industry. Indeed, I would say that, by these figures, the Government's policy of new determination in industrial development has been shown to be paying off handsomely.

ENFIELD INDUSTRIES

Mr. JENNINGS: Has the Minister of Labour and Industry a reply to the question I asked at the beginning of the session about the nuisance occurring to residents in my district as a result of the operations of Bradford Kendall Limited and Stewarts and Lloyds (Australia) Proprietary Limited?

The Hon. J. W. H. COUMBE: An investigation has been made regarding complaints received from residents in the Kilburn

district about noise being generated in the factory of Bradford Kendall Limited and also about the emission of a dust nuisance from Stewarts and Lloyds Proprietary Limited. Three factories in the area, nominated by residents as the worst offenders, were inspected. First, Stewarts and Lloyds fitted new spark and dust arresters to three blast furnace flues in 1966, but the burning of gases at the outlets cannot be avoided. Secondly, S.A. Enamels Sales Proprietary Limited has agreed to install a dust extractor, but it has not yet been fitted.

Thirdly, advice from the Public Health Department indicates that the department in conjunction with the Enfield City Council is investigating the noise problem with the compressor at Bradford Kendall Limited. Modifications being made to the compressor to ensure quieter operation have not yet been completed. A further suggestion is that the compressor house could be sound-proofed and a spark arrester fitted to the furnace flue. As conditions within the factories are satisfactory and the cause of the complaints does not affect employees, no action can be taken under the Industrial Code 1967-1969. In these circumstances I have referred the complaint regarding noise at Bradford Kendall Limited to the Minister of Health, under whose jurisdiction this matter comes.

POLICE SUPERANNUATION

Mr. WARDLE: Has the Premier a reply to my recent question about superannuation for members of the Police Force?

The Hon. R. S. HALL: The matter of superannuation for members of the Police Force is at present under discussion between the Chief Secretary and the Public Actuary, and a decision will be made as soon as possible.

TEACHER SHORTAGE

The Hon. C. D. HUTCHENS: I noticed in the *News* of July 17, under a photograph of the smiling Minister of Education, that students at the Findon High School engaged on Matriculation studies had been forced into classes of 80 for mathematics, 72 for physics and 75 for chemistry. The Minister was quoted as saying:

However, suggestions are being made that this 80 or so students to a class position exists in many other South Australian schools. It does not.

No doubt, the Minister was saying that there were no other schools as unfortunate as Findon in respect to sizes of class. While I accept

this statement as being correct, I ask the Minister why the Findon teachers and students had been selected for such rotten treatment.

The Hon. JOYCE STEELE: I am glad that the honourable member has addressed this question to me because I would like to make clear the position regarding teacher shortages. The honourable member has asked me a specific question regarding the Findon High School, and I make the point that it was unfortunate that this problem occurred at that school. The facts were that, within a week, two science teachers resigned, and this meant that we had to group students in classes of this number to meet the situation. We were advertising at the time for secondary science teachers, being well aware of the situation. I am happy to say that appointments have now been made to the staff of the Findon school. We have never tried to disguise the fact that there are secondary teacher shortages, particularly in the field of science. This is a world-wide trend, and it is firmly established by facts that we have in our possession that teachers are not electing to enter science courses at our teachers colleges or in teachers colleges throughout the world. Indeed, there has been a considerable drop in the last few years in the number of teachers offering in this field.

Regarding Matriculation classes, we have in the past, in an endeavour to secure more highly qualified graduates, given student teachers an extra honours year. This engenders in them an interest in research, and they often want to teach in tertiary institutions or go into other occupations. However, regarding other occupations, there has been some criticism that we have been losing many of this kind of teacher to industry and commerce. This year we have had an unusual number of resignations from the teaching service, and I think it may be of interest to give a breakdown of the 237 who left between January 1 and about May 15. Of this number, 57 women resigned because of home responsibilities. In many instances, I believe some women come back to the teaching profession because they want to buy something special for the home, because of family responsibilities, or because they want to contribute in some special way to improved home conditions. Having come back to teaching for one of those reasons, and having attained their objective, many of them then resign. Of the 237 to whom I have referred, 41 resigned because they were pregnant, 19 because they were too ill to carry on and

therefore resigned for health reasons, and 103 because they wanted to travel interstate or overseas. There is nothing we can do to stop people from travelling, particularly in an affluent society such as we have today when young people, having qualified very well from our teachers colleges where they have received a first-class tertiary education, and having served the term of their bond, want to go overseas. Of course, hundreds are doing this at present.

Only 17 said they were leaving to look for alternative work (and bear in mind they do not have to give reasons for resigning). I do not know whether there are any other interesting facts I can give the honourable member of reasons why we have this teacher shortage. We cannot go out and just pull teachers out of thin air. We have not had the number of people coming in off the street, people who are perhaps travelling around the world, and want to stay in South Australia a little while. Because of the slow-down in the inflow of migrants to South Australia in recent years we have had fewer than usual teachers enlisting from amongst the migrant population. As at June 6, 1969, 400 teachers were on leave for study, long service leave and other purposes, 100 were having babies, 102 doing national service training, and most of the rest were studying either in Australia or overseas. I think I have given a number of reasons to the honourable member for the fact that we have a teacher shortage in South Australia. To make a final comment, I point out that it is rather interesting to note that about 23 per cent of all fifth-year secondary students each year enters teachers colleges. Were we to try to induce substantial numbers more to enter, then the consequences in the other professions would be severe.

Mr. BROOMHILL: Naturally, concerned parents have approached me about this matter. While I believe that the Minister has answered the member for Hindmarsh effectively by pointing out that she is aware of the problem, I must confess that I am not satisfied with the final solutions she has advanced. The Findon High School is a large school with 1,400 pupils and 63 teachers, some of whom are part-time teachers. Apart from having three classes each with well over 70 students, there is the problem at this school of class averages of 40 students, and I believe the Minister would agree that this was too high. I was interested recently to read

the Minister's comments in the *News* when, referring to the Findon High School, she said, "Findon is an unusual problem. It is only temporary." I, and the parents concerned, would like to know from the Minister how temporary she thinks this problem is and how soon she believes that the defect will be corrected.

The Hon. JOYCE STEELE: I think I said in answer to the member for Hindmarsh that the department had called applications for science teachers, and I understand two have been appointed this week to the Findon High School. The honourable member referred to an average at Findon of 40 pupils. I have had a survey made regarding this matter, and it applies not only to Findon but to matriculation classes in South Australian schools generally, and the average matriculation class size is 25. Further, 11 per cent of matriculation classes have fewer than 10 pupils. As the honourable member will realize, this includes country schools, and I point out that pressure from the country areas for matriculation courses accounts for much of the use of teachers in these small classes. I think it may be of interest to the House to note that 83 per cent of the matriculation classes is taught by university graduates, and this applies equally in country schools as in metropolitan schools and in technical high schools as in high schools. At present, 4,000 students are in training in our teachers colleges, and this supports a teaching staff in the schools of over 9,000. In fact, the proportion in South Australia is better than it is in any other State in the Commonwealth.

Classes in the fourth and fifth secondary years are larger than we would like them to be, and the number of students in some is over 40. However, I repeat that the average matriculation class size in South Australian schools is 25, and we are doing everything we can to attract into our teachers colleges student teachers who will undertake science courses. As members may be aware, I recently announced increased student allowances, and these include some new allowances, such as graduate allowances and mature age allowances. This has been done with the express intention of drawing better qualified students into our teachers colleges.

I have also announced another scheme that will attract more married women into the colleges, and there will be a plan next year aimed at balancing the intake of arts and science course students into our teachers colleges. The procedure will be that as soon

as we have filled our known requirement of teachers in the arts courses, we will say, "We have no more arts courses available, but we will offer you a science course." Although we do not direct students, we are establishing this method of trying to balance the intake of student teachers coming into our teachers colleges next year with the express intention of providing more teachers in the secondary science stream.

PORT GILES

Mr. FERGUSON: Has the Minister of Works a reply to my recent question about the completion schedule for work at Port Giles?

The Hon. J. W. H. COUMBE: The completion date for the installation of bulk handling facilities at Port Giles is set for May 1, 1970, the work being up to schedule.

CIGARETTES

Mr. LAWN: Has the Premier any further information in reply to my recent question about the Health Ministers' Conference and about the labelling on cigarette packets, etc., of the nicotine and tar content?

The Hon. R. S. HALL: As the answer to that question is not in my file, I will obtain it for the honourable member tomorrow. The honourable member will realize that, as an announcement has been made by the Minister of Health on this matter, the Government's attitude is fairly clear at the moment.

Later:

Mr. LAWN: Has the Premier a reply to my question of July 2 regarding cigarette smoking?

The Hon. R. S. HALL: I am sorry that I could not give the honourable member a complete answer when he asked his previous question. An interim answer was put into my folder prior to the Government's announcing that it would legislate with regard to a warning on cigarette packages. For that reason, I extracted it from the folder and did not have it to give to the honourable member. The Minister of Health has announced (and this is public property) that the Government will legislate so that packages of cigarettes must carry a standard warning that is supported by at least five Australian Governments. If the House passes this legislation, it will be mandatory that a warning be contained on cigarette and tobacco packages. The suggested warning is that "smoking is a health hazard". Also, the Government has decided to institute an education programme in the community, aimed mainly at schools, to achieve a better under-

standing of the dangers of smoking. The details have not been worked out, and the responsibility for it so far is with the Minister of Health, who is examining it. At least five States agreed at the Health Ministers' Conference in South Australia that they would present to their Parliaments legislation which would provide that a warning must be printed on packages of cigarettes. Further, the South Australian Government will institute an education programme, which one or two other States are also following.

DELIVERY VAN

Mr. GILES: Has the Premier a reply to my recent question about the lack of protection for drivers of certain forward control vehicles?

The Hon. R. S. HALL: Statistics relating to the safety or otherwise of bakers' delivery-type vans are not readily available from the accident data collected in this State. As these vehicles constitute only a small proportion of the vehicle population, the chance of these vehicles being involved in an accident is relatively small. There is, however, no doubt that when they are involved in a head-on-type collision at speed, the occupants would be vulnerable to severe injury owing to the collapsing of the forward cab section. A national committee, known as the A.M.V.A.D. Panel, has been set up to investigate the design of motor vehicles in Australia, and also to prescribe certain safety standards with which motor vehicle manufacturers will be required to comply in order to sell motor vehicles in Australia. It is intended to refer this matter to the panel for investigation.

WHYALLA HOSPITAL

The Hon. R. R. LOVEDAY: Has the Premier a reply to my recent question about an assurance in respect to accrued leave for Whyalla Hospital employees?

The Hon. R. S. HALL: By proclamation printed in the *Government Gazette* dated June 19, 1969, the Whyalla Hospital is deemed to be an organization for the purposes of section 99 of the Public Service Act, 1967-1968. This ensures that long service and sick leave entitlements of all employees are preserved.

EUDUNDA SCHOOL

Mr. FREEBAIRN: I have asked the Minister of Education a question regarding the turn-around at the Eudunda Area School, and the Minister has been good enough to let me know she has some information on the matter. I should appreciate her giving me that answer.

The Hon. JOYCE STEELE: I have now been informed that arrangements have been made with the District Council of Eudunda to widen portion of the roadway adjacent to the school to form a bus turn-around. This work has been completed within the last few days. In addition, the district council is preparing an estimate of the cost of forming a parking area and additional playing areas (to be grassed). When the estimate is received and if considered satisfactory, funds will be sought by the Public Buildings Department for the placing of an order on the council to carry out the work.

PARAPLEGICS

Mrs. BYRNE: The Premier will be aware of publicity given to the request of the South Australian Paraplegics Association to the Adelaide City Council (and I quote from the *Advertiser* of April 1, 1969) "to let about 30 paraplegics park without restriction at kerbs". Later, the *Advertiser* of April 19, 1969, reported the Town Clerk (Mr. R. W. Arland) as follows:

Applications were being called for parking permits for physically handicapped people. . . . It was proposed to issue the permits from June 1. Two spaces in each of the City Council's car parks would be reserved for use by the disabled. It was intended to issue 30 permits annually on the recommendation of the council's medical officer of health. Permit holders would be given tokens authorizing them to park in any of these spaces, not exceeding a total of 13 times each quarter-year.

It will be seen from that statement that the permits to be issued were of limited application for the City Council's car parks, whereas the request sought the right for paraplegics to have on-street parking without restriction at kerbs near their destinations. Although the concession already granted by the council to physically handicapped people is appreciated, a constituent similarly affected has drawn my attention to the impracticability in some cases of paraplegics being able to take advantage of this benefit, because of the position of the council's car parks in relation to that of their employment. I refer to the plight of those people who find it impossible to use public transport and who are in wheelchairs, and those who are only able to walk short distances with the aid of a walking stick. It is desirable that these people should not have to cross busy roads where there are no traffic lights, as well as that they should not be delayed in inclement weather. The Premier would know of the difficulty experienced by

physically handicapped people in obtaining employment, and my constituent was unemployed for 12 months. Some paraplegics depend on city parking for their livelihood (I am reliably informed that about eight people are involved), and it is desirable from a personal, family, and community viewpoint that they retain their positions. Can the Premier say whether the Government has been approached about this matter and, if it has, has any action been taken or contemplated?

The Hon. R. S. HALL: I was approached some months ago concerning this matter, both on an individual basis and collectively on behalf of several people involved. I made representations to the City Council concerning it and received what I think is the final reply a few days ago. I will obtain that reply and read it to the honourable member either tomorrow or on the following day.

MAIL SERVICES

Mr. VENNING: Has the Attorney-General received from the Minister of Roads and Transport a reply to my recent question concerning mail services in the northern part of the State?

The Hon. ROBIN MILLHOUSE: The Postal Department have been gradually changing to using road conveyances for the early morning dispatches where an improved mail service could be provided. As from July 1, 1969, there has been a further discontinuation of rail transport of mails to northern towns, and it is obvious that the policy of the Postal Department is to provide road transport when economic factors and earlier delivery demonstrate an advantage compared with rail transport, although the withdrawal of rail passenger services on lines to Moonta, Angaston, and Quorn, and the Peterborough to Port Pirie line, has had a significant influence in this matter.

TEACHERS COLLEGES

Mr. CLARK: Before the recent adjournment of the House I had sought information from the Minister of Works concerning the progress of the new Salisbury Teachers College. As I have heard some rather disquieting rumours about the progress of this college, has the Minister a reply to my question?

The Hon. J. W. H. COUNBE: Following my comment when the honourable member asked his question I have gone into this matter further, and I am able to give him a

reply in respect of both the Bedford Park and Salisbury teachers colleges concerning the dates of completion. Work on the erection of stage two of the Bedford Park Teachers College, involving an administration and assembly block, gymnasium, etc., is proceeding in accordance with the construction programme. It is expected that the work will be completed for the 1970 school year, as scheduled.

The construction of the Salisbury Teachers College is programmed to be completed in two parts. It is currently expected that Block No. 1 will become available towards the end of this calendar year in time for the 1970 school year, and that the remaining buildings will be completed by mid-1970. The Education Department has been informed of the dates for the expected completion of the buildings.

INTEREST RATES

Mr. McANANEY: As the bond rate has risen from 5.4 per cent to 6 per cent, and as this rise would have an effect on the interest rates charged on housing can the Treasurer say what the present lending rates of existing Government instrumentalities are?

The Hon. G. G. PEARSON: As the House is aware, after the recent Loan Council sittings the Commonwealth Government announced that it intended to increase the general bond rate from 5.4 per cent to 6 per cent. As the honourable member said, this has had repercussions throughout the whole of the financial structure and it does have an effect on interest rates that will be borne by applicants for housing finance. As he said the rate increased by .6 per cent, but the Government has decided not to pass on to borrowers the full amount of the increase. The rates that have been fixed from the commencement of the operation of the new bond rate will be as follows: Loans under the Advances for Homes Act (that is, mainly advances which were previously at the rate of 5.75 per cent) increase only to 6 per cent. In this category the increase will be .25 per cent only instead of the full .6 per cent, which would be the equivalent increase in the bond rate. In the Home Builders Account, which is the money provided under the Commonwealth-State Housing Agreement and which has traditionally been at a discount of 1 per cent below the normal bond rate, that money was previously processed and passed on to borrowers at 5.5 per cent. It will now go to 6 per cent, which again is an increase of .5 per cent rather than an increase of .6 per cent as

might have been expected. This saving in the administration costs, or the reduction in the administrative margin, means that it will reduce the cost to borrowers, as the reduction will mean a significant saving over the period of a long-term loan.

WAGE PAYMENT

Mr. RYAN: Has the Minister of Works a reply to the question I asked some weeks ago concerning the alteration of pay days for daily-paid Government employees so that they may be paid on the Wednesday rather than the Thursday immediately preceding a public holiday occurring on a Friday?

The Hon. J. W. H. COUMBE: I have prepared a detailed reply for the honourable member in order to explain the position to him. The arrangement made for payment to weekly-paid Government employees is set out for the Public Buildings Department and the Engineering and Water Supply Department (as the honourable member did not indicate the departments concerned), because other major departments such as Highways, Marine and Harbours, and Hospitals Departments do not normally pay employees on a Thursday.

Public Buildings Department: Normal pay arrangements for daily-paid employees provide for three alternatives for employees to obtain their wages, namely, by cheque posted on a Wednesday, by cash obtainable at Head Office on a Thursday from 7.45 a.m., or by delivery on the Thursday to certain centres of employ. Where a pay day is followed by a holiday on the Friday, arrangements are made to post wages cheques on the Tuesday instead of the normal Wednesday. The cheques in these cases should reach their destination and be available to the employee on the Wednesday. Should a shift worker desire that he be paid in this manner in these circumstances, then it is merely a matter of his making a notation to this effect on his time sheet. Last Easter, cash wages were paid on the Wednesday. It is considered that the existing practices of the department in paying wages are satisfactory and meet the varied requirements of all departmental employees.

Engineering and Water Supply Department: About 110 employees are engaged on shift work in the metropolitan area and wages are paid to these employees as follows:

- (a) Employees engaged on the 11 p.m. to 7 a.m. shift: these employees are paid soon after finishing work at their respective depots during the early visit by the

pay-cars. Consequently, they are able to take their pays home early on the Thursday morning.

- (b) Employees engaged on the 7 a.m. to 3 p.m. shift: these employees are paid at the same time as the day-labour employees and are able to take their pays home during Thursday afternoon.
- (c) Employees engaged on the 3 p.m. to 11 p.m. shift: these employees are also paid at the same time as the day-labour employees, but cannot take their pays home until late Thursday night.
- (d) Employees engaged on shift work but rostered off on the Thursday pay day: these employees who usually number less than 10 in the metropolitan area normally collect their pays from Head Office on the Wednesday or from their depot on the Thursday.

The same practice is adopted in country, regional and construction branch offices.

It is intended that, in relation to employees of the Engineering and Water Supply Department engaged on the afternoon shift on a Thursday pay day preceding a Friday public holiday, action will be taken to pay these wages on Wednesdays.

CEDUNA WATER SUPPLY

Mr. EDWARDS: Some constituents in the Ceduna area have asked me to request that consideration be given to building a large water storage tank in a suitable place to serve the Ceduna area, particularly during the summer months, when the present supply is not adequate. It has been suggested that the storage be built in the hundred of Goode. Will the Minister of Works consider whether it is possible to build a storage tank in that area as soon as possible?

The Hon. J. W. H. COUMBE: I will consider the honourable member's suggestion.

PUBLIC SERVICE EMPLOYEES

Mr. HUDSON: I do not know to whom I should address my question. On July 1, I asked the Premier a question about changes published in the *Government Gazette* of May 15, which excluded a number of deputy heads of departments and second line management public servants from the jurisdiction of the Public Service Arbitrator. As I now have a note from the Minister of Labour and Industry stating that he has a reply for me, I presume he is the one to whom I should now direct the question.

The Hon. J. W. H. COUMBE: I have a reply for the honourable member. Before the Public Service Arbitration Bill was introduced into Parliament last year I discussed with the

General Secretary and Assistant Secretary of the Public Service Association the clause which enabled a proclamation to be made excluding offices from the jurisdiction of the Public Service Arbitrator. In March this year I advised that association of the proposal to exclude certain positions from the arbitrator's jurisdiction, by proclamation, and invited the association's comments. In future, the salaries of these senior offices will be determined by the Public Service Board and there is no reason why the occupants of those offices should suffer as a result of the proclamation. The level of salaries of these positions cannot affect more junior officers in the Public Service, as the Act does not impose any limits on the salary which the Public Service Arbitrator may award. I, therefore, have no hesitation in giving the assurances which the honourable member sought.

AGRICULTURAL ADVISER

Mr. ARNOLD: Has the Minister of Lands a reply to my question about the appointment of an agricultural adviser at Renmark?

The Hon. D. N. BROOKMAN: The Minister of Agriculture states that applications for the position of District Horticultural Adviser, Renmark, closed on July 2 and that the vacancy should be filled soon. It is confidently expected that an experienced officer will be appointed.

HACK BRIDGE

Mr. EVANS: A weight limit of 10 tons is at present imposed on traffic using the Hack bridge, on the main Strathalbyn road on the other side of Mylor. A new bridge is to be constructed in the next 12 months but local residents, particularly carriers who have to deliver goods to Mylor and towns beyond, are concerned that they have to go to Mylor, then return to Aldgate, and then go to Hahndorf and back to Echunga, which adds about 10 miles or 12 miles to the length of the trip. As the limit is 10 tons and four vehicles can be on the bridge at the same time, giving an overall weight of 40 tons, is it possible to have a weight limit of 20 tons imposed, with the provision that only one vehicle should be on the bridge at one time? If not, can special permits be issued to people who live on the other side of the bridge and normally use the bridge, providing for a maximum weight of 20 tons on the bridge? Will the Attorney-General ask the Minister of Roads and Transport to consider this matter?

The Hon. ROBIN MILLHOUSE: I will make inquiries.

PRAWN FISHING

Mr. McKEE: My question refers to the prawn fishing industry in Spencer Gulf. I understand that from about the end of this month until the end of August is the spawning season for prawns. Because of the number of prawn fishing boats at present operating in Spencer Gulf, it is feared that the reproduction of prawns in this area may be seriously affected if protective steps are not taken in the spawning season. In view of the urgency involved, will the Minister of Lands ask the Minister of Agriculture to have the matter investigated as soon as possible?

The Hon. D. N. BROOKMAN: I will take up the matter but I am fairly sure that the reply will be that there is no great cause for alarm, because fairly stringent control is exercised by the Director of Fisheries, who is an experienced fishing research officer. I understand that this matter has been well considered, but I will get a detailed reply from the Minister as soon as possible.

CAR NUMBER PLATES

Mr. ALLEN: Has the Attorney-General obtained from the Minister of Roads and Transport a reply to the question I recently asked about car number plates?

The Hon. ROBIN MILLHOUSE: The new registration system which was introduced in January, 1967, brought with it innovations which promoted improvements in efficiency. In taking advantage of new methods of operation, including the principle of identifying a vehicle by the same number for its life, it was found necessary to cease the practice of allowing people to retain special numbers. It would not be possible to arrange for the issue and retention of special numbers without reverting to the old system, and this would be a retrograde step. Any extra revenue which might result from special numbers would be more than offset by loss of efficiency. None of the numbers mentioned in the honourable member's question could be made available in South Australia. The alphabetical range allotted for use in this State is from RAA to TZZ.

UNLEY PRIMARY SCHOOL

Mr. LANGLEY: Has the Minister of Works a reply to my recent question about when construction of the toilet block at the Unley Primary School will be completed?

The Hon. J. W. H. COUMBE: Construction on the new toilet block at this school is about 75 per cent completed and is scheduled for completion at the end of July, 1969.

SCHOOL CROSSINGS

Mr. HURST: Has the Attorney-General obtained from the Minister of Roads and Transport a reply to my previous question about school crossings?

The Hon. ROBIN MILLHOUSE: The Road Safety Council has in the past issued "stop" signs to schools free of charge. Other mandatory furnishings and markings of the crossings, that is, flashing lights, distinguishing posts and road lines, were supplied by the council concerned. Subsequently, the "stop" signs were also made mandatory inasmuch as their provision was a condition precedent to approval of a flashing light school crossing by the Road Traffic Board. It was felt that it was neither logical nor reasonable to strain its limited finances by supplying mandatory equipment, especially where the cost could be spread over the many councils concerned. Furthermore, most of them have the resources to fabricate the signs in their own workshops. Non-mandatory equipment such as "Children Crossing" flags and easily identifiable vests and arm bands are supplied to monitors, even though costs have risen considerably.

GRAIN

Mr. CASEY: Has the Premier a reply to the question I asked some time ago about the cost of grain handling in this State?

The Hon. R. S. HALL: The General Manager of South Australian Co-operative Bulk Handling Ltd, reports that all grain of the seasons 1967-68 and 1968-69 has not yet been cleared from the silo system and, until the whole of the stocks have been disposed of, final handling costs cannot be ascertained. However, for the 1966-67 season's crop, the bulk handling authority's costs (excluding ships' wharfage charges for use of the conveyor belt shipping systems provided by other concerns at ports) for the period November 1, 1966, to October 31, 1967, were 3.554c a bushel.

Mr. CASEY: I thank the Premier for getting me the answer to my previous question. Will he now ascertain for me what the Wheat Board pays a bushel to South Australian Co-operative Bulk Handling Limited for grain stored in the silos operated by the co-operative and also how much a bushel is paid by the Barley Board for its grain stored in silos?

The Hon. R. S. HALL: I shall be happy to obtain those figures to help the honourable member in whatever case he is preparing.

Mr. EVANS: Can the Premier say whether a member of the Industrial Development Branch by the name of Mr. Dean, who is at present overseas, will be investigating grain storage facilities in the United States and Canada?

The Hon. R. S. HALL: The Consulting Engineer for the Industrial Development Branch of my department is Mr. Dean, and he is one of the two Government Directors on the board of South Australian Co-operative Bulk Handling Limited. This officer is spending some time overseas on leave, and I have given approval for him to curtail two weeks of his leave and to carry out investigations into grain storage in Canada and in California. Both Canada and the United States have experienced surplus grain problems and have had to handle and store surplus grain in the last few years. As this is a problem currently being faced by the local wheat industry, it was thought that the experience of both Canadian and U.S. wheatgrowers would be a guide for Australian growers if they had to store grain on their properties after the next harvest (we would all hope that only a minimum storage would be involved and that as much as possible could be delivered). Mr. Dean will be able to gather information that will make a valuable contribution towards helping the co-operative in its relationship with farmers who may be experiencing problems in handling grain. I was happy to approve the two weeks' service that he will give in this way.

PINE PLANTINGS

Mr. BURDON: This morning I referred to the Minister of Forests a matter relating to purchases of seedling pine trees from Government nurseries. This resulted from a request I had received for a special rate for the private farming of pine trees on between four and five acres. I believe the ruling price is \$20 a thousand pines, and the request related to whether any finance was made available for the private planting of pine trees and to a concession price for those undertaking private tree farming. Has the Minister of Lands obtained a reply for me from the Minister of Forests?

The Hon. D. N. BROOKMAN: My colleague told me this morning that the honourable member wished to ask a question

today regarding concession rates for private purchasers of pinus radiata pine seedlings in large quantities. The ruling price for radiata pine seedlings is \$20 a thousand, but special rates are available to private purchasers on application to the Conservator of Forests for orders in excess of 20,000 plants.

TEACHERS' ALLOWANCES

Mr. RICHES: Yesterday I was invited to a meeting of teachers in the Port Augusta area who were very much agitated over rent increases and the refusal to grant area allowances. Following discussions, I undertook to ask the Minister of Education whether she could ascertain, first, the reason for the rent increases, and secondly, the basis on which the increases had been apportioned. I was told that some of the increases represented 35 per cent of the rent, scaled down to 25 per cent, which seems to have been the average increase. The teachers claimed that they would have protested strongly earlier had it not been that they had confidently expected that they would receive some relief in this matter by way of area allowance, which was under discussion. To their dismay, however, they have subsequently been told that this is to be denied them because the allowances do not start until 20 miles the other side of Port Augusta. They also claimed that they were promised rent concessions when they were sent into the country. They asked me to find out, if possible, whether the increases were based on the house value, the age of the house, the rent that was being paid for the house, the estimated cost of repairs, or some other factor. The Minister may not be able to give me the information today. If she cannot, I should be happy if she would get it for me.

The Hon. JOYCE STEELE: The question of increases in rents was a matter of Government policy and, of course, the Teachers Institute of South Australia has been told by me that teachers may appeal against the increases. If they do appeal, the grounds on which they appeal will be considered. So the answer to the first part of the question is that if teachers feel that they have grounds for appeal against the increase in rentals of their houses, they can submit their claims to the department for consideration. The matter of area allowances was referred to the Teachers Salaries Board, considered by it, and an award was made, although I do not have it with me today. The tribunal

comprises two members representing me, two representatives of the institute, and an independent Chairman, who is a judge of the Industrial Commission. As the award on locality allowances has been brought down by the tribunal, it would be improper of me to intervene in this matter. As I have said, I do not have a copy of the document with me today, so I cannot give the honourable member any details regarding it.

LEASES

Mr. NANKIVELL: My question relates to the circumstances that still exist in certain areas of the Murray Mallee, wherein there is an entailment of marginal leases to perpetual leases. This question was referred to me at Peebinga last week by a constituent of mine who has such a lease in his name, that is, a perpetual lease combined with a marginal lease that is presently operated as two units, one farmed by his son and the other by his son-in-law. I point out that there are similar instances where inevitably a division will be necessary to settle estates. Can the Minister say whether he is presently reviewing this matter? Alternatively, does he intend to review this matter and, if he does, when?

The Hon. D. N. BROOKMAN: No current investigation is being made of this matter, but I should be happy to review it. It would be an advantage if the honourable member would give me the details of the case he knows of, as that may help me in considering the whole matter.

INTAKES AND STORAGES

The Hon. B. H. TEUSNER: Can the Minister of Works say whether there has been any significant intake to the State reservoirs following the bountiful rains over the weekend, and also what quantity of water is at present held by the Warren reservoir, which I visited about a fortnight ago and was disturbed to see was not more than about one-fifth full? That reservoir has a capacity of 1,400,000,000 gallons and serves the Barossa Valley, Yorke Peninsula and the country *en route*.

The Hon. J. W. H. COUMBE: The Adelaide rainfall for this winter from May 1 has been 724 points compared with 830 points for the same period in 1968 and only 282 points in the drought year of 1967. The storage in the various metropolitan reservoirs at 8.30 a.m. this morning was 27,871,000,000 gallons compared with 26,997,000,000 gallons last year. The levels of metropolitan reservoirs generally are well up, with the exception of

Millbrook which is very low indeed. This is partly because of the run-off position but also because of construction now taking place on the Kangaroo Creek dam. It is hoped that before the winter is over construction of this dam, which is expected to be completed about the end of this calendar year, will be sufficient so that a small quantity of water can be impounded rather than allowed to go to waste. Some pumping has been taking place, and it was planned to begin pumping into the Millbrook reservoir this week. However, the rains that have fallen in the last couple of days will cause this programme to be reviewed. Unless we get heavier rains, it will be necessary to resume pumping shortly. It is interesting to note that during the winter the work on augmenting the pumps on the Mannum-Adelaide main has been proceeding. When this work is completed (it is hoped in time for summer) it will give an increase of about 20 per cent in capacity on that line.

The level of the Warren reservoir, too, is low. Some special pumps have been taken largely from the Morgan-Whyalla main and placed as temporary pumps on the new main from Swan Reach to Stockwell, and last Friday I authorized that these pumps should be started up because, as the honourable member will appreciate, the Warren reservoir serves not only the Barossa Valley area but also Yorke Peninsula, and its storage was becoming very low. However, in the last two days the storage in that reservoir has increased from 405,000,000 gallons to 625,000,000 gallons, its full capacity being 1,401,000,000 gallons. It is expected that as the watersheds and streams are rather wet underground now any further falls will run very well into the storage. The starting of pumps will be further reviewed if we get some further rain. The installation of these temporary pumps until permanent pumps can be installed next year means that if in the coming summer we face a shortage in this reservoir these pumps can be started at a moment's notice to give relief and security to the areas concerned.

WHYALLA INTERSECTION

The Hon. R. R. LOVEDAY: Has the Attorney-General a reply to my recent question about a dangerous intersection at Whyalla?

The Hon. ROBIN MILLHOUSE: The design of the Norrie Avenue, Jenkins Avenue and Lacey Street intersection is currently being prepared and is scheduled for completion at

the end of September, 1969. It is expected that minor land acquisition will be necessary but, subject to this being achieved without delay, construction should commence by April, 1970.

MOORLANDS CORNER

Mr. NANKIVELL: At the Moorlands corner two elaborate signs have been erected on the Tailem Bend side for traffic travelling towards Melbourne. The corner is also elaborately marked for traffic approaching it from Pinnaroo but, other than a limited "curve" sign, there is no mark on the approach to this corner from Melbourne. As motorists from Victoria and other States are least likely to recognize the corner as dangerous, will the Attorney-General raise with the Minister of Roads and Transport the matter of signposting the approaches to this corner from the southern or Melbourne side in the same way as it has been signposted on the other two approaches from Highway No. 12 and Highway No. 8?

The Hon. ROBIN MILLHOUSE: I will see what can be done.

LOCAL GOVERNMENT COMMITTEE

Mr. RYAN: Has the Attorney-General a reply to my question about when we can expect the report of the Local Government Act Revision Committee? Although I have read in the press some of the content of this report, I should like to know when it will become official.

The Hon. ROBIN MILLHOUSE: My colleague informs me that the Local Government Act Revision Committee has been functioning for about 3½ years, not 4½ years as suggested by the honourable member. The Chairman of the committee has indicated that he expects to submit the report at the end of July.

BERRI POLICE STATION

Mr. ARNOLD: Has the Premier a reply to my recent question concerning the rebuilding of the Berri Police Station?

The Hon. R. S. HALL: Planning is proceeding for the erection of a divisional headquarters, police station, single men's quarters, and cells at Berri, and sketch plans are nearing completion. Present indications are that the scheme will require reference to the Parliamentary Standing Committee on Public Works. It is, therefore, not possible to make specific mention of the project on the Loan Estimates. However, provision will be made on the Loan Estimates under the heading

"Design and Investigation" to enable planning to proceed. It is expected that tenders for the work will be called late in the 1969-70 financial year.

TEXTBOOKS

The Hon. C. D. HUTCHENS: On October 29, 1968, the Findon High School ordered 94 titles of textbooks from Rigby Limited and on September 30, 1968, 78 titles from E. S. Wigg & Sons. From the date of placement of the orders, initial deliveries of both orders were made to the school in the last week of January and the first week of February, 1969. However, without warning, the school was informed that many titles were unavailable. From E. S. Wigg & Son 12 titles (14 per cent of the order) were not available, and 20 titles (21 per cent of the order) were not available from Rigby Limited. Twenty-four of these titles arrived in the last week of February and the first week of March, but during those three weeks students in many classes were unable to receive adequate instruction because no textbooks were available for classroom exercises or homework. At the end of the first term, eight titles were still outstanding, including *Z Cars*, *Conflicting Generation*, *Impact Assignment in English* and *Conflicting Questions*. These were ordered 19 weeks before the commencement of the year and delivery was promised for late May. Of the other titles, *SSM Maths Part 2* and *Towns and Cities* were promised for delivery in late June, 34 weeks after the date of placement of the order. Worse still is the fact that, although an order was placed late last year for the book *Mister Johnson*, no delivery date could be given. As I know that the Minister of Education is concerned about this matter, will she take action to try to prevent these happenings recurring? At the same time, will she ensure that teachers and students, who have been extremely disorganized, are not discredited because of the failure of firms to provide adequate facilities?

The Hon. JOYCE STEELE: As the honourable member has said, this matter is causing considerable concern to the Education Department. We have been placing orders earlier and earlier for the following school year, and it is most distressing to us, to the staffs of schools and to the children and parents to find that the filling of orders is dropping behind. However, as I think that this is a matter on which I should obtain more details, I shall be pleased to do so and to bring down a report at the earliest opportunity.

ROAD TAX

Mr. EDWARDS: Has the Attorney-General a reply from the Minister of Roads and Transport to my recent question about road tax?

The Hon. ROBIN MILLHOUSE: My colleague states that, under section 7 of the Road Maintenance (Contribution) Act, the owner of a commercial goods vehicle must deliver to the Commissioner of Highways not later than the fourteenth of each month a record of the daily journeys for the preceding month, together with the moneys due for road charges. The failure to so deliver and to pay are separate offences under the Act, and proceedings for such offences may be taken separately.

The honourable member's constituent lodged returns and paid road charges due up to and including June, 1968. As part of the follow-up procedure, a letter was forwarded in March, 1969, pointing out that the Highway Department had evidence that his vehicle had been used from July 1, 1968, to March 18, 1969, and requesting returns of payment. As a result of the letter, the July return and payment was forwarded. A further letter was sent on May 1, and on May 14 all outstanding returns and payments were received. At no time did he contact the department to discuss his difficulties, and summonses were issued on June 13 for failure to deliver and to pay for the month of November, 1968, being the earliest month for which he could be prosecuted.

GAWLER SEWERAGE

Mr. CLARK: Has the Minister of Works a reply to my recent question about progress of the scheme to provide sewerage for the township of Gawler?

The Hon. J. W. H. CUMBE: Extremely good progress is being made on the approach sewer to Gawler and about one-and-a-quarter miles had been completed to June 30, 1969. It is expected that the trunk sewer to Gawler will be completed in about six months' time, and that reticulation sewers in the township will be commenced early in 1970.

AGRICULTURAL EDUCATION

Mr. VENNING: Has the Minister of Education a reply to my question of July 2 about the number of students being trained to teach agricultural subjects in country high schools?

The Hon. JOYCE STEELE: I have statistics that I think will interest not only the member for Rocky River but also other members

representing districts in which agricultural courses are being conducted in high schools. I think that these statistics will indicate the difficulty in finding sufficient teachers who are interested in agricultural teaching to man the courses which have been established and which are wanted badly in certain country areas. The number of students receiving tuition in preparation for the teaching of agriculture in secondary schools is as follows:

1. At the Adelaide Teachers College:	
Year of Course	Number of Students
D1	3
D2	2
D3	1
D4	6
	(Diplomates of Roseworthy Agricultural College)
2. At Roseworthy Agricultural College:	
Year of Course	Number of Students
D1	2
D2	1
D3	6
Total 21	

Of the 21 students in training six will complete their course in 1969 and seven in 1970. Some of these graduating students will replace teachers lost to agriculture because of resignations, promotion, and transfer within the service, but it seems that some will be available for the opening of new centres.

WALLAROO HARBOUR

Mr. HUGHES: Has the Minister of Marine a reply to my question of July 3 about the relaxing of depth regulations at Wallaroo Harbour?

The Hon. J. W. H. CUMBE: The article in the *Yorke Peninsula Country Times* to which the honourable member referred in his question of July 3, 1969, concerned two vessels named *Stove Caledonia* and *Belita* respectively. The actual facts in respect of both vessels are as follows:

Stove Caledonia completed loading on June 27 with a draught of 30ft. 6in: Allowing for a keel clearance of 2ft. 6in., this indicated a depth in the channel of 33ft. 0in. With a channel depth of about 28ft. 0in. low water and a predicted tide of 5ft. 5in., the depth in the channel should have been 33ft. 5in. at high water. In actual fact the tide failed to reach its predicted level by 10in., in addition to which there was at least a 2-foot swell running at the time. These facts, particularly the latter, caused the postponement of the

vessel's sailing to the following day, when the swell had completely subsided and the tide reached a height of 5ft. 3in., providing a depth in the channel of 33ft. 3in. The decision to postpone the sailing of this vessel was made at a conference between the captain, the agent, and the harbourmaster, and all agreed that the safest course was to await a higher tide.

Belita: This vessel was due to sail on June 18, but on the morning of that day it became apparent that the stowage plan was not going to work out, owing to the fact that the wheat was stowing heavier than originally estimated. The original plan was to load Numbers 2, 3, 4, 5 and 6 hatches completely and then balance off to an even keel by a suitable part loading of Number 1 hatch. However, owing to the grain being heavier than expected Number 4 hatch could not be filled, as to do this and balance off in Number 1 hatch would have overloaded the vessel. Completely filling Number 1 hatch was also out of the question, as this would have put the vessel badly down by the head. The result was that two hatches were only part-loaded and under the Commonwealth Navigation Regulations this vessel could not proceed overseas unless the free surface of the grain in one of the holds was bagged off. June 18 was a Wednesday and it was ascertained that the necessary bagged wheat could not be made available in Wallaroo until the following Saturday, June 21, by which time the tides at Wallaroo would be running into the neaps and the vessel might not have got away until June 26 or 27. In the event, the *Belita* sailed as planned on June 18 and bagged off in Port Adelaide, sailing on June 21 for China.

The keel clearances which are worked to at Wallaroo are less than those adopted at most Australian ports. The usual allowance is 10 per cent, which on a draught of 30ft. is 3ft. The clearance used at Wallaroo is 2ft. 6in. and any further reduction on this would be dangerous, particularly with the larger size of vessel now using the port.

TOTALIZATOR TICKETS

Mr. McKEE: I have had several inquiries from people about the loss of tickets for on-course totalizator investments. The Treasurer will be aware that application forms are available for completion by people who lose their ticket after making a bet with a bookmaker, betting shop, or off-course totalizator agency. However, no facilities are available for a person who loses a ticket after making an invest-

ment with the totalizator on a racecourse. I understand that, although several applications have been made to the Treasurer (as unpaid dividends are sent to the Treasury) for payment because of loss of an on-course totalizator ticket, no such application has been successful. Will the Treasurer comment on this and consider rectifying the anomaly?

The Hon. G. G. PEARSON: I do not accept that there is an anomaly. The difficulty is in the applicant's proving that he did make the bet.

Mr. McKee: They do it in other places.

The Hon. G. G. PEARSON: I do not want to argue the matter. Further, I think the honourable member is not completely correct when he says that no refunds have been made, because I understand that once or twice while I have been Treasurer, when the facts have established clearly, because of the sequence of ticket numbers, and so on, that the applicant was the holder of a winning ticket, the applicant has been paid.

Mr. McKee: For on-course totalizator bets?

The Hon. G. G. PEARSON: Yes, they have been paid. However, I am speaking from memory.

The SPEAKER: Order! Questions cannot be debated.

The Hon. G. G. PEARSON: I am not making the statement categorically but I understand that one or two applications have been proved to the satisfaction of the Treasurer and have been paid. Be that as it may, I will consider the matter again. I understand that the difficulty is in establishing the *bona fides* of the applicant and, if the honourable member has any information that would help me in considering this matter, I should be pleased if he would furnish it. There is no point in withholding what is justly due if it can be shown to be so justly due. Of course, I deal with other lost ticket applications: I think that five or six amounts were paid this morning. These amounts had been held in suspense, pending the receipt of information from the applicant. Those applications are easy to establish and are dealt with as they come through, but the applications to which the honourable member refers are not so easy.

HILLS BRIDGE

Mr. WARDLE: Has the Attorney-General a reply to my question about increasing the load limit on a bridge on the Adelaide side of Gumeracha?

The Hon. ROBIN MILLHOUSE: It is not possible to increase the load limit from 25 tons to 27 tons or 28 tons unless the existing timber deck is replaced. It is proposed to provide a new wider bridge on an improved alignment within three to four years. In these circumstances, there is no justification for the expenditure required to re-deck the bridge at this stage. It should be noted that the new bridge will be capable of carrying the full legal loadings prescribed in the Road Traffic Act: that is, 38½ tons.

TRANSPORTATION STUDY

Mrs. BYRNE: My question is to the Attorney-General, representing the Minister of Roads and Transport. On February 4 this year I presented to Parliament a petition expressing opposition to the recommendations in the Metropolitan Adelaide Transportation Study Report in so far as they referred to the building of the Modbury Freeway between the Torrens River at Dernancourt and Grand Junction Road at Holden Hill. On February 19 the Government announced in Parliament its adoption of the metropolitan development plan as a basis for its transportation planning, and the Government approved, as a master plan, the freeways and expressways. Some deferments were made, including portion of the Modbury Freeway near the Hope Valley reservoir. The Government requested that decisions regarding all deferred matters be brought forward by the joint steering committee within six months, which period expires on August 12. A constituent, who is a spokesman for the people involved in the section of the Modbury Freeway referred to and which has been deferred, has asked me whether interested parties will be called before the committee, to be interviewed and give evidence, because to date this has not been done and the period allowed will soon expire. Will the Premier ask his colleague in another place whether interested parties will be given the opportunity to appear before this committee?

The Hon. Robin Millhouse: She said, "the Premier".

The SPEAKER: Order! I ask the honourable member for Barossa whether the question is addressed to the Premier.

Mrs. BYRNE: The Attorney-General, Mr. Speaker.

The Hon. ROBIN MILLHOUSE: I am sorry. I heard the honourable member say that she was going to ask the Premier a question, and I am afraid I switched off.

Later:

Mrs. BYRNE: Earlier this afternoon I directed a question to the Attorney-General and at the end of it I referred to the Premier. I will not explain the question again because I know the Attorney-General heard it earlier, but will the Attorney ask the Minister of Roads and Transport whether interested parties will be given an opportunity to appear before the steering committee?

The Hon. ROBIN MILLHOUSE: I shall be pleased to inquire.

MILLERADIO

Mr. FREEBAIRN: During the Address in Reply debate, a senior member of the Opposition made serious allegations about the activities of a certain television organization in South Australia. His statements received much publicity (more than the Leader's speech received) and much concern has been expressed in the community as a result of the publication of these allegations. As the Attorney-General undertook to get information for the House on the allegations made by the Opposition member, I ask him whether he has made those investigations and, if he has, whether he can give the House any information concerning the result.

The Hon. ROBIN MILLHOUSE: I thank the honourable member for asking me this question. It was the member for Edwardstown who raised the matter in the House, and in his absence I think that an answer is due today. He requested me to inquire about the matter and, by arrangement with the Deputy Leader of the Opposition, and in the absence of the member for Edwardstown, the question has been asked of me by the member for Light. I have to say that, immediately the member for Edwardstown raised this matter in the House, I had inquiries made both directly and by the Prices Commissioner through the Treasurer. I have now been supplied with a report through the Treasurer from the Prices Commissioner on his inquiries, and it is as follows:

From May, 1962, the Prices Department began receiving complaints against Milleradio, about 50 being received in the next 12 months. An investigation revealed that Milleradio at that time was involved in doubtful practices which were tantamount to fraud. As a result J. A. G. Miller of Prahran, Victoria and Milleradio and 23 other trade names under which he operated in South Australia were brought under price control and rates were fixed. Since then, the position has greatly improved. Only one complaint each year was received in 1965 and 1966, four in 1967, two in 1968 and none since August, 1968. As against 24 advertisements in the 1962 telephone directory, the firm now has six small

alphabetical entries, which refer to six large quarter-page advertisements. Two of the large advertisements appear to be inaccurate: in one case the workshop depicted is, it is understood, the larger Victorian workshop and not the South Australian workshop; and in the other case a fleet of seven or eight vans is shown, which is more than double the number of vans operating in this State.

The South Australian Manager of Milleradio claims that the call referred to by Mr. Virgo was received on Friday night. The set was examined that evening by an experienced mechanic, who considered the repairs a workshop job. The set was taken away with the authority of the owner. The next day, Saturday afternoon, the owner telephoned him and when informed that the set was being bench tested and repairs had not been completed, he requested that the set be returned at once. The receiver was re-assembled and a new valve, which had been put in the set, was removed and another valve on the bench, which he assumed was the valve removed, was put back, and the set returned as requested. The charge of \$6 made was the approved charge for the service call and pick-up and delivery only. For the 18 months to June 30, 1969, the number of television complaints investigated, other than against Milleradio, was 37. There were some instances where work charged for was apparently not warranted or was not actually carried out. Also in other instances parts charged for were found not to have been supplied, and in some cases the work was incompetently carried out. Investigations of complaints against Milleradio in the past three years have revealed no serious overcharges.

Finally, I desire to make one further comment at the invitation of the honourable member for Edwardstown, who suggested that T.V. repairers could be licensed. I have to say that it is not the Government's intention to introduce legislation to provide for licensing of T.V. repairers.

SEATON CROSSING

Mr. HURST: Has the Attorney-General obtained from the Minister of Roads and Transport a reply to the question I asked some time ago about a crossing on Tapley Hill Road, Seaton?

The Hon. ROBIN MILLHOUSE: The Woodville council is at present investigating the need for this crossing. If the results of the investigation show a warrant for the crossing, a formal approach will be made to the Road Traffic Board for the necessary approval.

YORKE PENINSULA RAILWAY

Mr. FERGUSON: Will the Attorney-General ask the Minister of Roads and Transport to ascertain whether a feasibility test has been carried out on the construction of a rail-

way line on Yorke Peninsula and, if it has, will he ascertain also the route proposed and the purpose of the test?

The Hon. ROBIN MILLHOUSE: I will try to find out.

BEACH EROSION

Mr. BROOMHILL: Has the Minister of Works a reply to my recent question about helping seaside councils prevent beach erosion?

The Hon. J. W. H. COUMBE: It is not correct to say that the Henley and Grange beaches have virtually disappeared. The Marine and Harbors Department inspected them on July 11, 1969, and found that the only serious denudation was for about one-third of a mile between Henley Beach Road and Ozone Street and that the north beach at Glenelg was also denuded. The Government is already making a grant of \$6,000 a year for five years (from 1966 to 1970) to the University of Adelaide to assist in research into metropolitan beach erosion, and it is considered that it would be prudent to await the final report from the university, which is due in about 12 months' time, before making a decision in the matter.

Further, I have recently personally discussed the progress of this investigational programme with Mr. Culver of the Engineering Department of the University of Adelaide and also some of the preliminary findings made by the committee. These have been considered by the Government, but I would still suggest that it would be prudent to wait until the final report is available. However, if there are any matters that arise before the final report is brought out where implementation is possible in this regard, I will be able to advise the honourable member at that time.

PORT AUGUSTA BRIDGE

Mr. EDWARDS: Has the Attorney-General a reply to my question of July 3 regarding the Port Augusta bridge?

The Hon. ROBIN MILLHOUSE: Tenders for the construction of the proposed bridge across Spencer Gulf at Port Augusta have not yet been called. Tenders are expected to be called in March, 1970, and on-site work should commence late in June, 1970. The latter date is estimated on the basis of there being no abnormal delays in the letting of the contract, following receipt of tenders. This project has been allocated the highest priority by the Highways Department.

SNUGGERY CROSSING

Mr. CORCORAN: Has the Attorney-General a reply to my question of June 19 concerning the Snuggery crossing?

The Hon. ROBIN MILLHOUSE: Although there appears to be no record of any mishaps at this crossing in recent years the honourable member's point is well taken, in that the safety hazard appears to be substantial. Accordingly, this matter has been referred to the inter-departmental committee that investigates the need for warning devices at rail crossings.

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

The SPEAKER: Call on the business of the day.

RAILWAY ACCIDENTS

Mr. HURST (on notice):

1. How many accidents have occurred involving the train between Glanville and Semaphore, in each of the past 10 years?

2. How many accidents have occurred on Semaphore Road over the past 10 years that could be attributed to the railway line being on the road?

3. How many people have been injured as a result of these accidents?

4. How many fatalities have occurred as a result of these accidents?

5. What steps have been taken in recent years to make this line safer for motorists and pedestrians?

The Hon. ROBIN MILLHOUSE: The replies are as follows:

The South Australian Railways Commissioner reports.

1. 1958, 1; 1959, 3; 1960, 5; 1961, 1; 1962, 1; 1963, 3; 1964, 4; 1965, 4; 1966, 5; 1967, 2; 1968, 9.

2. All the accidents referred to in question No. 1 are attributed to one of the following reasons, each relating to the action of road users:

(a) Excessive speed.

(b) Failure to comply with section 78 (duty at stop signs) or section 80, part (c) restrictions on entering level crossings (warning devices) of the Road Traffic Act.

3. Eleven injured.

4. None killed.

5. The need for the provision of traffic islands to channel traffic correctly was raised by a representative of the South Australian Railways with a representative of the Port Adelaide council and a former traffic engineer of the Road Traffic Board, without result. Recent representation to the Highways Department has resulted in action being taken to improve traffic flow with islands and to provide improved road markings.

PERSONAL EXPLANATION: GRAIN SHIPMENT

Mr. HUGHES (Wallaroo): I ask leave to make a personal explanation.

Leave granted.

Mr. HUGHES: My reason for making this personal explanation today is that on the last day on which this House sat the member for Rocky River (Mr. Venning), when speaking in the Address in Reply debate, without any foundation made a direct charge against me. This charge has since been highlighted in the *Port Pirie Recorder* and, because of this, I think the record should be put right. My doing so will show the House that the honourable member is not averse to handling the truth lightly. The portion of his speech that I take exception to states:

The member for Wallaroo rang the local members of the Australian Wheat Board bellyaching about Port Pirie receiving preferential treatment.

Mr. Speaker, I have never telephoned the local members of the Australian Wheat Board to complain on this matter. Therefore, that was a complete lie on the part of the honourable member. He continued:

Unfortunately, a 12,000-ton ship was due at Port Pirie but for some reason it disappeared from the scene. The result was that about 12,000 tons of grain that this ship would have moved from Port Pirie was delivered to Wallaroo by the growers from Crystal Brook and the Port Pirie Division.

Had the honourable member not complained I believe that this ship would have come in and the wheat would have been taken away, and he would not have had the trouble at Wallaroo that he complained about.

As I had not complained to the local members of the board, this could not be the reason for diverting this ship from Port Pirie, the matter mentioned by the honourable member. Therefore, his making that statement in this House can be taken only as an extremely serious reflection on the local members of the Australian Wheat Board.

ADDRESS IN REPLY

Adjourned debate on the motion for adoption.

(Continued from July 3. Page 332.)

Mr. CLARK (Gawler): This is the second instalment of my remarks on the Address in Reply. As the House knows, the Premier was most anxious for me to continue when the House last met, probably because he was very keen to hear me. I had the opportunity to speak for a little over 10 minutes, and then had a fortnight to think about what I was going to say or to allow honourable members to forget what I had already said. When I spoke previously, I referred to remarks that had been made by the member for Rocky River which, I hope, he now regrets, with regard to his claiming Divine guidance for his actions or for those of his Party in particular. At that time I had only heard about this from other members, as I had been called to the phone and was denied the pleasure of hearing him make his remarks. However, I have had the opportunity to read his remarks since and, frankly, although I have heard many things in this House, I think his remarks were the most incredible, insolent, ignorant, arrogant and irreverent (or just plain stupid) that I have heard since I have been a member. For the benefit of members who did not hear his remarks (and I would say they were many), he said (and it is incredible):

It seems rather significant, Mr. Speaker, that when we get rid of a Labor Government we seem to get rid of droughts, and this has been the situation in this State.

In fact, over the last 36 years, Labor has been in Government for only three years, not through any fault of its own and not because of any Divine aversion to it but because the electoral districts were left so that it could not get in. Over the last 30 years, droughts unfortunately have taken place during the period of any Government. I think this would be confirmed in any part of the world subject to droughts. It is not only Labor Governments that happen to have droughts in the course of their Administration. The honourable member also said:

It is rather phenomenal, really. I suppose the good Lord looked down on this country of ours when the previous Government was in office here and saw how it was using the good things of this life, and probably that is why we had a drought.

The member for Whyalla interjected, "Have you got a hot line up there?", and the member

for Rocky River replied, "Yes, I have been divinely guided." Although, as I said, I missed the pleasure of hearing this myself, I have been informed by members present that the honourable member was serious when he said that. I notice that when the honourable member rises to speak he fixes his gaze firmly on what could be called the third angel to the left of the Speaker. However, I know that the direction of his gaze has nothing to do with divine guidance, but is a mannerism he has got used to.

In all humility I advise the honourable member that rain falls alike on the just and the unjust. I am sure more sensible members of his Party would agree that I would be the last to claim that the Almighty provides particular guidance to either one political side or the other. I am sure that when the honourable member comes to think about this he will realize it is so, and if anyone tells him this silly story that there are droughts in the times of Labor Governments he can tell them that, after all, in this State unfortunately Labor Governments have been few and far between over the last 30 to 40 years.

During the earlier part of my speech, I dealt briefly with some of the remarks of the mover of the motion, the member for Gumeracha (Mr. Giles). His speech was well read but did not impress me particularly. I thought it was incredibly naive. It contained much information. Although not all of the information was correct, it seemed to be evidence of much work done by the honourable member, by Government departments and, obviously (although this would not do the speech much good), by the Parliamentary Under Secretaries. It was the sort of speech that used to be made a few years ago by the Minister of Works when he was a private member, only he used to make louder and better speeches. He used to praise the Government as if it were completely perfect in every way, but it is rather hard to convince most people that that is so of any organization.

The sad aspect is that I believe the member for Gumeracha is a well-meaning, particularly nice type of chap, but the information he has so assiduously compiled in this speech is mostly a long way off the beam. Although I believe his speech was misguided, I also believe it was completely sincere. In fact, I will deal later with what I would describe politely as the sillier part of his speech.

I will speak briefly about the speech of the seconder of the motion, the member for Onkaparinga (Mr. Evans). I will not say a

lot about his remarks, because much has been said already and most of that not in praise. Therefore, I will not give his speech an importance it does not deserve. It was misguided, as was the mover's, but I doubt whether much of it was sincere. Therefore, there is quite a difference between that speech and the mover's speech.

I think many will agree with me that the speech shows that the honourable member is not particular whether he tells the truth when making a speech in this place. He knows as well as members on this side know that the Labor Government had little funds and had to meet enormous and costly election promises made by a Government which was pretty certain it would be beaten but which still had a faint hope, clutched at a straw, and made these enormous promises. We found that the Playford Government had left us with that legacy, and there we were. If one bothers to examine the honourable member's speech one finds that he has gone into figures fairly extensively but figures can mean anything or nothing, and I believe the honourable member has distorted them to suit his case.

Although I do not want to say much about the honourable member's speech, I would point out that he seems to have an obsession about a remark concerning a garbage man. He seems to raise this whenever he makes what I suppose he thinks is an important speech. I have never called the honourable member a garbage man, nor will I do so. This remark did not emanate from Opposition members. I believe that the collection of garbage is an honourable and necessary occupation, and I have nothing against it whatever. However, I object to some of the tactics of the honourable member, who appears to be not only collecting garbage but, judging by some of the remarks in his Address in Reply speech and in other speeches, also disseminating it in this place.

I hope the honourable member does not think he has been called a garbage man by members on this side of the House. This certainly was not done until that particularly endearing term had already been attached to him. I will be honest and say that I did not think much of his speech, which was so different from the type of speeches I had been used to hearing from the previous member for Onkaparinga, speeches of great debating skill that were rather hurtful and contained cutting thrusts.

Recently the big announcement was made (I received it in reply to a question, although I did not get any credit for asking the question

as the reply had already been given in another place by the Minister there) about some sort of bus service being provided for Elizabeth. Honourable members will realize that I have been advocating and chasing this for many years, because I believe that, in a scattered community spread over a large area, much of which is a long way from a railway station, a bus service should have been provided long ago. Although we have not had much information about it yet, it appears from the Minister's early statement that this service will cater for some parts of Elizabeth and that possibly there is some chance that the internal bus service will be improved. However, it appears that most of the city of Elizabeth will not be catered for. I think this is a mistake, because I believe that, if the service is to be instituted (and I believe it is necessary), it should cater for the whole of the city of Elizabeth. I was disappointed at the Minister's attitude on this matter although, in view of other performances by him, I was not surprised.

In reply to a question by newspaper reporters I said that I believed a bus service should be instituted to Elizabeth. At that time the newspapers had been unable to obtain any information from the Minister. When I gave my reply there was no politics in it: this is not a matter for politics, because it is a service that my constituents need and should have, and I particularly refrained from making politics of it. When the Minister broke his silence he made some comment reflecting on me politically, and this I did not appreciate.

He asked how interested I was in this matter when the Labor Party was in Government. If he had looked at the file in his office he would have known that I obtained from the then Premier a complete copy of the bulky file. To reflect on my interest in the matter was below the dignity of the Minister. However, I am pleased that he took a trip by train to Elizabeth when considering the situation. It may have been better if he had travelled by a crowded train instead of by an evening train, but this conduct was better than that of a former Minister (not a member of my Party) who, when attending a celebration at Gawler commemorating the centenary of the opening of the railway line to that town, drove to Smithfield in a Government car and then boarded the train so that he could arrive at Gawler in the train, because he was Minister of Railways. I prefer the conduct of the present Minister.

There will be other opportunities to speak about education: I fear that if I started now to talk about our education system I would speak for a long time. I believe that there are grave difficulties with education at present, and that the Minister must be sorry indeed that she was unwise enough a few weeks ago to say that there was no crisis in education. I think that the Minister would have much difficulty in convincing anyone interested in education that that is so.

I am delighted that, if recommended by the Public Works Committee, what will be known as a technical college will be built at the back of the town centre at Elizabeth. For some years I have been keen to have this college built: it will be a wonderful benefit to apprentices who, at present, have to travel to the metropolitan area and return to Elizabeth, and it will also help adult education classes in this area because although they are well catered for they will obtain additional benefits. When the committee's findings have been completed I shall have more to say on this matter, because it will be an enormous boon to the district.

I do not apologize for repeating what the member for Gumeracha said in his speech: I do not believe it, but valuable pointers can be obtained from it. The honourable member said:

I must say that the past year has been a delightful and rewarding one, and after this present rate of progress has continued for another two years the public of South Australia will have no doubt in their minds whatsoever who should be returned to power at the next elections.

If the member for Onkaparinga had said that I would have known that he had his tongue in his cheek, but I think that the member for Gumeracha completely believed what he said. If he travelled about the State he would realize that most people, particularly those in country areas, did not believe this. I travel about the State in connection with my duties with a certain committee and, although it is my practice not to talk politics on these trips, people do talk politics when they know that one is a member of Parliament.

I know that many former Government supporters believe sincerely that the Hall-Stott coalition is driving nail after nail into its increasingly shoddy coffin. These people can state at length the things that this Government has done that are designed to annoy country people. This is something new for this Government: members and people interested in

politics would know that when Sir Thomas Playford was Premier he often administered nasty medicine, but he had the knack of mixing it with some palatable stuff, and had a wonderful bedside manner that stood him in good stead for many years. However, his tactics outwore their welcome.

The present Government is so sure that it is right and so inept in gauging public opinion (and in practically everything else) that it does not realize what it is doing to itself, and it does not have the knack of forcing foul medicine on people (although it is doing this) so that they smile and put up with it. That is what the Government expects people to do: it wants people to enjoy the medicine although it makes them violently ill.

Mr. Rodda: Who caused the complaint?

Mr. CLARK: I suggest that the complaint, and the illness from which this Government is now suffering, were both self-inflicted. I do not think that any Government in the history of this State has gone out of its way, in a little more than 12 months, to antagonize people as much as this Government has done. This has been described as a delightful and rewarding year. Let us have some reminders of some of the delightful and rewarding blows received by the South Australian people. A few of these may have been necessary but there are no people in the world who happily take taxes and grin and bear it.

First, we remember the receipts duty of 1c in each \$10 or part thereof, similar to that operating in Victoria. I ask the House, and particularly the member who moved the motion for the adoption of the Address in Reply, was this delightful for the people of South Australia? Organizations representing the man on the land all over South Australia have been protesting vigorously and, in some cases, venomously, about this tax; yet the honourable member would have us believe that this was either delightful or rewarding—I do not know which.

I remind the House that the Premier threatened that this tax could be extended to cover wages and salaries as well, and in these next two happy years that he spoke of this could well eventuate. It would not be particularly rewarding, or delightful either. Has the honourable member noted the delight of his constituents at the rewarding experience of having to undergo the following, which is a long list: paying a stamp duty of \$2 upon certificates of compulsory third party motor insurance; the increase in gift duty; the

extension of hire-purchase duty; the increase in the fee for liquor licences from 5 per cent to 6 per cent; and the contribution to Consolidated Revenue of 45 per cent of profits made by the State Bank?

They do not sound rewarding or pleasing to me. We have also had an increase in public hospital and mental hospital charges. I can assure the honourable member who made the statement and the whole House that it was not a delightful and rewarding experience for those people. I hope the senior Under Secretary will not adopt the tactic of trying to make a horrible row and noise by interjections, as he did one afternoon with his junior colleague, when they were particularly bad.

Mr. Rodda: Hope springs eternal! Tell us what you would have done.

Mr. CLARK: It is not my job. As a member of the Opposition, my job is to attempt to put the present Government on the right track, hopeless as that probably is. Let me continue, if I may, without these unseemly interjections.

The Hon. J. W. H. Coumbe: You do not look at all unhappy about it.

Mr. CLARK: The Minister, who has known me for a long time, should know that I can keep a poker face. However, I do not want to introduce any more gambling into the matter than the Government has done already. Before being so rudely interrupted, I was talking about the sadness and the gloom brought to mental patients and their families by the Government's actions. I do not think this can be regarded as delightful or rewarding. In the eyes of the honourable member who made this remark, what has brought about these imposts and others that I could cite at length? The latest is that we shall have increased water and sewerage charges. What has made these budgetary imposts and others since even more delightful and rewarding is the fact that the L.C.L. Government when it went to the hustings made many promises, but it made no promise about these particular imposts that it intended to put on the people if elected! It was only when it came into power, more or less by accident, that the people of South Australia realized the happiness and the rewarding experience that was to be theirs for the next two or three years!

The member for Onkaparinga told us that the people realized that the taxes being imposed on them were forced on the Hall Government; there was no alternative. I do not think that is so. Not only is it an incorrect statement

but most people just do not see things that way. I assure the honourable member that even if this was true (and it is not) it still would not be palatable. I could mention other budgetary features, but I think I have said enough for members to realize that surely the honourable member must understand he was in error when he used those two words in respect of the last 12 months or more.

The South Australian people were not yet fully rewarded or delighted because, despite what the Government had said (and on this occasion it has said plenty, loud and long, about what it would do about Chowilla), we were then faced with a complete abandonment of that scheme. This was one promise made that has not been kept. I am certain that the people of South Australia in general (and the poll proved this, though a majority poll means nothing to the Government) want the dam built in their own territory with their own labour. This is a grave loss to the State while the actual building of the dam is taking place elsewhere. I need not say it again, as it has been said so often previously, that this Government, when in Opposition, made such a firm promise that even the present Premier (then the Leader of the Opposition) virtually offered to build Chowilla with his own hands.

To make the people in the country appreciate it more, this Government has given the plausible Minister of Roads and Transport (who seems to have some sort of Indian sign over the other Ministers) his head over the whole of the M.A.T.S. scheme. In most places in the country and to many people in the metropolitan area this M.A.T.S. scheme is a red hot potato. Nobody seems to know who will pay the mere \$500,000,000 for it—and it could be much more than that. Nobody seems to know that. We have not been told yet how it will be paid for, but we can be certain that everybody in this State will be slugged to help to pay for it. People realize it and it hurts. It must be remembered, too, that but for the pressure of sensible members in both Houses we would not have had the opportunity, which I believe we shall have graciously granted, of debating this issue in Parliament.

Let us think back a little. Imagine Sir Thomas Playford when he was here—and, goodness knows, I criticized him enough, and usually with justice—countenancing such immature political behaviour! Of course, lack of maturity combined with (I suppose one could call it) colossal arrogance seems to be

the hallmark of this Government. There are other "slugs" that I will let other members mention; they are well known to everyone.

The poor, innocent, guileless member for Gumeracha (Mr. Giles) indicated near the end of his speech that the people of South Australia were enjoying the treatment handed out to them and would come back smiling for more at the next election. There is one consolation for the honourable member: I can remember a few years ago when the present Premier was just as innocent, just as naive, and just as guileless as the honourable member now is. If the dreadful thought comes to him, "I can develop in the way that the Premier has developed," he will probably give up politics altogether, but I hope he does not do so. The member for Chaffey (Mr. Arnold) seemed to think that the former Minister of Works, the member for Hindmarsh (Hon. C. D. Hutchens), was out of step with his colleagues in connection with the Chowilla dam, simply because he had not made a statement on the issue. I assure the member for Chaffey that at the right time (and I have the personal assurance of the Hon. Mr. Hutchens on this) he will have plenty to say about the Chowilla dam and his remarks will agree entirely with the feelings of this side.

Mr. McAnaney: He will have to toe the line.

Mr. CLARK: The honourable member who has just interjected is regarded highly by his Party, and I understand he has been assisting to put a cockeyed case before the Electoral Boundaries Commission.

Mr. Rodda: You ought to talk. Is your second name Gerry?

Mr. CLARK: The senior senior Under Secretary is again adopting what I believe are the tactics for which the Under Secretaries were appointed, because they certainly were not appointed on the basis of ability: they were appointed as stirrers to disrupt as much as possible the proceedings of this House and to make the position of the Speaker as uncomfortable as possible. I shall refer to the member for Gumeracha in the kindest possible way.

The Hon. J. W. H. Coumbe: He made a good speech.

Mr. CLARK: That is a matter of opinion. Much work went into the honourable member's speech and, within the limits of his experience, he made an excellent speech, but that does not

mean I agree with everything he said. The honourable member said:

The public of South Australia will have no doubt in their minds whatsoever who should be returned to power at the next election.

I have no doubt that this is correct, but the Party that I think it applies to and the Party that most people in South Australia think it applies to is not the Party that the honourable member had in mind. When I stop to think of it I can appreciate why the member for Rocky River (Mr. Venning) looks up at those angels, because I have never seen a Government in this place that needed more guidance. I am happy to support the motion for the adoption of the Address in Reply, although I cannot possibly agree with many of the sentiments in the Governor's Speech.

Mr. EDWARDS (Eyre): I have much pleasure in supporting the motion for the adoption of the Address in Reply to His Excellency's Speech made at the opening of this session. I congratulate the members for Gumeracha and Onkaparinga on their fine speeches, with which they moved and seconded the motion. In the short space of one year both these members have equipped themselves with the ability to seek out and put forward knowledge in a clear and easily understood manner. This shows that both gentlemen are proving themselves to be worthy successors to Sir Thomas Playford and Mr. Huntley Shannon. His Excellency's Speech clearly indicates the progressive and positive steps that the Hall-L.C.L. Government is taking to get South Australia moving again. After the way the Labor Government bogged us down, there is a real need for this sort of policy.

On behalf of the people of my vast electoral district of Eyre, I welcome His Excellency and Lady Harrison to South Australia. We, the people of Eyre, assure them that we will always give them a warm welcome and hospitable reception when they visit our part of the State. Our vice-regal couple have quickly endeared themselves to the people of this State. By his positive appraisal of the programme that he laid down on the opening day for his Ministers to follow, we can see that Sir James is a man of decision and a leader among men. I am proud to be an Australian and to see one of our own citizens with such a good war record to his credit so ably discharging the duties of this high office of Her Majesty's representative in this State.

I join with my colleagues in paying tribute to the members who have passed on during the last 12 months. The late Senator Laught

was as fine a man as we could meet anywhere we wished to go; he was well respected in the Eyre District, and his wise counsel will be sadly missed. The late Hon. R. R. Wilson, who represented us in the Upper House for many years, was always a champion for our part of the State. He grew South Australia's champion wheat crop in 1934, and he always set a fine example with sound farming practices. The late Hon. Clarence Goode, Mr. H. B. White and Mr. E. E. George served this State well. We join in recording our appreciation of their services rendered, and we express our sympathy to their families.

I am sorry that the Speaker is not here at present because I want to refer to him now. I thank the Speaker most sincerely for his help to me during my first 12 months in this Parliament. I have known him for many years through his work with the Australian Wheatgrowers Federation and with what was previously known as the Wheat and Woolgrowers Association (it is now known as the United Farmers and Graziers of South Australia). The Speaker took great interest in both these associations and helped many thousands of farmers and graziers because of his wealth of knowledge of finance in connection with the wheat and wool industries of Australia in general. Much appreciation is due to the Speaker for the big part he played in getting going our great bulk handling system in South Australia as we know it today. We, the farmers and graziers of South Australia, owe him and his organization much for what they have done for us.

Mr. McKee: I'll say you do!

Mr. Ryan: How biased can you get?

The ACTING DEPUTY SPEAKER (Mr. Nankivell): Order! The honourable member for Eyre.

Mr. EDWARDS: I think it would be a good idea if the Hon. T. C. Stott was knighted. It was recently announced that Mr. Grant Andrews would succeed him as General Secretary of the Australian Wheatgrowers Federation. It is an honour for South Australia to have two successive secretaries of this great federation, which has done so much for the wheatgrowers of Australia and of South Australia in particular. It was also announced that Mr. Grant Andrews would be appointed General Secretary of the United Farmers and Graziers of South Australia, Inc. I, along with the people of Eyre, desire to pay a tribute to the Speaker for a job well done. History will record his as one of the great names in

the wheat industry. He has won for himself an honoured place with the people of South Australia and of Australia as a whole, and we congratulate him on his fine achievements. I think honourable members opposite are very jealous of a man who has such a fine record of helping primary producers. I think it would do honourable members opposite good to give credit where it is due. I freely admit that, last year when I entered Parliament, the experience was something that I had not expected. As all honourable members know, I am a hard-working and peace-loving farmer, and I did not expect these big, tough guys on the opposite benches to be calling me and my colleagues names. However, I have come to understand it and I will give back as good as I get, make no mistake about that. I have taken particular notice of the Opposition's tactics. These tactics start with the Leader of the Opposition and find their way right down through the Opposition benches. I will address myself to my observations of our Labor friends opposite and the methods that are carefully worked out. Today's questions and interjections are a trap or a plan for tomorrow, a fact that can be seen with half an eye. I refer to a question on notice, at page 978 of *Hansard* of September 3 last. The Leader of the Opposition, acting in a very proper way, in addressing a long query on the Metropolitan Adelaide Transportation Study Report to the Premier, said:

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?

This question is only part of a big mischievous plan put up by the Leader that he knew full well would stir up the public of South Australia. Then, to cap it all off,

earlier this year the Leader appeared on television in what I can only describe as the "Funny Donny Dunny Show". He told the people of South Australia that Mr. Hall would impose all these taxes. With great play and voluble affectation he said, "There will be a tax on cigarettes; you will pay to cross the bridge; an amount of \$1 will go on to gas and electricity bills; there will be an \$8 flat-rate tax on every vehicle on the road," and so on.

Mr. Broomhill: What do you mean by "and so on"?

Mr. EDWARDS: I do not know who is making the speech, me or members opposite. How low do we have to get to give the Government a bad name? It is disgraceful. Then, if you please, the Leader said to the good people of South Australia, "You write to the Premier (Mr. Hall), telling him off about these taxes." These are the Dunstan steam-up tactics. I understand that the Premier received only comparatively few letters, many of them from the same addresses. Some people wrote, "I will not talk about finance or water; others will be dealing with that." The Leader cannot feel very proud of his weak effort and, for his information, I point out that the public of South Australia do not like these snide, sly tactics. They will only land the Leader in the gutter, and the people are a wake-up to him and his Party, if this is the sort of trick he is going to play.

I have noticed that there is great competition going on in the Labor camp for promotion. The member for Glenelg (Mr. Hudson) has no limit on his sights. He will settle for the Leader's job at the drop of an old hat. I would think that, now that Martin Cameron has gone to the Senate, the member for Millicent (Mr. Corcoran) is not so important to the Labor Party and he can look forward to being replaced by either the member for Glenelg or the member for Edwardstown (Mr. Virgo). Both these honourable gentlemen have been extremely active on electoral redistribution, and they are the advocates and the bright boys of the Australian Labor Party.

Mr. Lawn: You haven't got any. You had to settle for the member for Stirling.

Mr. EDWARDS: I issue a quiet warning to the member for Millicent: his neck is being very heavily breathed upon. One only has to cast one's mind back to the debate last year on the Electoral Districts (Redivision) Bill when the member for Millicent gave this Chamber the benefit of his South-Eastern wisdom; but he was quickly followed and

admonished by the member for Glenelg (Mr. Hudson), who, on December 10 at page 3160 of *Hansard*, said:

Let me remind the Premier and the Attorney-General, in much more detail than the member for Millicent has reminded them, of what was said by them when this matter was under discussion previously.

The honourable member then proceeded in "clever-Dick" fashion to show that the member for Millicent had fallen down on his job as Deputy Leader. It is interesting to see the moulders of promotion working away. Of course, the member for Edwardstown (Mr. Virgo) is new to Parliament, but he is an old hand at the game of politics. We have only to read his speeches to see that he has both feet on the ladder leading to the benches occupied by the Leader and the Deputy Leader. I hear that the Leader of the Opposition made quite a hit, when he was in the United States recently, with his interest in capsule travel and that the promoters of Disneyland are patiently negotiating with him for a big posting. His genius with dial-a-bus and pre-selected capsule movements has marked him out as someone to be sought after. He will be leaving the humble scene of South Australian politics for bigger things where his great talents can be more adequately rewarded! With the Australian Labor Party abandoning the White Australia policy and making a mad rush for leadership in the South Australian ranks, life here will be full of interest in the next few months.

I have been somewhat taken aback by the nicknames handed out in this House by the member for Adelaide (Mr. Lawn) and the member for Enfield (Mr. Jennings); it is quite commonplace for these two old boys, at any time it suits them, to refer rudely to the member for Stirling as "Knucklehead" and to me as "Deadly Ernest and his wombats" and I do not know how many more names (although there are quite a few of them). We hear the Attorney-General being called "Corporal", the member for Rocky River (Mr. Venning) being called "the Cockie from Rocky", the Minister of Lands being called "Curley", and the Premier, referring to his dancing with Miss Australia, being called "Aubrey". However, I think the member for Adelaide should be the last one to rubbish anyone about dancing, as he is less like Fred Astaire than any member of this Chamber. Perhaps I should call him "Feather-feet". The member for Enfield last session took the trouble to present me with a wombat money

box. What that was for, I do not know; he alone knows the reason. However, I notice that his attitude is part and parcel of the tactics all designed to throw the Government off balance.

The members for Adelaide and Enfield are the clowns who provide the entertainment while the next act is being worked out, and this is interspersed with an occasional three-hour blast of hot air from the member for Wallaroo (Mr. Hughes). Indeed, it was only a fortnight or so ago that we last had such a blast from that member. The member for Mount Gambier (Mr. Burdon) is not backward in handing out an occasional splurge of retaliation, but the grapevine tells me that he, too, is on the skids. A certain A.L.P. candidate is having a practice run against Dr. Jim Forbes in the Commonwealth election prior to seeking election to this Chamber, so it is a case of "Watch it Dicky." Members cannot say that they were not warned.

Just recently we on this side of the House were quite shocked to learn that one by one the older ones are going to leave the nest at the end of this present session of Parliament. I was sorry to see that the big Party bosses at the Grote Street bun-fight recently pronounced the end of term for our old friends the member for Stuart (Mr. Riches) and the member for Whyalla (Hon. R. R. Loveday). Things will not be the same in this House without them. It has been most enjoyable during my first year working with them and having them now and then taking a point of order regarding something I have said. Between us, we fixed up the police station at Coober Pedy, although the member for Stuart and I have been making slow progress regarding the bridge at Port Augusta.

I am sorry to say that the report today from the Minister of Roads and Transport on that bridge is not much more hopeful than was the position when I prepared this speech (I was hoping that when I spoke to this debate we would have some better news). In addition, work on Yorkey Crossing seems to be getting further away. I should like honourable members opposite to know that, besides representing the district with the biggest potential and having to drive 50,000 miles in carrying out that representation, I am wide awake to the swift tactics they employ as they proceed to attack the Government. I have often been referred to in this House by members opposite as a member of the Adelaide Club. I am not quite sure what they mean, but if they mean

the Liberal and Country League, whose office is on North Terrace, then I am indeed a member, and I am proud to be one.

In South Australia today we have many people who are grateful to the L.C.L. and to have what it stands for. I am proud to say that I am a member of that Party and, as such, represent the country viewpoint as it fits into our everyday life in the community. There are two philosophies: that of the Socialist (in the case of my friends opposite) and that of the non-Socialist. Political thinking has crystallized into two schools of thought. There are in our community small factions from both sides which set out to establish their particular viewpoint, and there is no need for me to name them. A brief reference to the last election returns for the District of Eyre, which I represent, will clearly set out what people on Eyre Peninsula think of splinter groups.

There is plenty of evidence in this State to show that people like positive policies, backed up by collective support, and the L.C.L. fulfils this role. Our great Party came into existence in 1932 and has gone from strength to strength ever since. The Australian Labor Party, after three years in office, during which there was a run-down in the Treasury of \$24,000,000, was banished from the Treasury benches. What did the Hall L.C.L. Government inherit? Nothing but a frightened economy, and this has told its own story. This Government (and I congratulate it) set about with bold policies to get the mess cleared up, and I am happy to say things are working out well. There are problems, many of which I have in my own district, and I reserve the right to speak up about them. However, broadly our policies are working out. Industry and capital are again coming into the State, confidence having returned. Against such a background how can any people support a new splinter group other than those who have axes to grind or some selfish motive of self-promotion? A strong two-Party system makes for good government, the large proportion of South Australians supporting that view.

When we stop to analyse the Australian Labor Party, what do we find? This Party is run by about 30 selected officials, who have been referred to as the "faceless" men and who select the men they want in Parliament. The people get no say in choosing the man to represent them for any district. If a person has been a good man and has done a good job for the union he may get selected, but otherwise he is passed by.

Mrs. Byrne: That's not true.

Mr. Clark: Look at the backgrounds of members on this side.

Mr. EDWARDS: I cannot understand why so many farmers and small businessmen follow a system such as this, because it is contrary to the principles for which they work. I shall illustrate this in two ways. If the heads of a country that declared war on another country had to go to the front lines and fight in the same way as our privates fight, we would not have any wars and, if the leaders of trade unions who call the tune and call men out on strike were not allowed to receive their pay packet, I am sure we would have very few strikes.

Mrs. Byrne: I don't think you know much about trade unions at all.

Mr. Hurst: Did you ever join a union?

Mr. EDWARDS: It is all very well for the big fellows at the top to tell other people to go out on strike, whilst they receive a fat salary.

Mrs. Byrne: That's not true.

Mr. EDWARDS: I know full well that hundreds and thousands of people cannot afford to go out on strike but are forced to do so because they belong to various unions. If a man works on any big project today he is compelled to join a particular branch of the union, according to the work he is doing. Let us take the case in Melbourne recently of Mr. O'Shea and the Transport Workers Union, and the resultant hardship caused to people working at different jobs. Some people were thrown out of work because no materials came to the factories where they were employed to enable them to keep working. Then we should think of all the people who had to travel to and from work, and the hardship caused to them because a few men at the top said, "You must go out on strike." When will the people of this fair land of ours wake up and see that there is little to be gained from going out on strike? Who can afford these days to lose pay for a week or two? I am sure the average person cannot; I know I cannot and that many thousands of others cannot. I believe that if, when unions called men out on strike, these men had the chance to vote at a secret ballot there would not be many strikes and everyone would be much happier.

Only the other day I spoke to a man who works for the Highways Department in Melbourne and who told me that exactly the same type of thing happens over there. He said that, during the last strike in Melbourne, 90 per cent of the men would have voted to

go back to work had they had the opportunity to vote by secret ballot. Of course, a secret ballot is not allowed and therefore they had to remain out on strike. When a show of hands is taken it is always rushed through in favour of the union leaders and not the workers. I know this is fairly accurate because I still have many friends working around the city who are forced to belong to various unions according to the type of work they are doing, and who have told me that what I have said is so.

I now come to one of the most controversial subjects of the moment since it was raised by the member for Wallaroo a little over a week ago. The findings in November, 1968, of the committee that inquired into a deep sea port for Eyre Peninsula are rather short-sighted, being over-estimated in some cases and very much under-estimated in others. After studying this report, I cannot find any reference to costs for dredging the new proposed site at Port Lincoln, nor can I find any cost for the upgrading of the roads at Port Lincoln to by-pass this town, keeping the wheat trucks out of the main street. I know there has been much talk about this problem and that a big project was planned to overcome it. Therefore, I cannot accept this as a true report in comparison with the costs set against the other two proposals.

For example, they have costed a rail overpass to Arno Bay and Port Neill sites at \$90,000, whichever site is chosen, and I consider this unnecessary at this stage. Regarding roads leading to Arno Bay, they have costed the upgrading of the Port Neill, Butler and Brooker road against the Arno Bay site and the Port Neill site also. The estimated cost for the Port Neill site is \$600,000 and for the Arno Bay site \$800,000, but if we listen to the critics prejudiced against either of those sites they say that the port will not be open for at least 10 years.

Mr. Lawn: Who wrote your speech?

Mr. EDWARDS: The honourable member should know a good speech when he hears one.

Mr. Lawn: Who wrote it?

Mr. EDWARDS: I wrote it myself.

Mr. Lawn: No, that was prepared a month ago and you didn't write it. We know who wrote it.

Mr. EDWARDS: These roads will be built long before the ports come into being, but for the sake of the wheat industry in South Australia I hope this will not be the case. I hate to think what will occur to this most

essential industry if we do not hurry up and build a deep sea port in South Australia to get our grain away. I am sure that we farmers in general do not want a recurrence of the 1968-69 season.

Mr. McKee: How many wheat outlets are there now in South Australia?

Mr. EDWARDS: I know I should not reply to the Opposition's interjections. I am sure no member present, other than the member for Hindmarsh, understands the circumstances of this case. The only other one or two members opposite who might understand them are out of the Chamber.

Mr. Venning: Do you favour Wallaroo as a deep sea port?

Mr. EDWARDS: Wallaroo is a deep sea port up to a point. I will now give a few facts and figures to show why Wallaroo cannot be a "super" port. Let us get together and do some thinking so that we can get this deep sea port. To me it does not matter which of the sites of Port Neill or Arno Bay is chosen for the "super" port of South Australia. I emphasize that the farther north the port is situated the more people it will serve. Arno Bay is about 80 miles north of Port Lincoln; 80 miles farther north is the terminal of the railway line at Buckleboo. About 40 to 50 miles north-east of Arno Bay is Cowell and its district, and these areas produce large quantities of wheat. To the north-west are Rudall and Lock, about 60 miles away.

From these details it will be observed that Arno Bay is well situated to serve this vast area. Twenty-seven miles to the north is Port Neill and 35 miles to the west is Cummins. About 146 miles to the north-west is the town of Poochera and the towns that take in wheat between there and Lock, only 55 miles farther than taking grain to Thevenard. It is almost certain that Thevenard harbour cannot be made much deeper, although when the contractors start on the terminal here we hope that it will be deeper than it is at present. To bring the wheat from Poochera to Arno Bay is only 55 miles farther than taking it to Thevenard, and 36 miles closer than over the hills to Port Lincoln. About 60 miles across the gulf is Wallaroo, which has no hope of being an economical deep sea port.

Mr. Hughes: Why not?

Mr. EDWARDS: If the honourable member would discuss this problem with previous Ministers of Marine he would find that Wallaroo could not be deepened economically.

Mr. Hughes: Apparently, the present Minister is being misled.

Mr. EDWARDS: It is feasible to take wheat to Arno Bay and load it into the large cargo ships, which are calling frequently at other ports to take away Australian wheat. In South Australia this year we could not load two 40,000-ton cargo ships with wheat and barley, one on Eyre Peninsula and one on this side, and we are going to miss out more and more every year. Farther to the north-east is Port Pirie, a port which cannot possibly be made any deeper. This grain could come to Arno Bay: this situation would be no different from what happened 30 years ago, when wheat was brought by ketch from Cowell, Arno Bay, and Tumby Bay across the gulf to Wallaroo and loaded into large ships. We could reverse the procedure of 30 years ago, and by doing so we could realize the benefits and potential of Arno Bay as a major deep sea port. It has a depth of up to 66 feet of water and more than 1,000 acres of good level land to be used for shore installations. Primary producers have been requested to reduce their costs and this would be one way that could help them, because the larger the ship the less the charge for freight. The saving in freight between ships of 10,000 and 40,000 or 60,000 tons is considerable. Another method of helping farmers to cut costs would be for the co-operative to build more storages on railway lines where wheat is grown and not so many at terminals.

Mr. Hughes: What depth of water would you want for a 60,000-ton ship?

Mr. EDWARDS: I am not worried about that: I am considering the economics and the case for a major port in South Australia, and not in wasting money.

Mr. Hughes: You are trying to evade the issue: apparently, the figure of 60,000 must have some bearing or you would not have said it.

The ACTING DEPUTY SPEAKER (Mr. Nankivell): Order! The member for Wallaroo has already made his speech.

Mr. EDWARDS: Far too much emphasis is placed on terminal storage today, because if storage is erected at the terminals and not on the railway line, when the local silo is filled the farmer has no alternative but to take his grain to the nearest terminal. This is detrimental to farmers cutting costs. The railways could handle the crop more efficiently and without working around the clock for overtime, if this were done, without adding to the

overhead cost of the farmer, and this practice could lead to cheaper freight and more work for the Railways Department, with fewer heavy road transport vehicles using the roadways so that less road maintenance would be required. At the recent U. F. & G. conference Mr. Max Saint said that there would be a 50,000,000-bushel carry-over in South Australia at the end of this year. This has been partly brought about by the lack of a good deep sea port in this State. We are not getting ships here, because merchants now use larger ships than our ports can handle.

This situation makes our case more important for a deep sea port on the east coastline of Eyre Peninsula, as this would enable farmers to get their grain away more quickly. The argument of the co-operative about the cost of a silo at another terminal is one-sided, because there must be storage somewhere; another terminal closer to where the wheat is grown will help the farmers in that area, because they want as much storage within a 20-mile radius from the terminal as possible. The co-operative has to erect silos only, which would mean extra storage where they have been erected. Let us unite in our effort to have one deep sea port that would put South Australia back on the map and help farmers to dispose of their grain. We have water on the east coast of Eyre Peninsula: all we need is the port and the facilities. If the Commonwealth Government can assist Western Australia with a new port worth \$20,000,000 it could also help this State with one worth about \$5,000,000. Surely South Australia is just as worthy of help as is Western Australia. There must be more co-operation from the Commonwealth Government in order to help this State.

On Wednesday, June 18, I handed to the Premier a petition requesting the Government to consider building a deep sea port at Arno Bay on the eastern coast of Eyre Peninsula. The petition contained 413 names of people mainly from county Buxton and county Jervois areas, where 37 per cent of the grain is grown on Eyre Peninsula. Obviously, these people want a port in South Australia as far north as possible and near the grain-producing areas. Since about 1956 the co-operative has been directing more wheat through Ardrossan than through Wallaroo, which is on the railway line, in order to build it up as a "super" port. The co-operative wants three "super" ports in South Australia—at Port Adelaide, Ardrossan, and Port Lincoln. You, Mr. Speaker, are a man of much foresight, and would realize that it is

impracticable, knowing the depth of the water at both Ardrossan and Port Lincoln, to establish a deep sea port there. C.B.H. has an elaborate plan for extensions at Ardrossan, with a jetty and a belt of 4,200ft. into water only 24ft. deep, and it wants you, Mr. Minister of Marine, to dredge and make it possible to take ships requiring 42ft. of water; it is asking for a channel 4,600ft. long out into the 42ft. mark.

Mr. Freebairn: How many members do you think there are for Yorke Peninsula at present?

Mr. EDWARDS: There are two very good members for Yorke Peninsula. This is an outrageous plan which needs stopping at all costs. If we want to save the graingrowers of South Australia, let us do something about this problem at once before the situation gets so far out of hand that we shall never get it straightened out without wasting much money. I have been told that Mr. Saint wants a railway line built from Moonta to Ardrossan. It would be far less costly to build a "super" port on the eastern coast of Eyre Peninsula and use the hopper barge system from all the small ports into one "super" port. If the extensions suggested for Ardrossan were put at Wallaroo instead, this would be of great assistance to this end.

This would be far cheaper because Wallaroo is situated on the railway line and could do with much more storage if it were used as a port in the way in which it should be used. Instead of using the Broken Hill Pty. Co. Ltd. belt at Ardrossan, we could make much better use of our own belt at Wallaroo and save money. This would be cheaper than the present suggestion by some of making Port Giles a "super" port and carting everything by road for hundreds of miles to get enough through-put to make this port pay. I trust that this may help us all in making our decisions, as this is a State problem. I sincerely hope it is regarded as such.

The farmers in zone 5, the Alford branch, view with great concern the additional 2,000,000-bushel storage, which was talked about by the people at Ardrossan. They request that it be withdrawn and placed at Wallaroo, which has already proved to be the greater port. Wallaroo is capable of handling much larger ships than is Ardrossan. This is cutting across what was passed at the annual meeting of the C.B.H. only a short while ago when it was requested by the 300 members present that no more storage be put at Ardrossan.

Another 12 months has gone by and we do not seem to be any nearer to having power

extended on Eyre Peninsula than we were at this stage last year. I cannot understand why the Electricity Trust of South Australia does not realize the amount of revenue it is losing by not expanding throughout this vast area. If it only takes stock of what has happened in the Cowell area and then applies it to other areas, it will have some small idea of what will happen if it puts power throughout the vast electoral district of Eyre. At least, let us see some movement and get the big substation just west of Cleve installed and the power lines across to Lock ready for the Kimba main project. As we have waited so many years to get this main under way, let us be ahead with E.T.S.A. and ready to go. I trust that, now we have genuinely started the Kimba main, the Commonwealth Government will see fit to give us a helping hand with this essential project. It is pleasing to the people who are waiting patiently for the water to come from the Kimba main to see and know that at long last this job is under way. I trust we shall see a big improvement in this undertaking this year. How would the Minister for Primary Industry (Mr. Anthony) know what profit would come from this Poldakimba project when he has never seen the area, or how would he know how many extra thousands of sheep and hundreds of cattle could be carried when we get this main to Kimba and water is laid on to various parts of the district from the main? I am sure nobody could hazard a guess, but I do know it would be many extra thousands of sheep and cattle that could be carried throughout this area without much effort. So, come on Senators and South Australian members of the House of Representatives! Get behind these projects and give them a mighty boost. This is what we want to push them along.

The continuation of the Eyre Highway is another project almost at a standstill. I was pleased to see the other week that the Minister of Roads and Transport had granted \$200,000 to upgrade the road between Ceduna and Penong. It has been long needed. I cannot understand why the Commonwealth Government thinks that this road is a State project when beyond Ceduna at least 90 per cent of the traffic travelling through comes from other States. Why is not this a national project? If it is not, let the Commonwealth Government build it and put a toll on the people using the road to go through to the west. Many truck drivers and car drivers have said they would gladly pay a toll to be able to drive along this stretch on a good sealed road. There are hundreds of people using the Eyre Highway in its present condition but,

if it was sealed, we could safely say the traffic would more than double in 12 months. Look at the revenue it would bring in! Many roads built in other States and overseas have a toll put on them to pay for the cost of construction. The new South Yarra bridge in Melbourne has been built by a private contractor and will have a toll imposed to pay for it. If we cannot get the finance from the Commonwealth Government, then let us do it in this way and get on with the job. Too much time has already been wasted now, and, if we do not soon get on with it, the road now there will be completely impassable.

My thanks go to the Minister of Roads and Transport for the big improvement we have seen on Eyre Peninsula during the last 12 months. I trust we shall see far more during the 12 months ahead. We certainly need hundreds of miles of sealed roads on Eyre Peninsula, especially some of the cross-section and through roads by which all our main towns are linked. If we can only get some relief with the Eyre Highway, we shall see real progress with our road problems on Eyre Peninsula. We were pleased last week to hear that the Minister of Roads and Transport was going to have something done at Yorkey Crossing around the top of the gulf, which is known as the "truckie's nightmare". When the weather is dry he gets his load full of dust and when the road is wet and slippery he has a job to drive on it. I trust the new bridge at Port Augusta is soon to be commenced, as it is a vital link between Adelaide, Eyre Peninsula and Western Australia. By the answer I got to a question regarding tenders for the bridge at Port Augusta, it does not seem that we shall get very much relief in that quarter at this stage.

I trust there will be progress toward standardizing the railway line between Port Pirie and Adelaide. If this is not done Adelaide will be the only city in Australia that is not linked with Perth by a standard gauge railway line. Since Adelaide is only 134 miles by rail from Port Pirie, this situation should not exist. It should not be such a big job for the Commonwealth Government to remedy this situation, because modern equipment could be used. Therefore, I appeal to members of the Commonwealth Parliament to take action.

People often say that the primary industries will be taken over by the secondary industries and that the primary industries will take second place. The Leader of the Opposition referred to this point in one of his talks just before the last election. Such people should not be

so cocksure about this matter, because the moment anything goes wrong with primary industries the secondary industries are immediately affected. Farmers would only have to cease buying farm machinery, fencing materials and building materials for 12 months—then we would soon see what would happen to our secondary industries: they would not be able to keep going for long, because each type of industry is dependent on the other. Let us not forget it!

All materials, machinery, trucks and tractors (in fact, everything the primary producer wants to buy) are far too costly, yet most of the products that primary producers sell are showing a downward trend. The farmer is the last one to receive an increase in the price of the things he sells, but when prices fall the prices of farmers' products fall first. After a wage increase, the manufacturer can increase by \$200 the price of steel for a header; \$60 to \$100 can be added to the price of a combine or cultivator; \$50 or \$60 can be added to the price of new cars; \$100 can be added to the price of trucks; and \$50 to \$200 can be added to the price of tractors.

Fencing materials and building materials increase in price, too, but look what happens when a farmer gets a good crop like that which was harvested last year—it cannot be sold, and the silos are choked up. In these circumstances the farmer cannot deliver his grain for months on end and he does not receive payment for it until it is finally delivered into the silo. Some farmers in the Thevenard Division finished carting their grain only six weeks ago. Much of this grain was spoilt by rain, birds, kangaroos, emus and mice.

Much of this trouble was brought about because we do not have a good deep sea port in South Australia, so let us get on with the job and build one as quickly as possible. The extra cost of such a port is only \$740,000 more than what has been suggested for the Port Lincoln site. The report of the investigating committee is only a recommendation in favour of Port Lincoln, and for a short period only. As every cost has not been taken into consideration, Port Lincoln could prove to be far more costly in the final analysis. Consequently, let us not waste any more time or money on a site that may not fulfil what we want in the long term. Let us settle for the site with the greatest potential for the future, and let us spend our money wisely and well.

Because I represent this vast area of the State (and many others will know what a

great potential Eyre Peninsula has) I am fighting for justice for it. In doing so I want to help others, too. This can be achieved only if we follow this plan. Members opposite only say that the building industry is still going down hill because they are trying to make things look black for the L.C.L. Government. However, no matter where one looks there are building programmes in operation—there are new banks, new motels, new multi-storey flats, new factories and homes everywhere one looks. Only last month the Australian Broadcasting Commission announced that the new building programme at Wudinna would, in the next few months, include seven new houses, six motel units at the local hotel, and a new hotel of 20 units (later to be extended to 30 units). A new roadhouse-motel is being built at Wudinna, and a large building is to be built for Claude Webber's, agents for John Deere Tractor Company.

There is far more building activity in the country than members opposite are aware of. Twenty-one new Housing Trust houses were built in Ceduna last year and the same number is wanted this year, plus a new police station, courthouse and cell block. Another residence for a policeman and many private buildings are needed, too. At Cleve, 12 new Housing Trust houses have either been completed or are under construction, and 12 more are required. A new motel has been built at Lock, and an extensive house-building plan is under way there.

At Kimba construction of houses is held back because of the water supply problem. This town will really go ahead once Kimba receives water from the Polda-Kimba main. This district has great potential. As a result of the additional silo cells being built there this year, it will be one of the biggest country silo centres in the State. Then people wonder why we want the deep sea port to be kept as far north as possible! Just give the people of Eyre Peninsula a few more necessary amenities and they will really go ahead.

We want better roads and better schools. At present we have to take second place to the mainland in this field, and we are not getting a fair deal in the State's school programme. Electricity is needed in most areas of the Eyre District. Radio reception is fair in most sections of the Eyre District but television reception is only fair in some areas at the best of times, and other areas cannot receive television programmes at all. Postal and telephone services are bad away from the main towns and in some cases it is quicker to get in

a car and drive 12 or 15 miles to the post office and to telephone from there, rather than use the local telephone.

Let us consider the schooling programme. When a farmer wants a good man to help on the farm he can get good men while their children are of primary school age, but as soon as they become of secondary school age the whole family has to move, unless either parent has a family living in a big town or in the city, where the children can receive secondary education. There are definitely not enough big schools on Eyre Peninsula to give good secondary education. This is one of our bigger problems at present. Sending children to Adelaide for schooling is getting further beyond the reach of country people every year, particularly as a result of the annually increasing costs of education at our schools and colleges. Added to this is the high cost of boarding a child away from home for 12 months.

This problem is not peculiar to farmers. The same situation applies to people working in the Government service in the country, too. Employees of the Engineering and Water Supply Department and of the Education Department have the same problem, as do postmasters and men who work at research centres, banks and other institutions. Please let us see a few more good secondary schools on Eyre Peninsula. These are only some of our problems on Eyre Peninsula. It cost \$U.S.125,000,000 to put the Apollo 10 space capsule into orbit and it cost \$U.S.350,000,000 to put the Apollo 11 space capsule into orbit. The American Broadcasting Corporation is planning to spend \$U.S.1,000,000 or more for television broadcasts in connection with Apollo 11, and two of the bigger American broadcasting centres are spending about \$2,000,000. We can appreciate that this space project is very expensive, and one wonders what will happen next. Surely the Commonwealth Government could do a little more for South Australia in general.

I now refer to one of the most controversial issues of the day, the move for the adoption of Eastern Standard Time in South Australia. I know that the Premier has said that there will not be a change at this stage. I am not casting any reflection on the Premier by speaking on this important subject: I refer to the people who are still pushing for us to change. Why should the primary producers and workers of South Australia be inconvenienced by this unnecessary change of time? We, the people of Eyre Peninsula, are hit harder than are the

other people of the State, because the farther west one goes, the greater becomes the inconvenience.

The people of the Far West of South Australia are almost half an hour behind Adelaide now! Just think of our schoolchildren catching school buses half an hour earlier. Many of these children catch a bus at 7.15 a.m. now, and it would really be dark half an hour earlier. Have we no consideration for the children or for the mothers who have to awaken them so early in the morning so that they will be able to catch the school bus? Also, farmers are forced to shear earlier in the season, because otherwise they would not get the shearing done throughout the 12 months. Some farmers must start shearing in July in order to complete their shearing. Some who start early in the morning have to have lights on for the first run and for the last run at night.

The SPEAKER: Order! Will the honourable member take his seat? I do not wish to interrupt the honourable member or to curb debate by him or other honourable members. However, the honourable member has been speaking for quite a time and I draw his attention to Erskine May's *Parliamentary Practice*, 17th edition, at page 441, which states:

Reading speeches—A member is not permitted to read his speech, but may refresh his memory by a reference to notes. The reading of written speeches, which has been allowed in other deliberative assemblies, has never been recognized in either House of Parliament. A member may read extracts from documents, but his own language must be delivered *bona fide* in the form of an unwritten composition. The purpose of this rule is primarily to maintain the cut and thrust of debate, which depends upon successive speakers meeting in their speeches to some extent the arguments of earlier speeches; debate decays under a régime of set speeches prepared beforehand without reference to each other.

As the real purpose of the rule is to preserve the spirit of debate, it is not unreasonably relaxed in the case of opening speeches, whenever there is special reason for precision of statement, as in the case of important Ministerial statements, especially on foreign affairs, or matters which involve agreements with outside bodies, or highly technical Bills. Even at a later stage of a debate prepared statements on such subjects are read without objection being taken, though they should not constitute an entire speech. The Chair does not as a rule intervene unless appealed to, and, unless there is good ground for interfering in the interests of debate, usually passes off the matter with a remark to the effect that the notes used by the honourable member appear

to be unusually full, or that the honourable member has provided himself with rather copious notes;

The honourable member has been reading his speech for some time and, in order to assist him and other honourable members, I say that he may continue to use his notes but not continue to read the whole of his speech.

Mr. EDWARDS: Thank you, Mr. Speaker. I hope that, when I have been a member for a quarter of the time you have been here, I will be able to speak without notes also. It is no reflection on you, Sir, but it takes time to be able to speak at length without having notes. I am almost finished speaking, so I hope you will excuse me for referring to the last page.

I do not think there is any justification for changing to Eastern Standard Time. When we come to Adelaide, we see that thousands of people go to work in the dark for three-quarters of the year now. I tell those people who want the change that, if they have any consideration for the other working people of the State, they will leave the time as it is. This change of time is not needed. As I have said, people go to work in the dark now and, in the winter time, they come home in the dark. Some people lose their way getting home from the local. Therefore, any right-thinking person in South Australia will consider this changing of time unnecessary. We have managed with central time since the State of South Australia was established. If the people of the Eastern States want to meet us, let them come our way. Then everyone will be happy and the people of the Eastern States will help South Australia in general and the people of the West Coast particularly.

My last point refers to the high rental charged for new Crown leases granted in the last few years. The problem should not be difficult to solve, because the rents are far too high at present. If we halved them, we

would be nearer the mark. I am not the only member who is faced with this problem. While some people are making up their minds about this very controversial subject other people are going broke in the process. Some are being placed under undue strain because they cannot get finance to carry on with as banks will not recognize a property with this high rent on it. They say it is not a workable proposition with these high rents; they say they cannot afford to lend money on a proposition which will not show a return of interest on the money they are outlaying.

I would like to quote four instances of this high rental on Eyre Peninsula. The rents were established in different years. One block of 2,932 acres in the hundred of Murlong was allotted in about 1962 at the annual rental of \$82.10 a year. In 1966 a block across the road of 2,600 acres in the same hundred was allotted with a rental of \$500 an acre. This was under the Labor Government. In 1967 in the hundred of Tooligie, again we find two new leases allotted. One block was 2,258 acres and the rental was \$1,022. For the other adjoining block in the hundred of Tooligie the rental was \$1,073 for 2,938 acres; I have yet to see anyone make a go of a block on that rental: it is impossible. I have received a letter from the Electricity Trust recently on its programme for Eyre Peninsula and I will read a few extracts from it as follows:

Eyre Peninsula electricity supply: Following the establishment of the Yadnarie substation, we hope to be able to provide power to Poldia, Lock, Cleve and Cowell by the middle of 1971 and supply to Kimba should follow soon afterwards. In the meantime, various district councils are actively proposing to build single wire earth return networks to supply rural applicants in their respective districts and the trust is assisting the councils in the design of these networks. The following proposals are at present known to us:

District council	Extensions	Applicants	Miles of line	Estimated cost \$
Streaky Bay	Several s.w.e.r. groups	336	441	500,000
Kimba	3 s.w.e.r. groups	71	116	140,000
Cleve	Arno Bay and 3 s.w.e.r. groups	246	300	350,000
Elliston	Lock district	163	230	280,000
Murat Bay	Ceduna, Smoky Bay and district	40	48	60,000
Totals		856	1,135	1,330,000

They cannot get on with the project quickly enough.

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

Mr. EDWARDS: Before the dinner adjournment I was speaking about land rental, and I hope that something will be done about the high rents that have been imposed. The people

concerned in this matter are not all Liberal supporters, but it does not matter to me whether they are Liberal or Labor supporters. This rent imposition is unjust, and should not be forced on people at this stage. Because of the wheat quota, I do not know how some people will be able to pay these rents, but I hope they will receive some relief soon.

The member for Hindmarsh (Hon. C. D. Hutchens) was speaking well at one stage of his speech, but he then said something about the people of Eyre Peninsula. These people require as many amenities as do those living in Adelaide, but they seem to be the last people in the State to get anything. Why should we be always last? Let us be first in some cases from now on.

Mr. McKee: Change the Government.

Mr. EDWARDS: A change of Government would not help the people of this area, because the Labor Party did not do much about the Poldo water scheme when it was in power for three years.

Mr. Clark: How have you been going since?

Mr. EDWARDS: I am pleased to say that the main has been started, and I have great faith that the Minister of Works will carry on with the job. If he does not whilst my Party is in office, I will keep niggling at him to get something done. Following an interjection by me, the member for Hindmarsh said that we did not deserve any of these things in our area. We need many things, particularly those that the people here have; if we got them, the district would rapidly progress and people living here would know whence the State's income was coming.

I am sorry that the member for Hindmarsh will retire at the end of this Parliament because of the state of his health. The House will lose one of its best Opposition members. I have great regard for the honourable member, who has spoken quietly to me at different times about things that I have said and who has helped me considerably. Also, the member for Millicent has helped me. I thank these gentlemen for their kind words to me in my first year as a member.

The member for Hindmarsh said something about the embargo on the export of merino rams. I pay a tribute to the greatest sheep breeder that South Australia has known, the late John Collins of Booborowie. He did more for merino sheep breeding in this State than anyone has ever done. At the last Royal Show I asked him what he thought about the

lifting of the embargo on the export of our merino rams. He said that, if we had never had this embargo, we would not now be in the unhappy position of having wool at its present low price. He said that, as in the other countries wool was not of a high standard, we could not command a much greater price than we are getting, because the people of other countries had to sell their wool and, if certain countries could buy wool at a lower price, they would not pay the price for the better product. He said that he thought the embargo was the biggest mistake Australia had ever made. I spoke, too, with other stud breeders at the show last year, and this was the thought of most of them. They said we would be far better off had we never had this embargo.

I have never heard a man speak for so long and say so little as the member for Wallaroo (Mr. Hughes) did. As I said earlier, we often get a burst of hot air from the honourable member. He talked for over 1½ hours, and said practically nothing; but then he got down to tintacks on something he knew about and introduced some sense into his speech. I refer now to what he said about Co-operative Bulk Handling Limited and the port problems. I hope I got some of the message across this afternoon, and a little more this evening, to the co-operative. I know it is going against the wishes of most people in putting so much storage at terminal ports, because it is not at the terminal port that we need it. If we have the storage back along the railway line, it not only helps the farmers at reaping time but also can be of great assistance to our railways, which are not paying at present. This is one way in which we can make them pay: they can take one load up from around Port Lincoln and Port Adelaide, and take superphosphate out from Wallaroo: they can take the superphosphate out and bring the wheat back. In this way they are loaded each way and can thus save money. By saving money themselves, in the long run they can help us because, if they get sufficient work, we can command a lower freight rate.

The member for Wallaroo this afternoon kept digging at me about Wallaroo. I think I have done as much research on Wallaroo as he has. I have known Wallaroo since I was knee high to a grasshopper. I have gone out on the old *Wandana* and the other boat that used to go out many a time on the early morning run and had a marvellous time. Sometimes it was an inspiration to go on the night trip to see how some of the chaps made fools of

themselves by getting completely drunk and not knowing how to get off the boat when it arrived. It was an inspiration to see them. If they only knew how they looked, they would not have done it.

The member for Gawler (Mr. Clark) this afternoon spoke at great length about the member for Gumeracha (Mr. Giles). If he studies his speech and then has a good look at the speech of the member for Gumeracha he will see there is more worth in the latter. He spoke at some length about various things but, if he likes to think back a little, he will realize that it was when his Government was in office that the M.A.T.S. plan began.

Mr. Lawn: No.

Mr. EDWARDS: I may be wrong on some points, but I believe that the M.A.T.S. plan came to fruition before the last election.

Mr. Lawn: It was started by Sir Thomas Playford.

Mr. EDWARDS: The Labor Government did not bring it forward because the plan was too controversial a subject at election time.

Mr. Corcoran: Wrong again.

Mr. EDWARDS: Now the Opposition is blaming us because we have introduced it. We cannot stand in the way of progress, and planning is essential to progress in this State. The M.A.T.S. plan may not go through in its present form, but we must have some plan to keep our city going.

Since tenders for the Port Augusta bridge have not been called, I point out that I cannot understand why a causeway has not been built across the top of the gulf north of the railway workshops at Port Augusta. When we were in Tasmania in January, I drove along four causeways that were similar to what could be built at Port Augusta. Some of these causeways had been in use for many years, and they were doing a good job. They involved little upkeep, so I cannot understand why such facilities have not been used here. I will have much more to say when controversial subjects are dealt with later this session. I know I am supporting a Government with a positive programme, so I am happy to support the motion.

The Hon. R. R. LOVEDAY (Whyalla): In supporting the motion, I first extend the usual congratulations to the mover and seconder, who took the plunge in their first Address in Reply speeches. I offer my sincere condolences to the relatives of colleagues who have recently passed away. I listened with much interest to the speech of the member for Eyre (Mr. Edwards), and I point out to him how illogical

he is in his reasoning on one rather important matter. He told us of the problems of primary producers. He said that, if they were suffering financial hardship, the whole of the State suffered greatly; in fact, the State's economy virtually rested on the success of the primary producer.

Earlier in his speech, however, he attributed what he called the present situation in the State to the ability of the present Government, and he had nothing but condemnation for the Labor Government, which he blamed for what he called, I think, a financial mess. He apparently forgot that primary producers in the other States suffered very severe droughts during the term of office of the Labor Government. If his argument that when primary producers are in financial trouble the effect is felt by secondary industry and everyone else is true, he should surely realize that, when the Labor Government was in office, the financial difficulties that accrued to this State were due mainly to what was happening in the two States to which the major part (about 85 per cent) of our secondary production is exported.

If the honourable member gives a little more thought to these matters, he will produce a much more logical argument. Since he feels so harshly about members on this side (as he seems to do), I remind him that this afternoon members on this side sat reasonably quietly, without taking a point of order, for nearly an hour while he read his speech. We could easily have taken a point of order. If the honourable member would develop a little greater sense of humour and think more about his facts, I am sure he would do much better. I consider that his colleagues are letting him down badly, particularly in regard to submissions to the electoral commission.

The trouble with the member for Eyre is, as he has told us before, that his work is so heavy that he works 15 hours a day and travels 50,000 miles a year to cover his vast district. I agree that it is a large district. However, his colleagues suggested to the electoral commission that the commission should add about 160,000 square miles of the Whyalla District to the Eyre District. I do not know how many hours a day the honourable member would be working if he had that area tacked on to his present district, and I should hate to guess at the mileage that he would have to cover. His colleagues are not treating him fairly in these circumstances.

Mr. Lawn: That's what they think of him, apparently.

The Hon. R. R. LOVEDAY: Perhaps they think his capability is such that he can go over this area with the greatest of ease, like the daring young man on the flying trapeze. Before I deal with some education matters, I draw the Premier's attention to one or two matters regarding Whyalla and one or two other parts of my district because, thanks to the good support of members on both sides, I shall be leaving on Sunday for three months, and I hope that these matters receive the careful attention of the Premier while I am absent. I shall not be here to remind him of them.

I have asked the Premier questions about ship construction at Whyalla. The *Whyalla News* of June 18 contained a reference to a statement by Mr. J. W. Austin, Chairman of Clutha Development Pty. Ltd., at a reception that followed the naming and launching of the 54,800-ton bauxite carrier *Clutha Oceanic*. Mr. Austin said that he called for Australian shipping interests and the Commonwealth Government to join forces and provide facilities for constructing vessels much larger than were now being built.

I think the outstanding problem about the Whyalla shipyard is the need to achieve some continuity of orders. A shipyard, to be run efficiently and in the best circumstances, should have a programme of at least three years' duration in sight, and it is most essential that the State Government does its best to get the Commonwealth Government to help the Whyalla shipyard towards this end. I think the Premier recognizes that Whyalla is the outstanding centre outside Adelaide where there is considerable expansion, increasing employment, and considerable prospects of additional subsidiary industries in future. Because of this, it is most important that the shipyard have a better guarantee of a lengthy programme so that it can operate on a sounder basis. That would, of course, promote the whole stability and economic progress of the city.

I draw the Premier's attention to the importance of another matter I raised recently—the standardization of the Adelaide to Port Pirie line and, I hope immediately following, the standardization of the new line from Port Augusta to Whyalla. The importance of this railway is greatly increased now the Broken Hill Proprietary Company Limited has decided to tranship its steel by road instead of by sea, the company having found that the steel suffers far less in transit by this method.

As the Premier will know, the cartage of steel by road is having dire effects on the surface of that road. I believe there is not the slightest doubt that the standardization of our railway lines will bring a tremendously greater volume of traffic on to the railways with good results for the department's budget and, in addition, the Premier will recognize that the standardization of the line from Adelaide to Port Pirie soon is essential if we are not to miss out on interstate traffic. The connection of Port Augusta to Whyalla is a natural concomitant to that standardization, and this will link the State with a railway system that connects in all directions with other States.

Another aspect of development in Whyalla is wrapped up with the cost of land. I draw the Premier's attention to something that has occurred recently regarding the cost of land, particularly industrial land, in Whyalla. It came to the notice of the Whyalla City Commission that advertisements appearing in newspapers in other States regarding opportunities for industrialists referred only to Elizabeth and Lonsdale as places where industrialists might find land suitable for expansion. When the attention of the Director of Industrial Promotion was drawn to this, he said in his reply to the City Commission:

We shall certainly endeavour in any future series of advertisements not to give an impression that we are highlighting the advantages of one area of the State and not another.

However, I cannot help believing that the general tendency in South Australia regarding industrial expansion has been to advertise Elizabeth and Salisbury at the expense of any other areas. Of course, the Housing Trust, which had many houses in that area for some time (and I believe still has), is no doubt interested in getting some additional industry at Elizabeth and Salisbury in order to try to fill its houses. However, the opportunities for expansion in Whyalla are so widespread and promising that we should not overlook the opportunities there by advertising just Elizabeth and Lonsdale.

I draw the Premier's attention to the fact that recently a certain company wishing to extend its opportunities in Whyalla to consolidate its business received advice from the Lands Department that it would cost \$10,000 an acre for an industrial block. Curiously, at the same time advertisements were appearing that industrial land could be obtained at Elizabeth for \$3,800 an

acre. I believe that the area in Elizabeth was provided with all services, including a railway.

When some publicity was given to this in Whyalla, the Minister of Lands said that the claim made in the previous week that land prices at Whyalla were exorbitant was very misleading. He went on to say that Commissioner Norton, who had raised the matter, appeared completely to ignore the fact that the cost of services (raised footpaths, water tables, stormwater drainage, water and sewer services) had to be borne by the Lands Department. I would assume that the advertisement in respect of land at Elizabeth and Lonsdale also had the cost of these services upon it; I would be very surprised if it had not. Yet we find land advertised at \$3,800 an acre at Elizabeth and Lonsdale, and including railway services. Surely, there must be something wrong here, considering that the land at Whyalla, as the Minister would know, is salt-bush land, only pastoral in quality and almost worthless from the point of view of value per acre. I noticed, too, in last Friday's *Australian* that residential blocks three miles from Wollongong are advertised at \$2,100 an acre. I cannot see how it is justified to charge \$10,000 an acre for pastoral land at Whyalla for industrial purposes, even though there are services upon it, and if we are going to really encourage the expansion of industry in the city then surely we have to do much better than that.

The Minister of Lands referred to the question of stormwater drainage costs being included. I believe the City Commission has found that this is news, because never before has it found the Lands Department paying up for water drainage costs. Therefore, I would ask the Premier to have this matter investigated and to see whether something cannot be done to bring industrial land more within the range of those people who wish to use it.

There is one other matter with reference to my electorate that I wish to draw to the attention of the Premier. Recently, an article appeared in the press concerning the intention of a large company to spend \$500,000 in developing opal mining in the north of New South Wales and in Queensland. This company intends to go into opal mining in a much more thorough way than has been the case in the past, and the Director announced the intention of the company to get the Commonwealth Government involved in the export of opals in order to place the industry on a very sound footing. Perhaps the Premier does not know

that I have on a number of occasions in this House in past years drawn the attention of the House to the value of the opal industry to South Australia. Andamooka and Coober Pedy produce virtually all the opals in Australia and are the outstanding world producers of opal. The exact export value is not known because there is no control over the industry, but it certainly is about \$5,000,000 a year. About half goes to Japan in a rough state for cutting and polishing there, and the other half is divided roughly between the United States of America and Western Germany.

I have on a number of occasions pointed out that the export value of the opal would be greatly enhanced if the industry was better organized and did its own cutting and polishing in Australia and if the finished article instead of the rough article was exported, but unfortunately it is a very disorganized industry. There is a complete lack of co-ordination, and while there are some people who are obviously making very great sums out of buying and selling opal and exporting it I feel sure that they will not be anxious to see the co-ordination that I would like to see for the benefit of the State. I believe that if this industry was organized on a better basis we could get a tremendous increase in our export earnings from opal. I refer to it now because, obviously, this firm of some standing, with \$500,000 capital at least, is going to try to develop opal mining in New South Wales and Queensland and intends to approach the Commonwealth Government. If this eventuates, we as a State should be watching closely to see what transpires between the firm and the Commonwealth, and we should ensure that our opal industry benefits from any co-ordinated change that takes place concerning the control of opal handling and development. South Australia has much opal-bearing country that has not yet been touched: there are good prospects in the industry, and it is an extremely valuable one that should be nurtured.

I deal now with matters relating to education and, in view of the many conflicting and misleading statements that are made about education, I intend to look back at the policy speech of the Premier with regard to education in order to place facts on record in regard to not only that matter but also several other matters connected with education. I am pleased to say that education has become a matter of far greater community interests in the last few years, but we cannot draw proper conclusion unless we know the immediate

past history of what is taking place, and what the facts are as distinct from the misleading statements made from time to time. For example, the Premier, when speaking before the last election, said:

Buildings are important, but as we see it education is a process continuing through life, and the needs of all who want to share its benefits must be met. We will, therefore, reverse the downward trend in school buildings. That was a completely misleading statement, unfortunately made in order to try to damn the previous Government. I say it is completely misleading, and I will give the actual figures of spending on school buildings. In 1962-63 the sum spent on school buildings was \$11,910,000. In the next year (1963-64) it dropped to \$9,850,000 under the Liberal Government, yet the Premier spoke at the last election about reversing the downward trend. In 1964-65, \$11,217,000 was spent, and the total for the two years 1963-64 and 1964-65, was \$21,067,000. I give these two years together, as usually it is most misleading to quote one year on its own, because when solid construction school buildings are built there is always a two-year or three-year programme associated with these buildings. More school buildings may be designed in one year but more built in the next year because of the time lag in the design, planning, and construction of the buildings.

In 1965-66, \$11,768,000 was spent, and in 1966-67 the sum spent was \$10,757,000; the total for those two years was \$22,525,000, being an additional \$1,458,000 spent on school buildings. In the following year (1967-68) we estimated for a State fund expenditure of \$10,650,000, and Commonwealth grants of \$2,300,000, making a total of \$12,950,000 for that year.

How on earth anyone can say that he was going to reverse the downward trend in the expenditure on school buildings I just do not know, because the statement is untrue and completely misleading. Again, in the Premier's speech on that occasion, I find:

We will also make a searching examination of the State's education situation to determine the best use of our resources and to assess the effectiveness of present curricula. . . . This will also involve a review of the Education Act and the regulations made under it.

A complete review of the Education Act, which was long overdue, and the regulations made under it was started by the previous Labor Government—and the Liberal Party knows that very well. Here, it is talking about involving a review, instead of which it could,

if it had liked to stick to the truth a little better, have said that it would continue the review started by the previous Government. Later, I find this statement:

We regret that the University of Adelaide and Flinders University—a university planned and commenced by us—have been denied urgently needed funds by the Labor Government.

Of course, that is just not true, either, and, what is more, since the present Government has been in office the quotas at the universities have remained unchanged, despite all the criticism made when we were in office about quotas at the universities. In fact, members opposite know perfectly well that one of the main troubles about the financing of the universities lies in the fact that the Commonwealth Government provides matching grants to the State money that is provided. They know very well that the State has always been unable to match all the grants available from the Commonwealth. It has always provided a major problem to meet the Commonwealth grants on a \$1 for \$1 for capital expenditure and \$1.85 for every \$1 of recurrent expenditure. Then, in the same speech we find:

In addition, we will promote the establishment of an institute of colleges in South Australia.

The Labor Government had already promoted the establishment of an institute of colleges and, furthermore, had provided an area at The Levels for the Institute of Technology to expand its operations. I was informed from the most reliable sources that the Institute of Technology was completely unable to get an area sufficient for its needs under the previous Liberal Government. Finally, we find this paragraph:

We will also study the setting up of a college of paramedical studies, which would incorporate the disciplines of physiotherapy, occupational therapy, speech therapy, pharmacy, dietetics, optometry, radiological technology, medical laboratory technology and nursing.

In fact, during our term of office we had already gone as far as possible in those circumstances to set up a college of paramedical studies and it was agreed by those people at the Institute of Technology who were responsible for discussions on this aspect that at that moment it was inopportune to try to set up a college of paramedical studies; but the preliminary planning was done as far as it was possible to do it. So, once again, we had no acknowledgment that this was a carrying on of the Labor policy already in operation. I turn now to the following statement made by the

present Minister of Education in last year's Address in Reply debate on July 31, 1968:

The Government intends to reverse the downward trend in development and progress in this State that occurred during the three years of the previous Government.

I think it fair to assume that the Minister was including education in that sweeping statement because, after all, all her remarks dealt with education. I intend to have on record some of the developments and changes that took place under the Labor Government so that, when some of the backbenchers on the other side are talking about these matters, they will at least have the facts to refer to in *Hansard* and not have to draw on their imagination.

Mr. Rodda: You are giving information.

The Hon. R. R. LOVEDAY: Yes; these are facts, not fairy stories. The developments during 1965-68 are as follows:

(1) Increased subsidies and the introduction of a "fair allocation" scheme for distribution of the available funds.

One of the canards that was spread very religiously around the State while we were in office was that subsidy expenditure had been reduced. Consequently, I am obliged to give the facts on this matter, too.

Mr. Rodda: You had a lot of dirty windows about the place then.

The Hon. R. R. LOVEDAY: The trouble with the honourable member is that, even if he had a perfectly clean window, he could not see straight through it. With regard to subsidies, in 1962-63 the Liberal and Country League Government spent \$419,000; in 1963-64, \$416,000; and in 1964-65, \$431,000. Under the Labor Government in 1965-66 \$498,000 of revenue money was spent, plus \$7,453 of Loan money, which had never before been spent by an L.C.L. Government; in 1966-67 \$504,000 was spent, plus \$65,000 of Loan money; and in 1967-68 we provided for \$504,000 of revenue money and \$200,000 of Loan money. This, of course, shows that there was a distinct increase every year while we were in office. The list of developments continues:

Provision of Loan for a defined programme of subsidizing assembly halls—

there were only four or five in the whole State when we came to office—

swimming pools, canteens and change rooms on a liberalized basis;

(2) Foundation grants for school libraries (\$1,000 secondary, \$800 primary, \$100 one-teacher schools) in new schools operating from the beginning of 1967.

Previously, libraries had not been started until the parents raised some money to get the library going; the school started with no books on the library shelves. The list continues:

(3) Seeding and water reticulation provided for school ovals in new schools operating from the beginning of 1967;

(4) Provision of canteen shells in the design of new schools;

(5) Free textbooks provided for all primary schools;

(6) Student-teacher allowances increased for the first time in 10 years;

(7) Establishment of 100 student teacher scholarships of \$200 per annum and 100 matriculation teaching scholarships of \$200 per annum awarded annually;

(8) Increased numbers of primary and infants teachers being awarded three-year and four-year courses;

(9) Establishment of a probationary period of six months before requiring student teachers to sign an agreement;

(10) Equal pay for equal work for women teachers (implementation over five years);

(11) Provision of accouchement leave for women teachers for a period before and after the birth of a baby, thus enabling them to retain continuity of service;

(12) Waiving of the existing bond liability when women teachers leave to take care of a child;

(13) Continuous employment of women teachers on marriage;

(14) Provision of flats for single women teachers in country towns;

(15) Refresher courses for married former women teachers before re-employment;

(16) Full promotion opportunities for married women teachers and one promotion list for male and female teachers;

(17) Extension of half-time and full-time release scholarships;

(18) Improved provision for depreciation of furniture of teachers transferred;

(19) Abolition of Progress Certificates;

(20) Provision for early abolition of Intermediate examination;

(21) Development and introduction of a new mathematics courses;

(22) Greatly increased development in promoting agricultural education (and I am sure that that will interest some members opposite);

(23) Extension of facilities for education of handicapped children and the training at Birmingham University of two teachers of the blind;

(24) A special course of studies developed for education of Aboriginal children attending a new school established at Musgrave Park;

(25) A very significant extension of inservice training;

(26) Establishment of Raywood Inservice Centre at Arbury Park and development plan for educational purposes for other portions of the area. (The centre, of course, is now in a building that the Playford Government had intended to use as an annexe to the gallery, and we considered that we could put it to much better use);

(27) Establishment of a system of pilot centres prior to introduction of new courses;

(28) Apportionment of teacher consultants in various subject fields, such as mathematics, music and science;

(29) Establishment of special rural schools by providing a secondary top to primary schools too remote from secondary schools (and I am sure the member for Eyre will be interested to know that most of those were established on Eyre Peninsula, because of the remote situations);

(30) A new policy was adopted for secondary education, embracing a high degree of comprehensive education;

(31) Stage 1 of the reorganization of the Education Department undertaken;

(32) Establishment of regional officers at Mount Gambier and Whyalla;

(33) Extension of oversea study leave for administrators, at Government expense;

(34) Work commenced on the complete revision of the Education Act and regulations;

(35) Alteration of regulations concerning admission of children to school for the first time;

(36) University and Institute of Technology fees concession scheme liberalized, making allowance for a living allowance for people coming in from the country;

(37) Suitable area provided at The Levels for extension of the Institute of Technology;

(38) Simpson Committee established to report on proposed Institute of Colleges for Advanced Education;

(39) Flinders University created an autonomous body, with the Professor of Education as principal of Bedford Park Teachers College to promote liaison between the two institutions; and

(40) In dealing with the Institute of Teachers claims for increased salaries, the Teachers Salaries Tribunal members reached agreement without once requiring the casting vote of the Chairman.

I have heard suggestions made here this afternoon that the determination of teachers' salaries was one of those things in which the Minister never interfered, but that the Teachers Salaries Board went ahead and acted, as it were, in a vacuum. Of course, that is just not so, as the Minister's representatives on the Teachers Salaries Board confer with the Minister as to what their policy should be and how they should act on the board, it is all nonsense to say that they act in a vacuum; they do not.

I was rather interested to see what the teachers of South Australia had to say this year regarding this matter. They put an advertisement in the newspaper that referred to the fact that the Government advocate on the Teachers Salaries Board was not prepared to grant the advances asked for; in fact, I think the term used was "any advances". In the advertisement they said that in the early stages of their work teachers were not as well off as were apprentices in the metal trades

and they gave figures to prove it. They also said they were now the lowest paid teachers in Australia. So here was a very big and important difference. On the one hand, under the Labor Government, the Teachers Salaries Board was able to reach agreement without the casting vote of the Chairman, but it was a very different matter when the Liberal and Country League Government came into office.

Of course, I have not the slightest doubt that the instruction to the Minister of Education that this was to be the policy came from Cabinet (probably from the Treasurer and the Premier). It is all very well for the Treasurer to get up here as he has done and pat himself on the back for balancing the Budget. Of course, the balancing of the Budget to the extent he has done has been achieved only by ordering that the utmost economy be exerted in every department and, I believe also, that people who resign or retire be not replaced. I have not the slightest doubt that such balancing of the Budget as has been done has been at the expense of social services such as education. That is one of the reasons (probably the main reason) why the attitude to which I have referred was taken when the Teachers Salaries Board met. It is no good trying to pass on the blame to the board, for the Minister is not completely unaware of what is happening or is about to happen on the board.

We have had many statements from members opposite, including Ministers, about one or two other matters that I think are worth referring to. The *Advertiser* of August 28 of last year stated that Mrs. Steele had said that, as a streamlining measure, she had approved the Director-General's recommendation that regional offices be established at Mount Gambier and Whyalla. Of course, all the ground work of this was done before we left office. In fact, the office for a regional office in Whyalla was obtained before we went out of office. The actual appointment of officers has certainly taken place under the present regime, but the idea of decentralizing the administration of the Education Department was one that was initiated during the life of the previous Labor Government, and Whyalla and Mount Gambier were regarded as the most appropriate places in which to start a policy of regional decentralization. I learn that this is proceeding with great success in those two areas at present.

Then I find a statement by the Minister again—and there have also been statements on this matter from the Minister of Works—

in regard to the changes planned in school designs. In an article in the *Advertiser* of November 29, 1968, I find that the Minister of Education is announcing the end of what is referred to as the first stage of an investigation of school design in South Australia. The article goes on to say:

State Cabinet has approved in principle revolutionary changes in the design of South Australian school buildings to meet the more flexible methods of teaching required under present and future curriculums.

In fact, this was inaugurated by the Labor Government, and before we had left office a representative from Messrs. Faulkner & Sons, a firm of architects in Great Britain, experts in the design of schools, was already over here in South Australia conferring with architects of the Public Buildings Department on this question. So here again we get no recognition of the ground work having been done by the Labor Government. We know that every Government that comes in carries on the work of the previous one, but a little recognition of the initial spade work would not only be honest but would also help people to know what goes on in Government, instead of which many of these statements in my opinion are designed to mislead the public.

I come now to the question of the teacher shortage. It is rather interesting to look back to February 15, 1968, to see what the *Advertiser* had to say in the sub-leader headed "Attracting the Teachers":

It is not so many years since South Australia was seriously short of well qualified candidates for the teaching profession. This era produced the "pressure-cooker" teachers who generally gave sterling service to the educational system. Of late, however, the State has moved into a position of over-supply of aspiring teachers. A total of 2,406 applications was received for 1,345 places at teachers colleges this year. Most successful applicants spent a fifth year at secondary school in 1967, and other applicants had good Leaving examination results.

That was the picture early in 1968. Now we find, in July, 1969, much talk about teacher shortage, and the *Advertiser* recently came out with another sub-leader headed "The Team Shortage". This starts off as follows:

When the Minister of Education (Mrs. Steele) announced the appointment of a committee of inquiry into education in South Australia, she expressed the opinion that education here was in a healthy state. The situation at Findon High School must go a long way towards shattering her equanimity.

Further on, it goes on to comment on the question of salaries and says:

The Director-General will continue to have plenty of funds to pay teachers for some time unless something positive is done to raise these salaries at least to a level comparable with those in other States.

Here we come back to this question of salaries comparable with those in other States. The *Advertiser* went on to say further:

South Australia has been tailing the Australian field in a number of these areas for many years.

The areas it referred to were facilities, equipment, the employment of teaching aides, departmental organization, and social status. Well, whether or not we have been tailing the other States I think is a very moot point. Personally I think that South Australia has done as well in most compartments of education as the other States, and in some compartments it has done better. For example, in teacher education, in respect of the number of student teachers related to the number of teachers in the field, South Australia without doubt leads all the other States. Also, the other States have some problems which we do not have here.

I do not think it is correct to say that South Australia has been tailing the Australian field, but that does not mean that things are at all well in relation to education. The fact is that things are not at all well in education throughout Australia, and one has only to go to the annual meeting of Directors and Ministers to hear the general chorus about the shortage of funds and the inability to carry out operations that are absolutely essential in order to put education on a sound basis. They all speak with one voice on this question at their annual meeting.

I read another article, recently published in the *Advertiser*, in which one gentleman said that the teacher shortage had been covered up. I do not think it has been covered up by anyone: in fact, when I first went into office and examined the situation I found that senior officers of the Education Department were seized with the question of the adequate supply of teachers of quality. This was top priority, and there was no evidence on which one could disagree with them on that point. I have noticed in some places that the Director of Education at that time and the present Director-General have been blamed for a wrong point of view concerning this matter. They have been charged with having wrong priorities, but that is not true. They have known and have stressed that the highest priority was an adequate supply of teachers of quality in South Australia, and these officers,

and I as Minister, continually spoke on this subject wherever they or I went. We stressed it all the time.

I have said we lead the field in the number of student teachers in our teachers' colleges, yet we still have a shortage. I remind members of the figures I gave earlier in the editorial published in the *Advertiser*, which showed that in that particular year the number of students with qualifications who applied to go into the colleges was greatly in excess of the number admitted. It is worth while considering this question broadly and examining how we can deal with the shortage of teachers. In the list of developments that I read, out of the 40 items 15 were designed to make teaching attractive. Obviously, we have to make teaching an attractive profession comparable in its salary returns to other jobs in industry and other professions: it has to be just as good, but it is not so today. We have to attract the best students.

It has been said this afternoon that we have drawn into the teachers colleges in a particular year about 23 per cent of the students with the necessary qualifications, and the figure has ranged about that level lately. It was also said that we could not get any more, because other industries would go short if we did. Before we talk about that, we have to make conditions of the teaching profession equally as good as those in professions to which teachers might go. I believe that, if we made the conditions of the profession as good as those in the professions to which teachers went when they resigned from the department, we would hold them in the department, because teachers who are prepared to go into a teachers college and sign an agreement to serve for three years after they have got their qualifications are people, in the main, who want to be teachers and like teaching: in other words, that is their choice in life.

If a man can do a job that he likes doing, it usually needs a much bigger salary to attract him to some other job that he does not like doing so much. Therefore, the first criterion is to make the return from this profession at least as good as the return from similar professions—and we are not doing it. It is no good complaining about an excess of resignations, an unexpected number of resignations, unless we do this.

We have heard that only a few people who have resigned have said they are going to other jobs, but we have heard that many said they were going to travel. Where were they going to travel? Maybe they are going to Canada,

where the salaries are higher. Today I was talking to a teacher who used to be in the Education Department and who is now getting \$12,000 a year as a teacher in Canada.

Mr. Allen: How much would he pay for a house there?

The Hon. R. R. LOVEDAY: No doubt, he pays more for his cost of living, but he is no fool: he is there because the conditions are so much better generally, and he is still teaching. I venture to say that we must make the profession as attractive as possible from the point of view of salaries and have good allowances for the students in our colleges. I am pleased to see that the committee of inquiry set up by the Minister of Education has made recommendations about student teachers allowances that have been received by the student teachers as satisfactory. One point that concerns me, though, is that they should be periodically reviewed to meet increases in the cost of living. If that was done, there would be great satisfaction in our student teacher colleges.

I remind honourable members that, when we came into office, these allowances had not been altered for over 10 years. This is no good. We provided scholarships in order to attract some of the best quality students coming out of our schools. I believe that has paid off, but we must make this profession as good as we can make it. Surely no-one will argue that it is not worth making this profession as good as we can. Investment in education is the most profitable investment a nation can make.

We pride ourselves now on being very highly industrialized—and we are. We are saying we must step up our exports and achieve a high degree of efficiency in industry. We also pride ourselves on being a democratic community. If we are to make our democracy better and really effective, if we are to be efficient in industry and if we are to step up our exports, we must have the very best education possible for our children. We lag behind the standards of other nations considered to be industrial leaders in the world. We are one of the industrial leaders in the world, proportionately to our population.

One of the troubles in this country is that we still have not emerged mentally from the philosophy of the brawny Australian. There is still much of the despising of the intellectual and well-trained person who has had a solid education. We still have a hang-over from our initial development, and we must get out of it promptly, because we have left that stage.

Much of the Minister's troubles in connection with Findon High School arises from a failure to pay salaries comparable to those of similar professions. I do not know why some science teachers at Findon High School resigned, but I guarantee that they went somewhere where they could use their ability as scientists or science teachers. I would not mind guaranteeing that they went somewhere where they could get better salaries and conditions.

The position would be helped if more ancillary staff were provided. There is some ancillary staff in schools, but it is inadequate. Just before the Labor Government left office it prepared estimates for two alternative schemes of additional ancillary help in schools, but the present Government has not proposed any additional ancillary help. Obviously, when we are short of people with the highest professional training we should be making the maximum use of their professional ability, not cluttering them up with many relatively unskilled chores. People with professional skills would then have to do a bit more teaching than they are doing now, but that would not hurt them: they would only be too glad to keep their hands in.

Mr. Venning: It is not a bad profession, though, is it?

The Hon. R. R. LOVEDAY: It is a good profession, but it has to be paid comparably. When I hear people talking about teachers' long holidays I wonder whether they know about the way teachers have to work in their classrooms and about the amount of weekend work and night work they do. I can think of a teacher who has been spending the whole of every weekend marking papers; this work cannot be accomplished in any other way. I suggest to the honourable member that, if he had a class of 30 or 40 for the months in a year during which a school operates, he would be very thankful to have the holidays that come along, in order to recuperate.

Furthermore, teachers' holidays are not spent only in holidaying. Many teachers attend inservice courses during their holidays. I think I am correct in saying that, in the last year of the Labor Government's term of office, 70 per cent of teachers took inservice courses, most of them in the holidays, because there is very little opportunity for taking courses lasting more than one day while schools are operating. Many inservice courses last four days or a week; the Raywood Inservice Conference Centre is used virtually every week of the year. I

know that it is hard to convince some people that these things are necessary. However, when I think of the way a Liberal Government entered into an open-handed contract for the F111 aircraft and spent millions of dollars without hesitation and when I think how we literally had to beg the Commonwealth Minister for \$1,000,000 or \$2,000,000 for children's education, it makes me sick.

Mr. Corcoran: You got little support from the Opposition at that time.

The Hon. R. R. LOVEDAY: During the three years we were in office we continuously hammered the matter of Commonwealth assistance in education, but got not one word of assistance from the Opposition. I defy any member of the present Government to find in *Hansard* a word of approbation.

I have dealt with comparable salaries for teachers, the conditions in the schools regarding ancillary staff, and student teachers' conditions. This brings me to the state of our teachers colleges. Two colleges are hopelessly overcrowded, lacking in facilities, and bad to administer (because each is in three parts). Only by the most repeated pressure on and application to the Commonwealth Minister for Education and Science were we able to get from him, as an amount additional to our expenditure, money to enable us to build the Salisbury Teachers College. Had it not been for that, completion of that college would have been delayed at least two years.

We had to plan to get students before the college was built, starting them somewhere else so that we could put them into the building when it was erected. We should not have had to do these things. I think it is interesting, too, as an example of the attitude towards education, to go into the Education Department head office. It is a rabbit warren. Many other departments got most palatial offices before the Education Department did. I do not say that they should not have got their good offices, because Government department offices had got to an extremely low standard but it was noticeable that the Education Department was not among the first to get new office accommodation. In fact, the Education Department is split up into several different sections in different parts of the city, because all officers cannot be accommodated in the rabbit warren.

The senior officers of the department are working overtime, and several of them have had coronaries. There has been no proper addition to the administrative staff to cope with the additional work arising from the expansion of education in this State. Most

of the senior officers have far more work than should be put upon any individual, and their health is suffering as a consequence. I have never heard anyone say this, and it is time it was said, because it is no good having senior officers cracking up one after the other. That is an important point.

If we recognize the need in relation to teachers, student teachers, and teachers colleges, we would be going a long way towards solving our education problems, because the first essential is adequate teachers of quality. With good teachers, we can have good education in a low-standard building, but if we have bad teachers all the good buildings in the world will not make for good education. This is the crux of the matter now.

I agree with the present Minister's statement that we cannot pluck teachers out of the air, that we cannot buy them, and so on. She has a difficult problem, and no-one denies it. Let us face up to the solutions to this problem and not try to evade them. If we want education to prosper we should face the questions of salaries, student teachers' allowances and proper facilities: let us get the best. If they find they are short of students with necessary qualifications, the rest of the professions will come forward with solutions so that they can get people with the right qualifications. When the Broken Hill Proprietary Company Limited in Whyalla saw that it needed people with qualifications it said to the Education Department, "If you put a technical high school up here, we will put in £40,000". Of course, this was many years ago when money was worth a lot more. When the company saw that it wanted people with other qualifications, it said, "You put an institute of technology up here and we will put in some money". If the teaching profession, through its attractiveness, took in so many students with qualifications that the other professions were a bit short, those professions would be saying that the standard of education for all children must be raised instead of looking so much to the bright ones and not worrying so much about the others. They would meet their needs, and we should not be frightened of that aspect.

A report in the *News* of June 17 (I think this is the President's statement) states that the South Australian Institute of Teachers in its survey last year found that the State teaching force had to be increased by well over 1,000 to reduce class sizes to a satisfactory level and cope with new enrolments. This would mean about a 10 per cent increase on present num-

bers. To emphasize the point I am making, I will add to that. Having an adequate number of teachers is not just a question of class sizes or additional enrolments but a question of going beyond that because, if we are to deal with the problems arising from the explosion of knowledge, with the need to provide classes of even smaller numbers than is regarded as good today, and the need to give more individual treatment to those children who have not had such a good background, then we need even more teachers. This may sound a formidable task, but if we are to reach that equality of opportunity in education towards which we should be moving these are the necessary things.

I will deal now with State aid, which unfortunately has become a bargaining matter at every election. This was started by the Commonwealth which, I consider, for pure political expediency, began providing money for science laboratories. Much of this money has gone where it is not really needed; some went to schools that could have covered this quite adequately themselves.

Mr. Freebairn: I think most people agree with you on this.

The Hon. R. R. LOVEDAY: The Commonwealth has now provided for libraries on a similar basis, and this method of handing out grants has many unsatisfactory features. I understand that some of the schools that received science grants did not have teachers with the necessary qualifications to use the laboratories properly and to the best advantage. I suggest that we should have an Australian schools commission on a Commonwealth level to inquire into primary and secondary education and to make recommendations to the Commonwealth Government in the same way as the Australian Universities Commission makes its recommendations regarding universities, and in a similar way to the way in which the committee that exists to deal with the Institutes of Technology operates.

Those two bodies now in existence go around and examine the situation and make recommendations to the Commonwealth Government. They do not interfere unduly in any way with the operations of the universities or the institutes of technology, but as experienced people they can see where the greatest priorities are, and they make their recommendations accordingly. A body such as I envisage should make recommendations to the Commonwealth Government for grants

to be made to non-Government and Government schools, having regard to where the priorities are highest and where the needs are greatest. For example, in the Catholic field, many of the primary schools are in an exceedingly poor way. They have managed to reduce their class sizes a little, but they are still far too big. We had a situation where 80 was not an unusual class size.

I visited several of these Catholic primary schools, and was concerned at the lack of facilities and the cheeseparing methods that these people were obviously being forced to adopt in order to carry on education at all. On the other hand, some Catholic colleges are very well equipped. If education is so dependent upon this question of the shortage of money, surely what money is available should be spent in these places where the need is greatest and not just put around more or less indiscriminately.

Mr. Hudson: The funds seem to be put around in areas where they are least needed.

The Hon. R. R. LOVEDAY: I agree. This suggestion that State aid should be dealt with in this way would remove it from the arena of Party politics, and it is high time it was so removed. Both major Parties have now accepted the principle of State aid, and once this sort of thing is accepted politically there is no going back: that is a matter of practical politics. If one accepts that there is no going back, then everyone in the two Parties should be very happy to see it removed from the arena of Party politics.

There is tremendous heat in this thing and it generates tremendous ill feeling all round in the community. The sooner we stop the generation of this ill feeling the better, and the sooner we devote our resources to those schools where the need is greatest then the sooner we will be doing the right thing in education because, whilst we pride ourselves on being an egalitarian community and we talk about equality of opportunity and so on, in fact we are far from it. Members here will all know the different circumstances in which children live. One can live in a home where there are ample books, where the parents discuss intelligently around the table everything that is going on and the children take part in the conversation, and where the parents encourage the children in every possible way to get the best education. We also know of other homes where there are no books, where the parents have not had the opportunity to obtain a good education, and in fact in some cases where education is looked down on even now.

We will never get anywhere with our equality of opportunity in education unless we take steps to give children a good pre-school education first, in places where it is most needed, and then to make our resources more available to those schools where they are more urgently needed. This is a most important matter from the point of view of our efficiency industrially as a nation and our behaviour as people in the community. If we are to preserve our democracy and improve it, as we should, we must have a well educated community. This is self-evident, but there are thousands of children who, because of the inequality of opportunity, never realize their potential. Perhaps later in life when they realize that they have a potential, it is often too late, and they cannot avail themselves of any facilities to do what they might have done.

I referred earlier to the universities and said that quotas have not been changed. I do not want to enlarge on that statement except to say that here again we have wasted our opportunities, because students who have the qualifications are not able to get the tertiary education that they should be able to avail themselves of. Recently, I noticed in a newspaper report that the Director of the Institute of Technology had said how sad it was that so many students with qualifications had been turned away from the institute. He was commenting on a statement by leaders of industry in South Australia, who were shocked at the inability of the institute to take students with qualifications who wanted to enter the institute. Whilst I am not an alarmist nor do I wish to exaggerate the situation, I think it is entirely wrong to pat ourselves on the back and say, "All is well with education." Because we may be a bit better off than some of the other States in some directions we should not be complacent about it, because we have nothing to be complacent about in the whole field of education.

Another aspect of this subject is that of libraries. In our schools we have libraries that are attended and served by teachers, most of whom have had no teacher-librarian training. To obtain the proper use from a library, and to get real benefit from it, people must be trained in its use. Here we need far more training of teacher-librarians in order to fill the gaps. Concerning our State Library, which is now a magnificent building and probably the best of its kind in Australia, I remind members that we have lost one senior officer after another from the staff of that library, and we have been fortunate that we

did not lose the State Librarian, because we have not been prepared to pay those officers adequate salaries. They can obtain much higher salaries in other States, and we have lost many officers because of that. In fact, the staff of the State Library is insufficient in numbers and, but for the fact that the State Librarian likes South Australia, wants to stay here and has his interests in other directions here, we should have lost him when we were in office. Surely, on the side of education alone, this is something we should not permit.

We have put up a magnificent building and we have it reasonably well stocked (though not as well as it could be) with books, but we now spoil the whole effect by refusing to pay adequate salaries to our librarians. I wind up on that note that, to me at any rate, this is one of the most important aspects of State Government, because it has such a tremendous influence on the future as well as on the present; we have to alter our attitudes to these matters if we are to solve these problems.

Mr. FREEBAIRN (Light): I am pleased to support the motion. At the outset, before he leaves the Chamber, I should like to compliment the member for Whyalla on one of the finest speeches on education I have heard in this House. I do not think anybody in this Chamber would question the sincerity of the member for Whyalla when he talks on matters pertaining to education, because it is a field in which he is an expert. At no time have I ever decried the contribution he made to education while serving as a Minister of the Crown in the previous Administration. I know the member is a fair man. He came into my district recently and talked to a group of teachers at the Eudunda and Kapunda schools; he played no Party politics, treating education in a just, proper and objective way that was appreciated by the teachers and by me as the member for the district. When I address the group shortly, I shall have the difficult job of following the path he has trodden.

First, I should like to confirm my loyalty to Queen Elizabeth II. It seems fashionable nowadays to indulge in riots and civil disorders and at least to appear to take steps to overthrow proper responsible Government, but I dissociate myself completely from this sort of thing. We are now speaking to His Excellency the Governor's Speech opening the third session of the Thirty-Ninth Parliament, and the second year of the Hall Administration. People's memories tend to be very short, but members present will remember that the pre-

vious Administration did not go out of office very willingly: it waited to be defeated on the floor of the House. It did not know when it was defeated. It stayed in office until it was forced out. It reminded me of a small boy who has been bowled out at cricket and loses his temper because he does not want to go out. That is how the Dunstan Administration stayed for six or eight weeks longer than it should have done.

We are going through very exciting times. The great technological advances made by society have been reflected in the successful venture of the Government of the United States of America in sending a manned capsule to the moon. We saw on television two astronauts walking upon the moon's surface. We have seen great changes, too, in the political scene. I understand that for the first time since Federation there is no Socialist Government in power in any State of the Commonwealth or in the Commonwealth Parliament. There are six State Parliaments and a Commonwealth Parliament in which Liberal and Country Party coalitions are in power.

Mr. McAnaney: Is the economy booming?

Mr. FREEBAIRN: Yes, this is why the people have seen to it that Liberal and Country Party coalitions are in power in every State of the Commonwealth.

Mr. Venning: They will stay in power for many years to come.

Mr. FREEBAIRN: Yes, because the people have seen to it that Liberal and Country Party coalitions are in power in every State of the Commonwealth.

Mr. Venning: They will stay in power for many years.

Mr. FREEBAIRN: Yes, because the people now realize on which side their bread is buttered.

Members interjecting:

The DEPUTY SPEAKER: Order! Interjections are out of order.

Mr. FREEBAIRN: We are speaking in the Address in Reply debate. To refresh the minds of members opposite I shall turn to Erskine May's *Parliamentary Practice*.

Members interjecting:

Mr. FREEBAIRN: I suspect that members opposite do not believe in our system of Parliamentary democracy. They do not want to be helped, but they are going to be helped. At page 292, Erskine May says:

When the Royal Speech has been read, an address in answer thereto is moved in both Houses. Two members in each House are

selected by the Administration for moving and seconding the address; and until 1939 they appeared in levée dress for that purpose.

When I first read this extract I had a happy mental picture of the distinguished mover and seconder of this motion standing in their places in formal levée dress. The extract continues:

The form of the address used to be an answer, paragraph by paragraph, to the Speech.

This is relevant information for members opposite, because some of them made almost no reference in their speeches to His Excellency's Speech. One member spoke for more than half an hour about a television set repair company, but there was nothing in the Governor's Speech about that matter.

Members interjecting:

The DEPUTY SPEAKER: Order! The honourable member must be heard in silence. Honourable members' interjections are out of order. There is no need for me to refer to the relevant Standing Order, because I am certain that members know it, and I am certain they are looking forward to the member for Light giving an extempore speech.

Mr. FREEBAIRN: I had intended to make only a brief speech this year. I return briefly to Erskine May's *Parliamentary Practice*, which states:

The form of the address used to be an answer, paragraph by paragraph, to the Speech. In both Lords and Commons, since the commencement of session 1890-91, the answer to the Royal Speech has been moved in the form of a single resolution, expressing their thanks to the sovereign for the most gracious Speech addressed to both Houses of Parliament, and amendments to the address are moved by way of addition thereto.

With that little introduction to educate members opposite I leave Erskine May. I comment briefly on the magnificent contributions to the debate made by the mover, the member for Gumeracha (Mr. Giles) and the seconder, the member for Onkaparinga (Mr. Evans). The House is rich in talent, especially on the Government benches, and those two members made very valuable contributions to the debate.

I also welcome Sir James Harrison and his gracious lady to South Australia. I was extremely pleased that the Government was able to give a formal dinner to the new Governor-General (Sir Paul Hasluck) and his lady. On that occasion magnificent speeches were made by two members of our Parliament, the Hon. Mr. DeGaris and Mr. Corcoran. I was proud that these two members were speaking for our Parliament. Both have given distinguished service to South Australia, as

Ministers, and to Australia, in Her Majesty's military forces.

I could not help thinking that, if members of the Australian Labor Party had chosen their leader a little more carefully, Mr. Corcoran could have been on this side as Premier. I hope that sinks in with members opposite.

Mr. Broomhill: Would you say that that applied to the Hon. Mr. DeGaris?

The SPEAKER: Order! Interjections are out of order.

Mr. FREEBAIRN: I join with other members who have expressed condolences to the relatives of former members of the State Parliament. The only former member that I knew well was the Hon. Mr. Wilson, with whom I served on the Land Settlement Committee for several years. I enjoyed my association with him. We go back in history a little when we mention the Hon. Mr. Goode, who was a Minister in the State Government half a century ago. I took a little time to go back over some of his speeches and found that in 1916 some of the problems that face the present Government were facing the Government of those days.

I am thinking particularly of the great wheat surplus that is plaguing us. In 1916, during the First World War, the Leader of the Opposition, when speaking in a debate in which Mr. Goode spoke, said that the South Australian average annual wheat yield was about 8,000,000 to 12,000,000 bushels, and he discounted completely any suggestion that the average annual yield would have been as high as 30,000,000 bushels. However, in 1968, the harvest in South Australia was about 80,000,000 bushels and my friend the member for Rocky River (Mr. Venning) tells me that the average annual yield in South Australia in the last five years has been about 47,000,000 bushels. I believe that this indicates the great progress made in the rural sector in South Australia in the last 50 years. Indeed, it reflects progress not only in the rural sector but also the contribution made by technological advances and machinery manufacturers and staffs towards the greatly increased primary output that has taken place in South Australia over the last 30 years.

Mr. McKee: It hasn't occurred only in South Australia.

Mr. FREEBAIRN: That is so; this is a development of our time throughout the western world. I, too, join with other members who have made complimentary remarks about your contribution to primary industry, Mr. Speaker. You have now ceased a long period of service with what is now the United Farmers and

Graziers of South Australia Incorporated and what was previously the South Australian Wheat and Woolgrowers Association. I know you have many friends over the whole of South Australia and indeed over the whole of the Commonwealth. As you go on, no doubt, to a coming retirement, we wish you well.

I do not want to speak at length in the debate. Knowing that the invaluable and constructive contributions I have made previously have been totally disregarded by members opposite, on this occasion I will concentrate my brief remarks on the contributions made by the members for Wallaroo and Edwardstown. I think someone on my side of the House, said that the member for Wallaroo (Mr. Hughes) was a Socialist. I suppose that he is officially, but I think that in his heart of hearts he is really a private enterprise man as are most people in his district private enterprise men. Judging by the reaction of the very fine group of farmers that attended the public meeting at Wallaroo last Tuesday evening, it would be a good thing for the member for Wallaroo if he identified himself with those farmers even more than he has done in the past.

Mr. Venning: It was a terrific meeting.

Mr. FREEBAIRN: Yes, and I doubt whether the 500 farmers present at that meeting would take very much liberty with the member for Wallaroo if he began expounding any of his Party's socialistic theories. I now turn to some of the cut and thrust to which you, Sir, referred earlier. As opening gambit, the member for Wallaroo said at page 273 of *Hansard*:

Apparently the member for Burra does not move in very wide circles. If he moved in wider circles he would certainly know that the people, particularly primary producers, are not at all happy with the unjust taxes.

First, let me deal with the matter of moving in wide circles. I have noticed the member for Wallaroo moves in wide circles, but he keeps going around and around and he advances a very tautologous argument. In all the weary pages and pages of the second reading speeches he has made we do not get much material at all. I hope the member for Burra will not accept the advice of the member for Wallaroo and start moving in circles in the way the member for Wallaroo does.

We on this side of politics do not like putting on taxation, but members on the other side of politics, of course, have no reluctance about doing this. We on this side of the House regret that State taxation has had to be increased, but if South Australians wish to

have the luxury of three years of Socialist Administration they now have to pay the cost, and it is most unfortunate that some of this extra cost is going to be borne and is being borne by primary producers. The farmers in the Wallaroo-Kadina area know why this increased taxation is being applied, and I suggest that at the next election they will take very good care to remedy the situation.

I do not want to go on at any great length, but I should like to make one or two further points in relation to the speech of the member for Wallaroo. He suggested that it would be a good idea for the Premier to take us back to the people on the question of taxation. Of course, members opposite want to go back to the people, because every day we go on the new Premier of South Australia becomes more firmly entrenched in the saddle and they know that their chances of winning the next State election become even more remote than they are at present. I commend the member for Eyre (Mr. Edwards) for putting forward the thought that there was some dissension in the Labor Party's ranks. We all know that the A.L.P. members in this place are going through a very difficult time; the Leader is suffering from the stigma of having lost the last election, and within his own Party he is also suffering from the stigma of having been subjected to a severe thrashing at the hands of the Premier on the Chowilla versus Dartmouth issue. If anything that has happened in the political scene in South Australia has destroyed the Leader, it was his weak appearance on television channels in South Australia at the time of the Chowilla-Dartmouth debate.

We all know that the member for Edwardstown (Mr. Virgo), who sits right at the back, is the man who is being slowly moved forward to take over the Leader's seat. One only has to think back to the *News* reception of his Address in Reply speech, where he received several times the publicity that the Leader received, to know the status of the member for Edwardstown within the Parliamentary Labor Party team. When I am taking school parties over this place and bringing parties of friends through I point out the member for Edwardstown as the future Leader of the A.L.P. team in this place. I now want to come back to the member for Wallaroo.

Mr. McAnaney: He is not worthy of it.

Mr. FREEBAIRN: Yes, he is. I like the honourable member personally, but he has to take the medicine that is coming to him.

Mr. McKEE: On a point of order, Mr. Speaker, the honourable member who is now speaking drew our attention earlier to what Erskine May says about the need for a member to apply himself to the Address in Reply. I have gone through the Address in Reply fairly carefully, and I cannot see anything in it referring to the member for Wallaroo.

The SPEAKER: I do not think it is a point of order well taken. Erskine May points out that the main part of the Address in Reply is the reply to the Governor's Speech in opening Parliament, but there is a pretty fair latitude to deal with all sorts of subjects. I have heard in this debate members advocating the rights of their districts to have certain things done. As it is the right and the privilege of an honourable member to do that, the

debate necessarily covers a wide range of subjects. However, I have always noticed in my long association with Parliament that members do great service to themselves and the cause they represent if they do not indulge in personalities. The honourable member for Light.

Mr. FREEBAIRN: Thank you, Sir, for your profound remarks. I am not referring to the member for Wallaroo in any personal capacity: I am referring to the present representative of the district. I ask leave to continue my remarks.

Leave granted; debate adjourned.

ADJOURNMENT

At 9.31 p.m. the House adjourned until Wednesday, July 23, at 2 p.m.