

HOUSE OF ASSEMBLY

Tuesday, August 26, 1969.

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

PETITION: ABORTION LEGISLATION

Mr. McANANEY presented a petition signed by 45 persons stating that the signatories, being 20 years of age or older, were deeply convinced that from the time of its implantation into the woman's womb (that is, six to eight days after conception) the fertilized ovum was a potential human being, and, therefore, worthy of the greatest respect; and that the termination of pregnancy for reasons other than the preservation of the life or physical and/or mental welfare of the pregnant woman was morally unjustifiable; that, where social reasons appeared to exist for termination of pregnancy, then the social condition rather than the practice of abortion should be treated; and that experience in countries where abortions were permitted on social or economic grounds indicated that such practice created many new problems. The signatories also realized that abortions were performed in public hospitals in this State, in circumstances which necessitated it on account of the life or physical and/or mental health of the pregnant woman. The petitioners prayed that, if the House of Assembly amended the law, such amendment should definitely not extend beyond a codification that might permit the current practice.

Petition received.

QUESTIONS

WEED SPRAYS

The Hon. D. A. DUNSTAN: As my question relates to a matter of policy, I address it to the Premier. I am informed by glasshouse fruitgrowers in the Murray area that last year glasshouse crops of tomatoes and cucumbers (mainly tomatoes) in that area to the extent of \$40,000 were wiped out as a result of hormone weedkiller sprays used by neighbouring farmers. A claim is currently under negotiation with various insurance companies in relation to this loss. The glasshouse growers claim that last year the Government promised them that it would introduce legislation to control the use of weedkiller sprays that endanger the market garden crops, and this was supposed to be operating by August this year. I was told that last year 27 growers agreed mutually to take the matter no further if this was done. However, they

now report that their crops are being damaged again this year, quite clearly because of the use of hormone weedkiller sprays in the area, and several growers are protesting that they are again facing a loss with no control of the situation. Can the Premier say what action is being taken by the Government to control the use of sprays of this kind so as to protect glasshouse growers?

The Hon. R. S. HALL: I shall be happy to refer the matter to the Minister of Agriculture and to obtain from him a report of the current situation as soon as possible. I think this problem arose in my district, or in an area near it, when ornamental trees were alleged to have been damaged by spray from an aircraft. At times, there are doubts about the ultimate cost of such damage, but there is no doubt that these types of spray are subject to much drift according to the conditions at the time of application.

Mr. WARDLE: Often during 1968 I said that agricultural hormone sprays had affected much of the market gardening work carried out on the outer edges of the township of Murray Bridge. As most members will recall, I asked these questions because of the extent of losses suffered by glasshouse and cucumber producers in this area in 1968. In June this year, I asked what progress had been made regarding legislation to control this spraying. I asked a similar question two or three weeks ago, as it was believed that damage was again occurring. When I asked my last question, the Minister of Lands, representing the Minister of Agriculture, said that legislation was being drafted. Can he say whether any further progress has been made since then?

The Hon. D. N. BROOKMAN: Following the meeting in March referred to in my previous reply to the honourable member, legal problems arose in several other States regarding insurance cover against damage from spraying. The committee will be meeting in Melbourne in about a month's time to discuss these problems. Mr. Tideman, the Senior Weeds Officer of the department, is at present attending a meeting of the Australian Weeds Committee in Perth, one of the subjects on the agenda being spray control legislation.

CAMBRAI WATER SUPPLY

The Hon. B. H. TEUSNER: Has the Minister of Works a reply to my recent question about the provision of a reticulated water supply for Cambrai and district from the recently completed Swan Reach to Stockwell main?

The Hon. J. W. H. CÔUMBE: Because of experience in other areas, including that adjacent to Cambrai, the Engineering and Water Supply Department is extremely conscious of the need to check the attitude of landowners in regard to main extensions and rating. In the area under consideration, the department has received the best co-operation from the councils concerned, which are currently assisting by canvassing ratepayers to determine accurately their feelings and the requirements of stock and domestic water. When these are known, reticulation schemes would be designed and estimated and examined individually to determine revenue and annual operating costs. It is not intended, however, to carry out any major extensions, even though these may be economically favourable, until the permanent pumping equipment is available in the Swan Reach to Stockwell pumping stations during the latter part of 1970. Provision of \$25,000 has been made on the current Loan works programme.

BOAT TRAILER

Mr. CORCORAN: Has the Minister of Marine a reply to my recent question about the provision of a boat trailer at the port of Grey, in the South-East, and also about negotiating with the South-Eastern Drainage Board for it to make available land for the dry-parking of boats in that area?

The Hon. J. W. H. CUMBE: I have discussed this matter with the Director of Marine and Harbors, and an officer of the department will be visiting the South-East, I hope in the next couple of weeks, to examine the position at both Port MacDonnell and Grey in relation to boat parking areas to see whether additional accommodation can be made available.

SOUTH-EAST RAIL SERVICE

Mr. RODDA: Has the Attorney-General a reply to the question I asked a fortnight ago about the South-East rail service?

The Hon. ROBIN MILLHOUSE: Parcels of all types are carried on the Bluebird train to attended stations six days a week, Monday to Saturday. For reasons of security, a restriction applies in respect of parcels consigned to Frances, Hynam and Penola on Saturdays, when those stations are unattended. Parcels for these three stations are forwarded on the passenger train on Sunday evenings and are available for delivery early on Monday morning. In so far as unattended stations are concerned, the Bluebird day train conveys

parcels on Monday, Wednesday and Friday to Kumorna, Banealla, Cannawigara, Custon, Geegeela, Struan, Krongart and Suttons and, on Tuesday, Thursday and Saturday, to Coombe, Brimbago and Wepar.

JUVENILE DELINQUENCY

The Hon. C. D. HUTCHENS: As the Minister of Social Welfare knows, a seminar, arranged by the Woodville Corporation and held from 9 a.m. until 4 p.m. on Sunday last, discussed, as I think the programme stated, the welfare of young people. An excellent panel of speakers, of which the Minister was one, addressed the seminar and, although the seminar came to definite conclusions, regrettably the press was conspicuous by its absence: there has been no report of this important matter. An Australian Broadcasting Commission report this morning stated that another meeting, held in the city of Adelaide last evening, considered similar problems and concluded that most young people were of an excellent type, but that the few who strayed received much notoriety through the press, television, and radio, and that this encouraged the better-thinking people to fall by the wayside. In view of this situation, will the Minister take action to prohibit these media from giving highlighted publicity to those who fall, so that others may not be encouraged to do the same?

The Hon. ROBIN MILLHOUSE: I wish I could do that, but we all know that what is news is what is sensational or out of the ordinary. The general rule is that young people, like other sections of the community, are well-behaved and law-abiding, and these people do not make news nearly so much as do those who kick over the traces in one way or another. I think we can only hope that the press and other media of communication in this State will take (as they do, by and large) a responsible attitude and give as much credit as they can in their news services and in what is published in the newspapers to the good aspects of all sections of the community, including young people. I entirely agree with what the honourable member has said about the seminar on Sunday: it was an excellent one, and I was sorry that I could not be there for the whole time but had to come and go as I did, and I found it well worth while. I have written to Mr. Tonkin, the Mayor of Woodville, and asked him to let me have the papers that came out of the seminar, because I am sure I will find them, and especially

the conclusions reached by the various discussion groups and the resolutions passed interesting and of assistance. Last night's meeting was organized by the Public Schools Committees Association: I was invited to attend but, unfortunately, I had a previous commitment and was unable to be present. However, I made sure that Mr. Peter Fopp, an officer of the Social Welfare Department, was there. I am looking forward to hearing from him what transpired. From what was reported on the A.B.C. news service this morning I gather that a suggestion similar to the one I canvassed at the seminar on Sunday, with regard to pre-judicial procedures, may have found favour. I hope it did, because this is a promising avenue that the Government is at present considering.

Mr. FREEBAIRN: I noticed in yesterday's *Advertiser* a press reference by the Attorney-General, in which he said that he had been impressed by the pre-judicial procedures he had seen recently in New York. Is the Attorney able to give the House further information on this matter?

The Hon. ROBIN MILLHOUSE: The honourable member's question refers to the same seminar as that to which the member for Hindmarsh has referred. When speaking at the seminar I said that I had been impressed by the pre-judicial procedures about which I had heard when I was in New York and which operate generally throughout the United States of America. The history of this matter is that last year the Adelaide Juvenile Court Magistrate's report showed a substantial increase in offences committed by boys and girls alike. The report caused considerable concern to me and to the public when it was released and, as a result, the Government has been considering what action, if any, should be taken in the hope of reducing at least the work entailed in correction. The problem of the causes of juvenile crime and dealing with those causes to reduce the volume of juvenile crime in the community is not one that can be solved easily, but the subject of the way in which offenders can be dealt with is something to which the Government has been giving attention.

I referred the matter to the Social Welfare Advisory Council, and some months ago the council reported to me and suggested, broadly, that we should investigate pre-judicial procedures in South Australia. That happened before I went abroad, but when I was abroad one of the areas of interest at which I looked was this one. In New York, I spent some time

with Mr. John Wallace who, I think, is the Chief Probation Officer for the City of New York and discussed with him the pre-judicial procedures adopted in that city. Broadly, they are that children who have been charged with offences are screened by a welfare officer before they appear in court, and the officer decides, on a number of criteria, whether or not the child should go before the court or be dealt with in some other way. I was impressed by what I was told about the efficacy of the New York system. I found out subsequently, through references I was given, particularly by the National Council of Crime and Delinquency, that this is standard practice throughout the United States. If one looks, for example, at the *Model Rules for Juvenile Courts*, which is put out by the N.C.C.D., one finds that the procedures outlined have been used fairly generally throughout the United States. What I heard and saw in New York and learned elsewhere in the United States has confirmed me in pursuing this line of inquiry, and we are considering whether some such procedure should not be introduced in South Australia. It was to this that I referred when speaking at the seminar last Sunday morning. I cannot yet say definitely whether we will be able to go ahead with this; several difficulties must be overcome before we can make a firm decision. I have been saying, alas for some months, that I hoped to be able to make an announcement fairly soon on this matter. Perhaps patience is not one of my more noteworthy virtues, and progress has been a bit slower than I expected it to be. However, I hope we will be able to make a firm decision and announce it fairly soon.

I noticed in this morning's *Advertiser* an editorial that broadly supported the concept which I have been discussing and which I discussed on Sunday, but I should like to correct one quite glaring mistake in the editorial, one sentence of which was to the effect that South Australian institutions for juveniles did not have, as one of their aims, reformation—that they were not reformative. That is entirely wrong. Although I do not take any credit for this, as the institutions were in being long before I came into office, I wish to make it clear that the prime aim of our institutions for delinquent children is reformation. This is what we aim to do. I hope there will be no misunderstanding in the community about that as a result of this editorial. I hope it will not be long before I can announce a firm decision on the matter.

PORT AUGUSTA ROAD

Mr. VENNING: I have been approached by my constituents about the road from Port Augusta to Port Pirie. Although this is outside my district, in the absence of the member for Stuart and as it concerns my constituents, I bring the matter to the Minister's attention. Recently, these people were delayed on the road for seven hours because of water crossing the road. This road is the main highway from Perth to Brisbane, but when a heavy downpour of rain occurs road transport is delayed. Will the Attorney-General ask the Minister of Roads and Transport whether the Highways Department is considering building a type of bridge on this highway so that motorists will not be delayed for these lengthy periods as has occurred recently?

The Hon. ROBIN MILLHOUSE: From what the honourable member has said, I am sure the need is there, and I will ask my colleague to see whether the request can be met.

HOT WATER SERVICE

Mr. CLARK: For some weeks I have been trying without much result to solve a problem brought to my notice by a constituent in Elizabeth West who has been living in a South Australian Housing Trust rental-purchase house for five years and four months. At one stage, my constituent's hot water service began to leak so badly that it had to be replaced with a new one. However, the firm that undertook the work complained that in its opinion the Housing Trust was in error in instructing that a certain type of valve be used. Indeed, the second hot water service installed has developed exactly the same fault. My constituent consulted the Managing Director of the firm concerned, who agreed with him that the type of valve prescribed was faulty and had, in fact, caused the firm much bother.

My constituent believes that because of this he should be not liable to pay for a new hot water service, the need for which has arisen through no fault of his, and he fears that it could create a continuing hardship for him in the future. If I supply the Minister of Housing with full details of the case, including the names of the parties concerned and photostat copies of the dockets relating to the replacement and repair work, will he be good enough to take up this matter with the Housing Trust in order to see whether my constituent can be helped and his problem solved?

The Hon. G. G. PEARSON: Yes, I will certainly do that. However, I am somewhat astonished to learn that a mechanical defect

is alleged to exist in the installation itself because, although that may be possible, one would think that it would have shown up in hundreds of other installations. If this is standard equipment which the Housing Trust prescribes, one would think many other complaints about it would have been received. However, I do not suggest that the complaint in this case is not *bona fide*, and I will look into the matter and get a report on it from the trust.

METROPOLITAN WATER SUPPLY

Mr. GILES: This morning, on visiting the site of the Kangaroo Creek reservoir, I noted with interest the progress that had been made on the wall being constructed there and was told by the Resident Engineer that, with the continued fine weather and the rate of progress being made on the work thus far, water would start to flow into the catchment on September 15, provided that sufficient water was flowing down the river to be collected. However, I noticed a news report a couple of days ago stating that the Minister of Works had announced that the pumping of water from the Murray River would commence shortly (in the off-peak period). Will the Minister tell me what are the present holdings of the reservoirs and how much pumping will be necessary to ensure an adequate water supply for Adelaide during the coming summer?

The Hon. J. W. H. COUNBE: True, excellent progress has been made on the Kangaroo Creek project, and it will be completed before the end of this year. It is certainly hoped that, to use the colloquial term, we shall be able to put in the plug some time next month and to trap water (if, indeed, sufficient water is flowing in the river) for use later in the season. The announcement to which the honourable member has referred, regarding the pumping of water, is correct, except that pumping commenced last Saturday. At present, two pumps are being used on the Mannum-Adelaide main (off-peak) because, although the metropolitan reservoirs generally are holding between 80 per cent and 85 per cent of their capacity, Millbrook reservoir has been deliberately kept at low level, as a result of the construction work in progress on the Kangaroo Creek reservoir. While the Onkaparinga system is fairly full, pumping will be concentrated now so as to lift the level of Millbrook reservoir. This pumping will continue and the rate of pumping may have to be increased.

Over the last couple of weeks there has been virtually no run-off and, with the temperature in the city of Adelaide yesterday and today at about 73 degrees, the draw-off has been considerable: for instance, there was an intake yesterday of only 57,000,000 gallons, yet the draw-off from the systems amounted to about 71,000,000 gallons. This means that we will have to continue to pump at this rate for some time and progressively to bring in other pumps. The Engineering and Water Supply Department is now in the middle of the work of augmenting the capacity of the Mannum-Adelaide main by installing larger pumps and motors. This work cannot be completed this winter, although the department will go as far as possible with it. It will be finished next winter, when we hope that we may be able to cease pumping for some time. Kangaroo Creek will be shut off so that it can accept water early next month, and we may have to step up the rate of pumping from the Mannum-Adelaide main fairly substantially unless we get an increased rainfall in the next few weeks.

COCKBURN RAILWAY

Mr. CASEY: As I have been informed by the Attorney-General, representing the Minister of Roads and Transport, that he has a reply to my question of August 13 on standardization of the gauge between Cockburn and Broken Hill and all the ramifications pertaining thereto, I should be pleased if he would give it.

The Hon. ROBIN MILLHOUSE: Earthworks have been completed for a distance of 12 miles from Cockburn and are in progress between that point and the outskirts of Broken Hill. Trackwork has been laid to a point about six miles from Cockburn. A contract has been let for the supply of ballast. Approval has been sought from the Commonwealth to undertake the provision of signalling and communication facilities between Cockburn and the Crystal Street station. It is intended that South Australian Railways employees concerned with train operations shall undertake main line duties only; it is not intended that they be employed on the line of lode.

MAITLAND COURTHOUSE

Mr. FERGUSON: As I understand that the Attorney-General has a reply to my question of July 30 about a new courthouse to be built at Maitland, I should be pleased if he would give it to the House.

The Hon. ROBIN MILLHOUSE: The current construction programme provides for work to commence on the erection of new police and courthouse premises at Maitland early in 1970.

MOONTA TREES

Mr. HUGHES: On July 24, I asked the Attorney-General, representing the Minister of Local Government, a question about two large gum trees near the Moonta District High School, and on July 31 the Attorney brought down the following reply:

The Minister of Local Government has already approved of these trees being pollarded by the Corporation of Moonta. The trees present a hazard to schoolchildren and to school buses but are not an undue hazard to ordinary road users. As the trees are the property of the corporation and are located on land under the control of the corporation, there is no justification for the expenditure of the Highways Fund on pollarding.

I made this known to the corporation and I have since received the following letter, which conflicts with some of the statements brought down by the Minister's colleague:

I feel that the Minister of Local Government is not very consistent when he throws the onus back on this council by saying that the trees are the property of the corporation. He loses sight of the fact that when the Education Department was pollarding the other trees in the area, we asked him to allow us to have these two done and he refused. Both Mr. Doug Hoare (District Clerk) and Mr. Jack Wilkins (Highways Department) could testify to this statement, as we rang the Minister while the work was being carried out. Because of this conflicting information, will the Attorney again ask his colleague whether, in the interests of safety, the corporation can be helped to have these trees pollarded?

The Hon. ROBIN MILLHOUSE: I shall be happy to take up the request with my colleague who, I am sure, will try to clear up the inconsistencies.

SMALL BOATS

Mr. ARNOLD: Has the Minister of Marine a reply to my recent question about shelter facilities for small craft at Jetty Rocks, south of the Brighton-Seacliffe Yacht Club?

The Hon. J. W. H. COUMBE: Consideration has been given to the honourable member's suggestion that a breakwater to provide shelter for pleasure craft could be built adjacent to Kingston Park. From information available to the Director of Marine and Harbors on previous investigations, there appear to be several drawbacks to the suggested site. The minimum depth of water is about

3ft. (low water) and is beyond the partial shelter of the rocky shelf and low mound of stones, thus necessitating expensive breakwater and approach jetty works. Additionally there would be a wide rocky fringe between the mooring area and the sandy beach, which would present difficulties for launching or landing craft on the beach.

COPPER

Mr. McKEE: Has the Premier obtained from the Minister of Mines a reply to the question I asked recently about ore production at the Mount Gunson mine?

The Hon. R. S. HALL: The Mount Gunson project is still in the construction stage, and copper production is not expected before early 1970. There is not sufficient copper to justify a smelter at Port Pirie. Australian Mineral Development Laboratories is carrying out a feasibility study on copper smelting in South Australia for the Mines Department. This report will not be available for some weeks.

STUDENT NURSES

Mr. McANANEY: Has the Premier obtained from the Minister of Health a reply to my recent question about the scarcity of tutor sisters?

The Hon. R. S. HALL: The College of Nursing, Australia (South Australian State Committee) is currently considering the establishment of a branch of the college in South Australia. The establishment of this branch would provide greater opportunities for registered nurses to undertake the post-graduate course in nursing education in order to qualify as tutors. It is hoped that this will increase the number of tutor sisters available to hospitals in South Australia. At present the only courses available are those at colleges in other States, and the numbers of nurses from South Australia applying for entry are very limited. However, Government approval was given recently to a suggestion that selected registered nurses nominated by the Council of the South Australian Hospitals Association who desired to undertake the post-graduate course in nursing education at the College of Nursing in Melbourne would be assisted by the Government to the extent of payment of salary for the duration of the course, plus the issue of a free return rail warrant to and from Melbourne, in return for which the nurse would be required to serve in a country subsidized hospital for a period of two years after completion of the course.

With regard to the honourable member's suggestion about the possibility of providing a central training centre for student nurses or the making of a pool of tutor sisters available to country hospitals, planning is at present being undertaken for a central training school for enrolled nurse aides, and this could be of assistance to the staffing of hospitals in the future. In addition, a subcommittee has been set up by member hospitals of group 5 of the South Australian Hospitals Association, which group includes the hospitals referred to by the honourable member, to investigate the maximum usage of nurse training resources, including facilities and personnel, available to hospitals in the group. A revision of the curricula for nurse training is also being investigated at the present time, and this could have some bearing on the number of tutor sisters required.

NOARLUNGA FREEWAY

Mr. VIRGO: Some time ago the Premier announced that the Government had required the Metropolitan Transportation Committee, which has now replaced the joint steering committee, to investigate the merits of the 1962 route of the Noarlunga Freeway as compared with the 1968, or Metropolitan Adelaide Transportation Study, route. So that people may get a proper appreciation of the difference between the two routes, will the Premier undertake to get for me the number of building allotments and houses required for acquisition under the 1962 route and the number required under the M.A.T.S. plan? Further, in providing the information, will he give the number of houses and allotments in areas (I suggest that there be categories showing so many allotments or houses between the Anzac Highway and the tramway line, between the tramway line and Cross Road, between Cross Road and Bray Street, and so on), so that the data may be better understood?

The Hon. R. S. HALL: As it is my most constant objective to help the honourable member's understanding of Government policy, I will try to get him the information he requires.

MOUNT BARKER ROAD

Mr. EVANS: Has the Attorney-General obtained from the Minister of Roads and Transport a reply to my recent question about a dangerous corner on the Mount Barker Road and the number of accidents that had occurred at that corner?

The Hon. ROBIN MILLHOUSE: The report states:

In 1967, 12 reportable accidents occurred on the bend adjacent to the concrete mix plant on the Mount Barker Road. In 1968 the figure had increased to 15. The value of these accidents was \$4,780 in 1967 and \$4,505 in 1968.

That is a funny phrase; I suppose it refers to the damage caused by the accidents. The report continues:

The main cause of these accidents appears to be excessive speed for the prevailing conditions. Advisory speed signs have been installed, but will be increased in size in the next few weeks, in view of the accidents which are occurring.

POTATO CHIP PACKAGES

Mr. BROOMHILL: The Minister of Lands will recall that recently I drew his attention to the packaging of potato chips. As I understand he has now investigated the matter and has a report for me, I shall be grateful if he gives that reply.

The Hon. D. N. BROOKMAN: The potato chip pack handed to me by the honourable member was examined by the Warden of Standards and subsequently a departmental officer visited the factory of the producer. The management of this company is aware of the excess outage in their packs and is taking steps to alter the size of the pack to eliminate this excess. However, it is by no means certain that they will be able to meet the criteria required by section 26 of the Packages Act, 1967-1969. The sacks are filled on a weight basis and then air is added to each pack prior to its being heat-sealed in order to prevent the chips being badly crushed during transit. A lot depends on the position that the chips take in the packs as filled. I believe that the industry may have to make an application to me in terms of section 26 (2) for an exemption for these products.

MILENDELLA SCHOOL

Mr. WARDLE: Has the Minister of Education a reply to a question I asked recently about Milendella Rural School?

The Hon. JOYCE STEELE: Tenders have not yet been invited for the purchase of the Milendella Rural School property, but the Lands Department states that tenders will be called soon.

ABALONE LICENCES

Mrs. BYRNE: Has the Minister of Lands obtained from the Minister of Agriculture a reply to my recent question about abalone licences?

The Hon. D. N. BROOKMAN: The Director, Fisheries and Fauna Conservation, reports:

Fifty-five permits to dive for abalone are at present current in this State and this represents the maximum number to be issued. Production data indicates that this number is perhaps excessive and I think it desirable that the total number should be further reduced so that the abalone resources of this State are not over-exploited.

LOCK ROAD

Mr. EDWARDS: Has the Attorney-General a reply from the Minister of Roads and Transport to my question about work on the main road between Lock and Rudall?

The Hon. ROBIN MILLHOUSE: It is expected that the reconstruction and sealing of the Lock-Rudall section of the Cowell-Elliston Main Road No. 43 will be completed by the end of 1971.

MINOR REPAIRS

Mr. JENNINGS: Last Thursday, when I was asking a question of the Minister of Works, the bell rang: I blame no-one but myself for that, because I got some interjections that kept me talking for longer than I should have spoken. I had explained then that I had taken this matter up with the Minister several months ago, as a result of representations made to me by former Ministers years ago. I do not think I need go into that but I understand that for a long time Ministers of Education have desired to implement a policy similar to that introduced by the present Minister of Works. I asked the Minister whether minor repairs in places other than schools (such as in the Hospitals Department and similar departments) could be carried out in terms of this policy, and the Minister said that, although he thought they could not, he would find out for me. He did this and on the following day told me that, although headmasters in the Education Department could authorize expenditure (I think up to \$1,000), in any other department the matter would have to go through the ordinary processes of the Public Buildings Department.

The member for West Torrens (Mr. Broomhill) and the member for Semaphore (Mr. Hurst) asked the Minister questions about this and, after Question Time last Thursday, the Minister said that, if I examined his replies to those questions and found some difference between that information and what he had told me previously, he would give further information today. Having studied the questions and the replies given, it seems to me that, as a result of this general elucidation,

no-one now knows anything about anything. Will the Minister therefore say whether what he told me originally applies: that headmasters may spend \$1,000 without referring to the Public Buildings Department but that in other departments, such as the Hospitals Department and the Prisons Department, the matter must still go through the Public Buildings Department?

The Hon. J. W. H. COUNBE: My previous reply still stands: there has been no alteration whatever. Some doubt has apparently crept into the honourable member's mind because my replies to questions last week were from a slightly different angle and only in passing did I allude to headmasters having this flexibility and authority to undertake certain urgent repairs. This policy has not been altered. In fact, regarding the other departments to which the honourable member has referred, I remind him (of course, he should know this, because he is a member of the Public Works Committee) that many Government hospitals, certainly the large ones, have sections of the Public Buildings Department permanently set up in them to maintain those hospitals. However, there has been no deviation from or retraction of the information that I gave in the first instance. I cannot recall the maximum laid down, but I will check that.

PREMIERS' CONFERENCE

Mr. HUDSON: Some time ago I asked the Premier for a copy of the submissions made by the South Australian Government to the Premiers' Conference in outlining South Australia's case for additional financial support. The Premier promised to examine the possibility of obtaining a copy for me, and I understand that now, having investigated this matter, he can give some sort of reply. Will the Premier give that information?

The Hon. R. S. HALL: I hope that the honourable member, in asking his question today, was not trying to imply that I had been tardy in trying to obtain a reply. He prefaced his question by saying "some time ago," and I suppose he is correct, technically, because any time ago is some time ago. The question was asked on August 14.

Mr. Hudson: It took two weeks to get a "Yes" or "No".

The Hon. R. S. HALL: I have not a "Yes" or "No" for the honourable member but, if he likes to listen, I have a reply to the effect that the transcript of proceedings at the last Premiers' Conference has not yet been printed.

However, I have arranged for the honourable member to be given a copy as soon as printed copies are received.

MOUNT BURR ELECTRICITY

Mr. CORCORAN: Has the Minister of Lands a reply from the Minister of Forests to my question about voltage fluctuation in the electricity supply to the township of Mount Burr?

The Hon. D. N. BROOKMAN: The Conservator of Forests reports that an estimate of the probable cost of replacing the present street distribution mains at Mount Burr is being prepared. At the same time, further discussions are to be held with the Electricity Trust concerning voltage regulation in its supply, which is causing some of the present trouble, and also to reconsider the question of ownership.

WARREN RESERVOIR

The Hon. B. H. TEUSNER: About four or five weeks ago I expressed concern about the small quantity of water being held in the Warren reservoir. Since then I think there has been little, if any, intake of water (there has been little rain) and, as the Minister knows, the Warren reservoir serves not only the Barossa Valley but also a large part of the Lower North and Yorke Peninsula. The Minister said previously (and I think it is generally known) that the Warren reservoir supplies could be augmented by pumping water from the Mannum-Adelaide main and/or the recently completed Swan Reach to Stockwell main. As a small quantity of water is held in the Warren reservoir, can the Minister of Works say whether water is being pumped into the Warren system at present from the Mannum-Adelaide main and/or the Swan Reach to Stockwell main? If it is not, does the Minister consider it desirable at this stage to commence pumping water into that reservoir?

The Hon. J. W. H. COUNBE: The honourable member is correct in expressing concern about the quantity of water being held in the Warren reservoir. Yesterday morning the position was that, although the capacity of the reservoir when filled is 1,400,000,000 gallons, the holding was only 883,000,000 gallons. About three or four weeks ago I authorized that temporary pumps, which had been taken from the old Morgan-Whyalla main and which were no longer being used, should be installed on the trunk main from the Stockwell main and that pumping should commence immediately. Fortunately, the next day substantial rain fell and this action was therefore deferred.

It would now be appropriate for this pumping to commence, and this will be done to ensure that the reservoir will hold sufficient water to maintain a supply not only for the Barossa Valley and that area but also for the whole of Yorke Peninsula.

FISHING

The Hon. C. D. HUTCHENS: Last evening a fisherman claiming to represent a fishermen's association called on me and expressed concern at the way the livelihood of full-time fishermen had suffered because of the actions of amateur fishermen. I will not go into details, but he asked me to inquire whether legislation would be introduced this year to protect full-time fishermen. Will the Minister of Lands refer this request to the Minister of Agriculture?

The Hon. D. N. BROOKMAN: Although I will refer this question to my colleague, I can say that fisheries legislation is being considered at present.

Mr. CORCORAN: Recently, it has been reported to me that several meetings of fishermen have been held in South-Eastern ports. These meetings have evidently been called by representatives of the South-East Professional Fishermen's Association on the Crayfish Industry Advisory Committee, and the questions submitted to members attending the meetings have been whether they would agree to a levy of \$3 a pot being placed on the number of pots they use; whether they would agree to paying 1 per cent of the total proceeds from the yearly catch (I take it towards research in the industry); and whether they would agree to pay \$200 a year as a licence fee. I have not attended any of these meetings and I have had no positive representations made to me about them, but several people who have heard of the meetings have telephoned me expressing concern. Will the Minister of Lands ask the Minister of Agriculture whether these meetings have been held as a result of a letter from the Director of Fisheries to members of the advisory committee? Further, if they have been did the Minister know of this move and has he discussed it with the Government?

The Hon. D. N. BROOKMAN: I will ask the Minister of Agriculture to reply to this question but, as I said earlier today, fisheries legislation is certainly being prepared.

Mr. Corcoran: This is a regulation.

The Hon. D. N. BROOKMAN: I suggest that, if the honourable member has any suggestions or views, he write to the Minister of Agriculture about it—

Mr. Corcoran: I am only asking a question at the moment.

The Hon. D. N. BROOKMAN: The Deputy Leader cannot resist the temptation to interrupt. There was nothing whatever to do with—

Mr. Corcoran: You can't resist being snooty.

The Hon. D. N. BROOKMAN: There was no need for the honourable member to interrupt. I was simply suggesting that he write to the Minister of Agriculture in order to convey his views as he wishes. I have assured him that I will ask the Minister for a reply to the question.

SILOS

Mr. FREEBAIRN: Has the Minister of Lands a reply from the Minister of Agriculture to my question of August 21 about the capacity of silos in my district and what they will hold at the commencement of the coming harvest?

The Hon. D. N. BROOKMAN: South Australian Co-operative Bulk Handling Limited reports that when the new silo approved for construction at Eudunda is completed, the total storage at Eudunda, Hamley Bridge, Kapunda, Robertstown, Saddleworth, and Tarlee will be 2,150,000 bushels. It is not possible to indicate at this stage the volume of grain that will remain in each silo at the commencement of the coming harvest. In this regard, sales and shipments of wheat control the volume that can be trucked from each silo station.

PINE SEEDLINGS

Mr. BURDON: Some time ago, in reply to my question about the purchase of radiata pine seedlings from the Woods and Forests Department's nursery, I was told that the cost was \$20 a thousand pine seedlings. However, I understand that a docket was prepared and a policy set out under the former Minister of Forests in 1965, that for people who purchased pine seedlings from the Woods and Forests Department and who undertook to grow the seedlings under the supervision of the department and to sell the trees to the department for processing, a small charge was made of, I think, about \$1 a thousand for the seedlings. Will the Minister of Lands ascertain from the Minister of Forests the current position of people purchasing pine seedlings for the purpose of tree farming and the conditions under which such seedlings are available?

The Hon. D. N. BROOKMAN: I will do that.

SOURSOB

Mr. VENNING: Has the Minister of Lands a reply from the Minister of Agriculture to the question I asked on August 7 about the sum spent on controlling soursob in cereal crops?

The Hon. D. N. BROOKMAN: Since 1958, members of the Weed Section of the Agriculture Department have conducted research on the control of soursob in South Australia. Control measures came out of this work, but are to a large extent dependent on weather conditions enabling cultivation at a critical time. The Director of Agriculture reports that herbicides are generally ineffective against soursob, except for two expensive materials which are uneconomical to use in cereal production. A research officer, spending about half his time on soursob control, was appointed in 1968, but as yet no promising results have been obtained from studies including screening of a large number of currently available and experimental herbicides. About \$3,000 is being spent annually on this work, and this sum is separate from Commonwealth funds allocated to South Australia for wheat research.

RISDON PARK SCHOOL

Mr. McKEE: The Minister of Education is probably aware that at the Risdon Park school, at Port Pirie, a drainage project has recently been completed, for which the school committee is grateful, and I believe that it is working adequately. However, members of the school committee consider that the pumping installation should have a movable guard or a fence around it, so that children can be kept clear of all parts of the installation. Will the Minister discuss this matter with departmental officers so that the committee's request can be acceded to?

The Hon. JOYCE STEELE: Yes.

SOIL SURVEY

Mr. ARNOLD: Has the Minister of Lands a reply from the Minister of Agriculture to my recent question about the services of a surveyor being made available to ascertain road grades and angles when growers are replanting?

The Hon. D. N. BROOKMAN: In Government irrigation areas it is the practice for Lands Department officers to take levels and give angles to establish satisfactory watering grades at the request of lessees. A check with district officers reveals that in only one area is this service not available at the present time, because of a temporary shortage of staff. Steps are being taken to make an appointment to the

area concerned, and when this is done the service will again be available. Settlers could help themselves in this regard, if they gave early advice of their needs so that ample time was available to carry out all requests prior to the planting period.

COURT HEARINGS

Mr. CASEY: I noticed in the *Advertiser* of August 21 last a report of the proceedings at present before the Public Service Arbitrator in connection with magistrates. It seems that members of the public involved in cases to be heard in courts of summary jurisdiction are being subjected to frequent delays, and people have told me that the consequent burden of lawyers' fees is becoming so heavy that many of them have had to dispense with the services of their lawyers during the period when their cases have merely been pending. Does the Attorney-General intend to appoint any new magistrates in order to obviate these unjust delays and, if he does, will he say when those magistrates are to be appointed? Further, will he say what plans he may have in the meantime to relieve the present situation?

The Hon. ROBIN MILLHOUSE: The honourable member has referred to two problems: first, the burden of costs; and secondly, the occurrence of delays. With great respect, however, I suggest that the two are not connected. The fact that there is a delay in the hearing of cases should not increase costs. Costs are normally paid to counsel on the basis of the time actually spent in court, not on the time over which counsel are acting for a client. Although a small cost may be involved in securing an adjournment or attending in court when a matter is adjourned, this is not really a significant sum.

Therefore, the matter of costs must not, I think, be confused with the serious matter which the honourable member has raised regarding delay. This matter has concerned the Government and me greatly ever since we came into office. I have made it clear (and other members of the Government have referred to it as well) that we intend to introduce legislation to set up intermediate courts in South Australia. I am hoping that this legislation will be ready for introduction not long after the Budget is considered and dealt with. I hope, indeed, that I will receive the honourable member's support for this legislation, because one of its objects (although not its sole object) is to attract to judicial office in South Australia members of the profession whom so far under the present arrangements we have not

been able to attract. As the honourable member has said, one of the present problems is that there are not sufficient magistrates to deal with the crush of matters both in magistrates' courts (particularly in suburban courts) and in local courts.

I hope that one of the benefits of this legislation will be an increase in the number of those willing to come forward to serve in this capacity. I was rather perturbed the other day to hear some comments of the Leader of the Opposition. I hope, as the honourable member is so well aware of the problem which we face and which will be solved in the way that I propose, that he will use his good offices with the Leader to enlist his support for the legislation, because this is the way in which I think we can best solve the problems which have been developing for a number of years and which are now acute. But because I hope to bring in the legislation fairly soon, I do not want to make any appointments in the meantime.

WILD FOWL

Mr. GILES: Has the Minister of Lands obtained from the Minister of Agriculture a reply to the question I asked last week about preserving wild fowl in certain areas of the State where the species is perhaps becoming extinct?

The Hon. D. N. BROOKMAN: The Minister of Agriculture reports that during the past 12 months water fowl, including the rarer species such as the freckled duck and Cape Barren goose, have been present in South Australia in considerable numbers. This increase in population is thought to be the result of good seasonal conditions in inland Australia, and of the establishment of additional fauna reserves and sanctuaries throughout the State. As the honourable member has already been told, water fowl numbers fluctuate according to conditions in the interior of the continent, and are believed to have increased ten-fold during 1956 following exceptional flooding in that year.

The future of water fowl in South Australia depends largely on the preservation of sufficient swamps and other areas which provide food for the duck, particularly during the dry summer and autumn months. Duck numbers can be considerably increased by manipulation of water levels in fresh, brackish or salt water habitats. Already at Bool Lagoon in the South-East of the State duck numbers have been increased quite noticeably in the Bool Lagoon fauna conservation reserve. There is

a considerable potential for increasing duck numbers in South Australia by the artificial manipulation of water levels over areas which are at present of little use to water fowl, and the Fisheries and Fauna Conservation Department is giving considerable attention to this matter.

SLEEPERS

Mr. VIRGO: On August 12, I drew the Premier's attention to the statement, made by the committee that inquired into derailments, that it was not a question of whether the railways could afford to use sleeper plates but, rather, of whether it could not afford to use them. I added that I was under the impression that several administrative authorities had recommended the use of sleeper plates but that these recommendations had always been rejected. Has the Premier a reply to the question I asked on that occasion?

The Hon. R. S. HALL: I am pleased to give this reply to the member's repeated questions:

(a) It would not be correct to say that repeated requests have been made for the installation of sleeper plates. However, the advisability of their use has been the subject of departmental consideration on many occasions. The maintenance of gauge problem has become significant only in recent years and has affected only the line between Murray Bridge and Serviceton to a serious extent. It should be mentioned that for many years curves of 40 chains radius and under have been sleeper plated.

(b) The practice of installing sleeper plates on certain lines in New South Wales and Victoria is well known to departmental officers. The cost entailed is very high. It has evidently been concluded that the high cost is warranted in the other States where tonnages carried are substantially greater, and the revenue received for goods carried by rail is higher than is the case in South Australia, where rates are generally the lowest in the Commonwealth. The cost of installing sleeper plates in the main line between Murray Bridge and Serviceton has been estimated to be \$975,000, of which about \$750,000 would represent Loan expenditure. It is doubtful whether such expenditure would attract any additional revenue, or permit savings in working expenses sufficient to offset the interest payment arising therefrom.

Press reports from other States record derailments on other systems which have adopted universal sleeper plating on main lines. Consequently, departmental officers have sought an alternative solution to the basic problem of maintenance of gauge, at less cost. In order to provide a basis for comparison, a section 20 miles long between Murray Bridge and Serviceton is being equipped with sleeper plates at the present time. This work was authorized prior to the investigation by the independent committee.

(c) Rehabilitation proposals include sleeper plating over and above the 20 miles referred to. Orders have been placed for the plates.

Mr. VIRGO: The Minister of Lands has informed me that he has a reply to a comment I made on August 7. As I directed the question to the Premier, I am assuming that possibly the Minister has taken the question or that, alternatively, he is answering the question asked by the Deputy Leader of the Opposition. Will he now give the reply?

The Hon. D. N. BROOKMAN: The honourable member's question refers to a statement he made on derailments, and I presume that he directed it to the Premier. Anyway, the question came to me because the Minister of Forests has searched for the information. The honourable member referred to the supposed 15-year life of timber sleepers as against the 60-year life of concrete sleepers. The reply is too long for me to give it in full, but I will give it to the honourable member to peruse and I will read short extracts of it to the House. As the report has been prepared by the Conservator of Forests, I presume that he has prepared it in consultation with the Railways Department.

The life of a sleeper is largely dependent on the traffic density to which the sleeper is subjected, on whether it is located on a curve or grade where it is subject to additional loads on that account, and on particular climate and locality factors. The average life of jarrah sleepers in South Australia is 30-35 years, and this is the species most commonly used. Other hardwood sleepers, such as from Victoria, appear to have a life of 20-25 years. Softwood sleepers treated with oil and creosote mixtures (and also other preservatives) generally have a life exceeding 30 years in best locations, but this may be reduced to 15-20 years in adverse sites, for example, heavy grades, sharp curves, and wet ground. Actual figures on the life of pre-stressed concrete sleepers designed to modern standards are not available, practical trials having proceeded for only about two decades (Europe). However, the promoters of these types of sleeper estimate a useful life of 40 or even 50 years.

Concrete sleepers appear to have both advantages and disadvantages from an engineering point of view, but comment on these aspects would best be made by the Railways Commissioner. Generally, there appears to be no prejudice against concrete as such. The biggest disadvantages are economic. First, the initial cost a sleeper is roughly double that of

timber, and secondly, concrete and wood sleepers cannot be mixed. Thus piecemeal replacement of imperfect wooden sleepers by new concrete ones is impossible. If concrete is introduced, whole lines will have to be replaced at a very high initial cost. Experiments with treated radiata pine sleepers have been in existence in this State since 1916. Further trials initiated by the South Australian Railways, the Woods and Forests Department and the Commonwealth Scientific and Industrial Research Organization (Division of Forest Products) were laid down in 1936 and again in 1954. Inspection of these trials indicate generally favourable results from softwood sleepers that have been pressure impregnated with oil-type preservatives, as compared with the performance of untreated hardwood sleepers. A life of more than 30 years can be expected.

THREE-CORNER JACK

Mr. EDWARDS: As I understand that the Attorney-General, representing the Minister of Roads and Transport, has a reply to my question of July 29 about three-corner jack at Warrachie and Murdinga, I should be pleased if he would give it.

The Hon. ROBIN MILLHOUSE: Late last year the infestation of three-corner jack in Warrachie yard was skimmed and burnt. A recent inspection by officers of the South Australian Railways revealed that there is some small growth at Warrachie, but no trace of growth could be found in Murdinga yard. All of the known infestations will be treated chemically in the near future.

OVERLAND

Mr. EVANS: Has the Attorney-General, representing the Minister of Roads and Transport, a reply to my question of August 7 about a face-lift for the Overland?

The Hon. ROBIN MILLHOUSE: Three lounge-cafeteria cars, two brake vans and three power vans for use on the Overland will be constructed in South Australia at Islington workshops and are scheduled for completion in August, 1970, February, 1970, and April, 1970, respectively. The cost will be shared with the Victorian Railways on a mileage basis.

CAPE WILLOUGHBY LIGHTHOUSE

The Hon. D. A. DUNSTAN: As I understand that the Minister for Marine has a reply to my question of August 19 about the Cape Willoughby lighthouse, I should be pleased if he would give it.

The Hon. J. W. H. COUMBE: The preservation of the Cape Willoughby lighthouse tower is already the subject of correspondence between the National Trust of South Australia and the Regional Controller of the Commonwealth Department of Shipping and Transport. The trouble is that the lime mortar has deteriorated badly, and unless it is somehow replaced, which I have been informed is a costly job, the tower would be in danger of collapsing. The Marine and Harbors Department is not involved in this matter (this is a Commonwealth matter), although it was the old Marine Board that constructed the lighthouse originally. The office of the Minister for Shipping and Transport has been in contact with the Minister of Immigration and Tourism and has informed him that the lighthouse was inspected by the Commonwealth Department of Works, which simply reported that there were some cracks in the building. In any case, the department is not likely to take any action for several years.

SPEED LIMITS

Mr. NANKIVELL: About six weeks ago the Minister of Roads and Transport kindly invited a party of members of Parliament to Bolivar to witness tests on the braking capacity of certain heavy trucks. Following this visit, a report appeared in the press to the effect that this matter was being investigated, with a view to amending the legislation. As most of the heavy transports operating interstate through South Australia are obliged to have braking up to this capacity, and as heavy trucks in other States are permitted to travel at between 40 and 50 miles an hour, will the Attorney-General, representing the Minister of Roads and Transport, ascertain why the authorities are policing the limit of 30 miles an hour on heavy vehicles in South Australia so rigidly and when, because of the findings of the tests undertaken, amendments are expected to be made to the South Australian Act to bring it into line with the provisions accepted, if not enforced in other States?

The Hon. ROBIN MILLHOUSE: Yes.

ELECTRICITY TRUST

Mr. HUDSON: The Minister of Works will be aware of the substantial decline in the Electricity Trust's Loan programme for this year in the amount of capital development to be provided from the trust's internal resources. In the current financial year only \$7,720,000 worth of capital development is to be provided

from the trust's internal resources, as against sums over \$14,000,000 and \$15,000,000 over the last year or two. Does this reduction in the source of funds for capital development for the trust indicate that the Government is currently considering increasing electricity charges? Have the charges been reviewed and, if they have, what is the result of the review?

The Hon. J. W. H. COUMBE: The Government is not considering any increase in tariffs. The honourable member realizes that the trust's capital requirements vary considerably from year to year. The development of the trust's electricity undertaking includes projects which spread over a number of years and which often involve increments of capacity not related to one particular year. Some types of plant must be ordered five years before they will be commissioned. It is therefore to be expected that there will be fluctuations in annual capital expenditures. The decrease in the trust's capital budget for this year compared with last is a reflection of these fluctuating requirements and is not dictated by the availability of internal funds. The decreased capital expenditure will result in a corresponding build-up in the trust's available funds over the year. It is essential that this build-up should proceed, because the construction of the Torrens Island B power station, which is now just starting, will mean that within the next few years the trust's capital expenditure will rise to over \$40,000,000 a year, and funds must be available towards this. The trust is not proposing any increase in tariffs at the present time.

ADELAIDE CHILDREN'S HOSPITAL

Mr. BROOMHILL: I noticed in a report in yesterday's *Advertiser* that there was to be a new casualty department at the Adelaide Children's Hospital that would be three times larger than the existing casualty department. Can the Premier say when he expects the new casualty department to commence operating, as I understand the need for it is urgent?

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

DARTMOUTH DAM

Mr. McANANEY: I have often noticed claims made that no water will be available from the Dartmouth dam until five years after it is built. Can the Minister of Works say whether there is any reason why, in the case of a concrete dam such as this,

immediately some water was stored in it, that could not be used to make up a quota in a dry year?

The Hon. J. W. H. COURCE: There is no reason why this could not be done once the dam had reached a certain point of construction. I think the longer period to which the honourable member has referred relates to the time when construction will be complete and the dam will hold the full quantity. Obviously when a certain stage of construction has been reached the dam can hold water. We intend to use the Kangaroo Creek dam when it has reached a certain stage of construction. However, Dartmouth will be even more valuable in this regard. Obviously water will be available at an early stage of construction.

PADTHAWAY SCHOOL

Mr. NANKIVELL: As there is likely to be a private subdivision of an area of land adjoining the Padthaway Primary School, will the Minister of Education find out from the Education Department precisely what additional area it may require in its future planning for the development of this school, so that provision can be made by the subdivider, thus enabling the expansion of the school to be unfettered?

The Hon. JOYCE STEELE: Yes.

KENCO SCIENTIFIC

The Hon. D. A. DUNSTAN: Has the Premier a reply to my recent question about Kenco Scientific?

The Hon. R. S. HALL: The submission by Mr. L. J. Kennelly of Kenco Scientific complained mainly as follows:

1. That glassblowers fully employed in Commonwealth Government and university positions were doing work on a spare-time basis for private and Government institutions, and he considers that this is unfair because they do not have to pay the overheads that he has to support;

2. That scientific supply houses are undertaking the repair of scientific glass equipment and subcontracting this out wherever they can get the best price; and

3. That State Government departments and instrumentalities repeatedly purchase imported items in preference to South Australian manufactured ones.

Mr. Kennelly considers that this is unfair, and he requests that work be channelled to his firm. The Chief Storekeeper has reported that the firm of Kenco Scientific is recorded in his department as "glassblowers and scientific apparatus manufacturers" and it is given every opportunity to quote for our requirements. The existence of this firm and the

services offered have been brought to the notice of Government departments likely to be concerned with the type of work involved. Another company (Paton Industries Proprietary Limited) also operates a scientific glassblowing service, including both construction and repairs, and is a competitor of Kenco Scientific. The Supply and Tender Board gives preference to locally-made goods in accordance with the established Government policy. Officers of the Industrial Development Branch have had discussions with Mr. Kennelly on a number of occasions: the matter seems to rest on his inability to sell his products in the relevant quarters. On one occasion when he complained that he was unable to get a State Government contract it was found that he had not tendered.

HOSPITAL PAYMENTS

The Hon. B. H. TEUSNER: Has the Premier a reply to my recent question in which I asked him to find out from the Minister of Health what hospitals had been approved as public hospitals under section 31s of the Lottery and Gaming Act and what sums had been paid to such hospitals out of the Hospitals Fund for the year ended June 30, 1969?

The Hon. R. S. HALL: The following hospitals have been approved by His Excellency the Governor as public hospitals under section 31s (2) (c) of the Lottery and Gaming Act Amendment Act (No. 2), 1966:

Hospital	Amount paid for year ended June 30, 1969
1. Adelaide Children's Hospital	485,000.00
2. Hog Bay, Kangaroo Island, Hospital	Nil
3. Lyell McEwin Hospital	60,000.00
4. Oodnadatta Hostel	Nil
5. Port Broughton Hospital	Nil
6. Queen Victoria Hospital	106,512.39
7. Uraidla and District Community Hospital	Nil
8. "Warrawee" Hospital	3,000.00
9. Whyalla Hospital	Nil
10. Home for Incurables	444,000.00
11. Minda Home	65,000.00
Total	\$1,163,512.39

KULPARA SCHOOL

Mr. HUGHES: Will the Minister of Education find out the present position about the removal of the old building at the Kulpara school, the erection of new classrooms, and the provision of a teacher's residence?

The Hon. JOYCE STEELE: Yes.

POTATOES

Mr. EVANS: Has the Minister of Lands a reply from the Minister of Agriculture to my question about whether the Victorian Agriculture Department knows that the South Australian Potato Board exists?

The Hon. D. N. BROOKMAN: The Minister of Agriculture states that the Director of Agriculture (Mr. Strickland) wrote on August 13 to the Victorian Director of Agriculture about the report in the *Potato Grower News*, pointing out, amongst other things, that the South Australian Potato Board, constituted with wide statutory powers, controlled the marketing of and fixed prices for potatoes in South Australia. The letter also states that the board determines such items as grower to board price, board to merchant price, retail margin, margin for washing, and retail price, and advertises weekly in the press the merchants' margin and the retail price a lb. for the various grades.

KINGSTON ROAD

Mr. CORCORAN: Has the Attorney-General obtained from the Minister of Roads and Transport a reply to the question I asked recently about the route that the Princes Highway will take from Kingston to Millicent?

The Hon. ROBIN MILLHOUSE: The Main Roads Schedule prepared in terms of the Highways Act describes as South-Eastern Main Road No. 1, between Kingston and Millicent, the road that passes within a short distance of Robe and Beachport, then running inland to Furner and south to Millicent. This road is not specifically signed as Highway No. 1. The system of national route marking applies to the system of national routes as determined by the National Association of Australian State Road Authorities. National Route No. 1 follows the Naracoorte road out of Kingston as far as Reedy Creek and then runs direct to Millicent via Hatherleigh, crossing Main Road No. 1 about 6½ miles north of that township. This route is indicated by the standard route marker signs. When the coastal road via Robe-Beachport-Rendelsham to Millicent is completed as a sealed road, the Highways Department will consider submitting a proposal to the National Association of Australian State Road Authorities for a redefinition of National Route No. 1.

DOCTOR SHORTAGE

Mr. GILES: One of the major problems in South Australia is the lack of general medical practitioners, particularly outside the metropolitan area. I consider that this shortage is

caused by the method of training medical practitioners. I refer to a letter to the editor in today's *Advertiser*, headed "Training of doctors", part of which states:

The public must be well aware of the shortage of general practitioners in outer metropolitan and country areas, where many of us are trying to treat 4,000 or 5,000 patients. This is the direct result of the type of training now being received at the Adelaide medical school. Is the public aware of the fact that the only training received in general practice is a voluntary two weeks with a general practitioner at the end of the fifth year of the medical course?

That statement is the crux of the whole matter. Will the Premier ask the Chief Secretary whether it is possible to provide that general practitioners, instead of having a voluntary two-week period of general practice with a general practitioner, will have a compulsory training period of one month so that they will get a practical knowledge of medical practice that will entice them to become general practitioners in country areas?

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

CHALLA GARDENS SCHOOL

Mr. RYAN: Has the Minister of Education a reply to the question I asked last week about the commencement of work of providing change-rooms at the Challa Gardens school? If she has not, will she treat the matter as urgent, because during the weekend I was again approached by the school committee, which considers the project to be urgent because of the work it has done and the fund raising it has carried out over the years?

The Hon. JOYCE STEELE: I have not a reply for the honourable member today, but the matter has been referred for report and is being investigated. I hope to have a reply one day this week.

ROAD TRAFFIC

Mr. WARDLE: Has the Attorney-General obtained from the Minister of Roads and Transport a reply to my question about the regulations applying to the use of a hot tallow bulk tanker?

The Hon. ROBIN MILLHOUSE: The Australian Motor Vehicles Standards Committee has formulated a set of draft regulations relating to standards of construction, equipment and performance of road vehicles. The regulations have been endorsed by the Australian Transport Advisory Council, comprising Commonwealth and State Ministers

associated with all forms of transport. The council meets twice a year. The Victorian authorities have adopted those provisions of the draft regulations that apply to the dimensions and weights of vehicles, whereas this State has not at present. The South Australian statutory limits are at present more liberal than those laid down in the regulations.

WATER ACCOUNTS

Mr. VIRGO: Has the Minister of Works a reply to the question I asked last week, when I drew his attention to the apparent failure of the Savings Bank of South Australia, which acts as an agent of the Engineering and Water Supply Department, to accept annual payment of water rates?

The Hon. J. W. H. COUMBE: The proposal that the Savings Bank of South Australia should be authorized to collect the full year's rates from persons desiring to pay annually in advance has been considered previously, but because of several practical difficulties it was not considered desirable. Recently, following further requests from members of the public, discussions with the Savings Bank have been held and it is expected that satisfactory agreement will be reached whereby the practical difficulties can be overcome and payment of the full year's rates in the first quarter will be possible.

CHOWILLA DAM

Mr. NANKIVELL: Many references have been made to the advisability of constructing the Chowilla dam in conjunction with the Dartmouth dam and there has been much discussion in the upper reaches of the Murray River about the effect of this proposal on that area. As my constituents in the Meningie area and around Lake Alexandrina consider that this proposal may seriously affect their livelihood and the future of the lake, will the Minister of Works obtain a report about the likely effect on the lakes if Dartmouth dam is built separately or the two dams are built concurrently, and what provision will be made to guarantee the livelihood of the people who now draw water from this source?

The Hon. J. W. H. COUMBE: If the two dams were built concurrently, I presume there could be a serious effect on the lakes in the honourable member's district. Because of the importance of this question I will obtain a full and detailed report for the honourable member.

NORTHERN ROADS

Mr. CASEY: Has the Attorney-General a reply from the Minister of Roads and Transport to the question I asked on August 14, about the upgrading of the road through Marree to Oodnadatta?

The Hon. ROBIN MILLHOUSE: The Commonwealth Government has not yet announced any decision regarding the extent or location of any railway works arising out of the present condition of the line between Oodnadatta and Alice Springs. If the Commonwealth does eventually decide to abandon the existing line between Marree and Oodnadatta, the necessity to provide alternative transport to stations in this area will be considered.

OWEN RAILWAY STATION

Mr. FREEBAIRN: Has the Attorney-General a reply from the Minister of Roads and Transport to the question I asked on July 31 about improving the wheat freight facilities at the Owen railway station yard?

The Hon. ROBIN MILLHOUSE: The wheat silos at Owen were constructed in 1957 and barley silos in 1964 on sites selected by South Australian Co-operative Bulk Handling Limited and agreed to by the Railways Department. Equal to 10 waggons from the wheat silo and equal to 19 waggons from the barley silo can be loaded without a reverse. It is possible for 1,540 tons of wheat and/or 2,925 tons of barley to be transported in a week with the scheduled goods train service. There is sufficient room for the siding servicing the wheat silo to be extended if South Australian Co-operative Bulk Handling Limited considers this action necessary.

AIR POLLUTION

Mr. BROOMHILL: I have noticed that the Director-General of Public Health (Dr. Woodruff) has recently made statements about air pollution in South Australia and drawn attention to the fact that it is becoming a serious matter which we should consider now.

Mr. Corcoran: It is tied up with the Metropolitan Adelaide Transportation Study plan.

Mr. BROOMHILL: Yes. Can the Minister of Labour and Industry say what steps he has taken to ensure that proper planning is being done for the present and the future with regard to air pollution?

The Hon. J. W. H. COUMBE: The reference to the M.A.T.S. plan was important, because that plan is one means of solving the air pollution problem but, apparently, that has not been grasped by the Opposition. I

was asked what I intend to do about air pollution: I intend to refer the matter to the Minister responsible (the Minister of Health).

The Hon. C. D. HUTCHENS: Will the Premier ascertain the number of meetings held by the committee that is drawing up regulations on air pollution and when we are likely to be able to consider those regulations?

The Hon. R. S. HALL: I will get as much information for the honourable member as I can.

OIL SEARCH DAMAGE

Mr. RODDA: Has the Premier a reply to my recent question concerning complaints made by landholders in the Greenways-Lucindale area about damage being caused to property by people carrying out oil searches?

The Hon. R. S. HALL: These complaints were referred to the oil exploration company concerned, Geosurveys of Australia Proprietary Limited, and the company has discussed the matters involved with the District Council of Millicent. The Mines Department has been recently informed by the District Clerk that the council is now satisfied that all reasonable steps are being taken to minimize inconvenience to landowners with one exception, namely, surveyor's pegs, which the council has requested be placed against fences where roads are free of roadside scrub.

STUDENT TEACHERS

Mr. VIRGO: Has the Minister of Education a reply to the question I asked on August 13 about the report of the committee that had been set up to inquire into allowances for students at the various teachers colleges?

The Hon. JOYCE STEELE: I have today tabled the report of the committee of inquiry into allowances for students at teachers colleges. The recommendations of the committee as detailed on pages 15 and 16 of the report have been approved. The Education Regulations have been varied to provide that the determination of allowances in future will be made by the Minister of Education. It has also been decided that the allowances will be reviewed every three years by a small committee similar to the one which has just submitted this report.

CARAVAN PARK

Mrs. BYRNE: Has the Minister of Immigration and Tourism a reply to my recent question about the Curdnatta Park caravan park at Sandy Creek?

The Hon. D. N. BROOKMAN: The council informed the Tourist Bureau on January 30 last that it had approved the building of a pavilion. The council, which was helping finance this, suggested that a few extra power points be installed in the laundry for the use of caravan travellers. In other words, it was not, as suggested in the question, purely a caravan park: it was a general park with some caravan facilities. The department did not give a subsidy in this case, as it could not at the time approve any further expenditure. In addition, the department considers it unsuitable to combine amenities available for the public with those provided in caravan parks and believes that the latter should be provided for a specific purpose.

The letter, which I think would have been written by the Director, states that a surprising number of country towns had applied for subsidy and, although the Tourist Bureau was granting a subsidy wherever possible, it was unable to give one in this case, and it did not consider that in the circumstances the priorities of other cases should be disturbed. The letter also stated that the general feeling was that it was more important to improve existing parks than to create new ones. I think the honourable member referred to that matter in her speech and asked who was responsible for this opinion. As Minister of Immigration and Tourism I can take responsibility for that opinion and I believe that it is the correct one.

It would be a mistake to spread available funds for caravan parks throughout this State to such an extent that each individual subsidy became ineffective because it was too small. It is better to concentrate on providing one caravan park at a time. Nevertheless, as I am impressed by the case that has been advanced, I will undertake to discuss the matter further with the Director so that at some stage we may be able to upgrade the priority of the Curdnatta park, although this may not happen for some time.

ASSEMBLY HALLS

Mr. HUDSON: Has the Minister of Education a reply to my previous question about assistance to be given by the Government to school committees and school councils in connection with constructing assembly halls and about the position at the Brighton High School?

The Hon. JOYCE STEELE: Both the Education Department and the Public Buildings Department are aware of the increase in cost of assembly halls since the upper-limit of \$38,000 for a subsidy was determined in 1967. A review of the existing policy is at present being undertaken by the two departments, and I shall be pleased to tell the honourable member when this has been resolved. As I said when answering the honourable member's previous question, the Victorian scheme, where a co-operative is established in the name of the school committee which is a separate entity and which can borrow from Government instrumentalities with the loan guaranteed by the Government, is currently being investigated.

GRAIN TRUCKS

Mr. VENNING: It was announced over the radio this morning that the first of the aluminium bulk railway trucks had been completed and delivered to Eyre Peninsula. Members will recall that we saw these trucks being constructed during our recent visit to the Islington Railway Workshops. It was also stated that the cost of one of these trucks was \$14,000, and we were given to understand that each truck had a capacity of 35 tons. While at Islington the other day, we also saw one of the new steel hopper trucks to be used on the standard gauge line, and the capacity of one of these trucks was said to be 52 tons. Will the Attorney-General ask the Minister of Roads and Transport to ascertain the price of the new steel bulk trucks made, we understand, by Mechanical Handling Limited?

The Hon. ROBIN MILLHOUSE: Yes.

RAILWAY GANGS

Mr. VIRGO: Has the Premier a reply to the question I asked on August 12 as a matter of urgency, concerning the reduction in size and numbers of railway maintenance gangs?

The Hon. R. S. HALL: The number of maintenance gangs on the South Australian railway system at June 30, 1954, was 189. At June 30, 1969, the number was 144. Since 1954, 24 gangs have been absorbed in the amalgamation of gangs, aimed at improving living conditions for employees by concentrating them, where possible, in townships. Since 1954 also, a net reduction in the total length of main line of 105 miles has occurred, in consequence of closures of existing lines and open-

ing of new lines. The aggregate strength of maintenance gangs as at June 30, 1954, was 891. At June 30, 1969, the corresponding figure was 744.

The mileages (including sidings) maintained by each gang as at June 30, 1954, and June 30, 1969, were 16.8 and 21.4 respectively. It must be stressed that the increased mileage for each gang in the period under review has been associated with the acquisition of additional mechanical plant to the extent of over \$1,000,000 (namely, from \$89,000 to \$1,107,500).

GRAIN

Mr. HUGHES (on notice):

1. What tonnages of both wheat and barley were delivered to South Australian Co-operative Bulk Handling Limited's systems at Ardrossan and Wallaroo, respectively, for each of the 1964-65, 1965-66, 1966-67, 1967-68 and 1968-69 harvests?

2. What are the respective tonnages of wheat and barley shipped through the bulk handling systems at Ardrossan and Wallaroo, respectively, for each of the years from 1965 to 1969 inclusive?

3. What were the respective tonnages of bagged wheat and barley shipped through Ardrossan and Wallaroo, respectively, for each of the years from 1965 to 1969 inclusive?

The Hon. D. N. BROOKMAN: As the whole of the reply comprises tables of figures, I ask that I have leave to have it incorporated in *Hansard* without my reading it.

The SPEAKER: I take it from the Minister's statement that he is referring to statistical information?

The Hon. D. N. BROOKMAN: Yes.

Leave granted.

WHEAT AND BARLEY

1. Bulk wheat and barley receipts direct from growers were as follows:

Wheat— Season	Ardrossan	Wallaroo
	tons	tons
1964-65	98,518	81,400
1965-66	70,928	61,231
1966-67	84,214	83,062
1967-68	57,000	44,704
1968-69	123,589	96,750
Barley—		
1964-65	45,848	11,518
1965-66	46,094	15,223
1966-67	79,375	26,183
1967-68	56,785	10,580
1968-69	101,451	29,397

2. Shipments of bulk wheat and barley through the bulk handling systems were as follows:

Wheat—

Year ending	Ardrossan tons	Wallaroo tons
December 31, 1965 ..	128,785	157,607
December 31, 1966 ..	55,446	96,107
December 31, 1967 ..	56,812	95,303
December 31, 1968 ..	69,018	66,830
August 25, 1969 ..	37,777	61,687

Barley—

December 31, 1965 ..	169,607	70,259
December 31, 1966 ..	110,571	26,571
December 31, 1967 ..	102,736	56,258
December 31, 1968 ..	93,763	18,616
August 25, 1969 ..	136,419	40,553

3. Shipments of bagged wheat and barley were as follows:

Wheat—

Year ending	Ardrossan tons	Wallaroo tons
December 31, 1965 ..	—	3,584
December 31, 1966 ..	—	3,353
December 31, 1967 ..	—	908
December 31, 1968 ..	—	154
August 25, 1969 ..	—	—

Barley—

December 31, 1965 ..	—	782
December 31, 1966 ..	403	673
December 31, 1967 ..	—	10,444
December 31, 1968 ..	—	—
August 25, 1969 ..	—	—

These figures do not include bagged wheat exported by merchants from Wallaroo which, during the period December, 1967, to August 25, 1969, amounted to 53,919 tons.

KAINTON CORNER PUMPING STATION

Mr. FERGUSON (on notice):

1. How much water was pumped through the pumping station at Kainton Corner, south of Paskeville, from July 1, 1968, to June 30, 1969?

2. How much water was pumped for the period October 1, 1968, to March 31, 1969?

3. What was the daily average of hours worked by the pumps for the period July 1, 1968, to June 30, 1969?

4. What was the daily average of hours worked by the pumps for the period October 1, 1968, to March 31, 1969?

The Hon. J. W. H. COUMBE: The answers are as follows:

1. 490,417,000 gallons.

2. 351,541,000 gallons.

3. Fifteen hours a day on a total of 323 days; 42 days idle for the year.

4. Nineteen hours a day on a total of 177 days; five days idle for the period.

SUPPLY BILL (No. 2)

Returned from the Legislative Council without amendment.

LOAN ESTIMATES

In Committee.

(Continued from August 21. Page 1156.)

Railways, \$7,700,000.

Mr. FREEBAIRN: Those members who were wise enough to listen to my remarks on the first line will remember that I criticized the expenditure of Loan funds on the railways. Although my remarks were not publicized to the extent I would like them to have been, I said, when referring to the railways line, that the enormous public losses we were sustaining on the railways suggested that we would do well to consider whether some of the railway services could be curtailed. This year, we are investing \$7,700,000 of Loan funds in the Railways Department. I have prepared a table showing the working expenses, earnings, working losses, and debt services applying to the railways for the last six financial years and, instead of reading out the figures, I ask leave to have the statistical information inserted in *Hansard* without my reading it.

Leave granted.

RAILWAYS FINANCES

Year	Working expenses \$	Earnings \$	Working loss \$	Debt services \$	Total loss \$
1963-64	31,060,000	29,670,000	1,390,000	4,960,000	6,350,000
1964-65	31,900,000	29,960,000	1,940,000	5,190,000	7,130,000
1965-66	32,580,000	29,140,000	3,440,000	5,570,000	9,010,000
1966-67	34,160,000	30,420,000	3,740,000	5,840,000	9,580,000
1967-68	34,820,000	28,250,000	6,570,000	6,160,000	12,730,000
1968-69	36,390,000	30,400,000	5,990,000	6,450,000	12,440,000

Mr. FREEBAIRN: The important thing for the Committee to consider is that these enormous losses have to be met from taxation. It is interesting that, in the 1963-64 financial

year, the debt services serving the public loan debt cost the State \$4,960,000, whereas the total losses (including all the servicing) in operating the railways amounted to

\$6,350,000. In those six years, although our debt servicing has increased by about 50 per cent to \$6,450,000 (I am speaking about the year 1968-69), the total loss the taxpayer has to meet has risen to \$12,440,000. It has been reliably estimated by the senior economist in the Chamber (the member for Stirling) that the railways losses, including debt servicing and working loss, in this financial year will amount to about \$15,000,000.

That is an enormous expenditure from our financial resources to provide a service that apparently many South Australians do not appreciate. I looked up the estimate made by the Metropolitan Adelaide Transportation Study planners of how many South Australians availed themselves of public transport to travel to and from work. These figures related to 1965 during which it was estimated that 209,000 people travelled by bus in single journeys each day, 45,000 by the railways, and 8,600 by the Glenelg tram. Therefore, it can be seen that the overwhelming majority of South Australians using public transport (and I refer to those in the metropolitan area, who amount to only 20 per cent of the work force) use the bus services. It is interesting that the Municipal Tramways Trust can make its services operate without major cost to the taxpayer: the revenue losses of the M.T.T., which is providing a public service, are minimal in comparison with its turnover.

Yet we find that the Railways Department sustains an enormous loss in providing its passenger transport services. Why should this be? Perhaps the day has come when we should consider cancelling not only unprofitable evening services but also some of the daylight passenger services. At first sight it would appear absurd to be operating a rail passenger service between Port Adelaide and the centre of the city, because adjacent to the railway line all the way is a wide highway that could easily accommodate a slight increase in bus traffic. This would help to reduce the enormous losses we are sustaining now through providing a train service that apparently people in the metropolitan area do not wish to use, and the general taxpayer would be saved this amount. To clarify this, I will quote from the Railways Commissioner's report for the year 1966-67, on page 5 of which he says:

In general it could be said that revenue from freight and livestock traffic met its working expenditure, but that from passenger traffic did not.

From those few words, members will see that people who use the railways for freight and

livestock traffic have the satisfaction, if it can be called satisfaction, of knowing that their contributions to revenue are meeting working expenses, but the people who use passenger traffic have the satisfaction of knowing that their transport is being subsidized by the general taxpayer to an enormous degree. At the same page, the Commissioner continues:

Over two-thirds of the suburban passengers are carried during the morning and evening peak periods with the result that the utilization factor of the equipment is correspondingly low.

In other words, the Commissioner is saying clearly that the Railways Department is very much over-capitalized. He continues:

The continued operation of these socially necessary services is recognized—

and I take issue with him when he says that—but it would appear to be not unreasonable if their costs were directly underwritten by the community.

In other words, he is saying that the people who do not use the passenger services provided by the Railways Department can have the satisfaction of subsidizing the people who do use them. I turn now to the Railways Commissioner's report for the year 1967-68, which is the most recent we have and on page 3 of which he states:

Due for the greater part to the severe drought experienced in South Australia and to the reduced tonnage of lead and zinc concentrates railed as a result of successive industrial disputes at Broken Hill, there was a marked drop in earnings compared with those for 1966-67.

The Commissioner is saying that, because of the drought, the primary production sector of the department's business declined, and he is also saying that, because of trade union activity at Broken Hill, a reduced tonnage of ore was transported in the financial year. We see here direct evidence of where the trade union movement is working against the interests of the Railways Department.

Mr. Casey: Don't talk such utter rot.

Mr. FREEBAIRN: I thought members opposite would take notice of that.

Mr. Casey: You wouldn't even know what the Barrier Industrial Council was.

The CHAIRMAN: Order! We are dealing with the Loan Estimates.

Mr. FREEBAIRN: I am dealing with the Railways Commissioner's report and gently criticizing the Government for investing so much money in the Railways Department. It is not my function to criticize the Government, but I wish the Treasurer would pay a little more attention to the expenditure of Loan funds on the Railways Department, for I believe the

South Australian citizen is not getting the maximum benefit from the Loan funds that he could get. I should like to see rather less money spent on the Railways Department and more spent on building schools, because I believe the need for building schools is much greater than is the need to try to prop up the railway services, which are being undermined by the trade union movement and supported by the general taxpayer. On page 4, the Commissioner states:

The year under review was a difficult one. The financial result underlines the dependence of the South Australian Railways on the agricultural and the Broken Hill mining industries. None of us can help a drought year; we will say it was an act of God. We will also say that the strike in Broken Hill was an act of a trade union.

Mr. Casey: What do you mean by that?

Mr. FREEBAIRN: Honourable members opposite know what I mean.

Mr. Casey: No, I don't.

Mr. FREEBAIRN: The Commissioner says in his report that the activities of the miners in Broken Hill and the industrial unrest there resulted in a marked decline in railway earnings.

Mr. McKee: What caused the unrest?

Mr. FREEBAIRN: On page 5, the Commissioner gives some good advice that I hope will sink into the minds of members opposite. Talking about a policy for economic viability for the railways, he says:

If such a policy was adopted in South Australia it would permit the South Australian Railways to define a transport structure under which it would be possible to strive for economic viability, and upon which its level of efficiency could be measured. This economically viable transport structure would, in my view, exclude the suburban and those country passenger services not associated with interstate traffic, as well as those lines which, from the point of view of railway economics, should be closed but which are retained for social reasons.

In other words, he is saying that, if the Railways Department is to be an economically viable organization, uneconomic suburban lines and the uneconomic country passenger services should be curtailed. The Commissioner's next statement would interest the member for Glenelg (Mr. Hudson), who last week suggested increasing railway services to increase patronage. The Commissioner says that, if he improves the service, the loss will be greater. The member for Glenelg was urging people to use the trains, yet his Labor Party Government had tried to force country

freight traffic on to the railways, which action reacted greatly against that Party in country districts, two new representatives of country districts having come to this Parliament as a consequence. The Commissioner continues:

It is possible to economize on the country routes, but this is not so where suburban services are concerned. In fact, due to the large amount of equipment that must be maintained to handle traffic in the peak periods, any increase in commuter patronage must inevitably result in greater rather than reduced losses.

In other words, increased patronage means greater losses, not savings. The more we expand the suburban passenger service, the worse off the taxpayer will be. The Commissioner continued:

It is envisaged that, if rail patronage increases over the next 20 years to the degree forecast by the M.A.T.S., the losses on the service will most certainly escalate proportionately.

We know that members opposite support the railways principally because they have an enormous number of captive trade union supporters amongst whom they can pass the hat at election time. I understand that, before the last election, each of the 8,000 employees was touched for \$5!

The CHAIRMAN: Order! I think the honourable member ought to get back on the rails.

Mr. FREEBAIRN: I quote these reports to show the Committee where we are heading in railway finances and how clear it is that we could well drastically curtail metropolitan passenger services and thereby decrease losses. Doubtless, the Municipal Tramways Trust could adequately operate, at no direct cost to the taxpayers, on routes adjacent to present metropolitan railway routes. I deplore the expenditure from Loan funds on some aspects of the Railways Department vote. The Treasurer should consider carefully the expenditure on railcars for metropolitan traffic usage because, at this stage of Adelaide's development, I do not consider that there is any future in expanding the suburban rail services. We should concentrate on providing bus services, which can operate economically and efficiently.

About 85 per cent of persons in the Adelaide area who use public transport use the bus services, involving the taxpayer in only a minor loss, yet the Railways Department is heading for a \$15,000,000 deficit this financial year. It seems from the Commissioner's report that the loss stems from inefficient passenger rail services. I hope the Treasurer

is noting my view, because I consider that he could effect many economies.

Mr. VIRGO: I hope that the Premier and Treasurer have noted what the member for Light has said and that one of them will say clearly whether that honourable member has stated Government policy or whether we have had another wild statement similar to the one the honourable member made a few weeks ago that he was willing to go to the electors. The Premier repudiated that statement and, as the honourable member's statement about the railways is extremely important, the Premier or Treasurer should either agree with or repudiate it. The member for Light is trying to break up the asset, at least in the metropolitan area, of the South Australian Railways. Does the Government intend to continue to operate the railways system in the metropolitan area? Will it expand that service? As the statement was made by the Under Secretary to the Premier, the Government is duty bound to put the matter beyond doubt. The following statement by the Treasurer is of extreme importance:

A special provision of \$600,000 is made in the railway Loan Estimates this year as a first contribution towards a special programme of betterment of the permanent way, adopted in accordance with the recommendations of an expert committee which inquired into derailments.

The Minister of Roads and Transport received from this special committee a report dated June 15, which the Premier subsequently tabled. As the Premier knows, I have asked several questions about the report and not until today have I got replies, and I regret that those replies are completely unsatisfactory. Has the Government read the report and, if it has, what is it doing about it? On page 4 of the appendix to the report, clause (c) states:

Certain sections of track are significantly bad, from the point of view of lurching acceleration and must be regarded as potentially dangerous.

Despite that, the Government has allocated the miserable sum of \$600,000 to rectify a situation that the Premier says will cost \$8,500,000 to rectify! At \$600,000 a year it would take 14 years to spend \$8,500,000. The Government has taken money from paying passengers and has put them in trains running over tracks that the committee states are potentially dangerous, but the Government has done nothing to improve them. The Premier said today that it would cost \$975,000 to install sleeper plates: the committee stated that

these must be installed in order to make the line safe, but the Government allotted a lousy \$600,000. We are not fiddling with a toy: we are dealing with the lives of people who travel on trains, but the importance and seriousness of this matter has not penetrated the minds of Government members.

A fortnight ago I alleged that repeated requests had been made by junior staff for sleeper plates to be installed. Why did the Premier avoid my question and make no reference to these requests in his reply today? Has he read this report? Part of the reply he gave, in paragraph (b), sinks to the lowest depths of all times (perhaps it agrees with the opinion of the member for Light) when he said that the practice of installing sleeper plates on certain lines in New South Wales and Victoria was well known to departmental officers, but that the cost was high and that it was evidently concluded that the high cost was warranted in other States where tonnages carted were substantially greater, and that the revenue received for goods carried by rail was higher than in South Australia, where rates were generally the lowest in the Commonwealth. Is the Premier saying that, because we have built a substandard line, we should not worry about maintaining it to a degree of safety for the travelling public so that we can boast about having the lowest rates in the Commonwealth?

The Premier spoke about press reports from other States regarding derailments on other systems that have adopted universal sleeper plating. Surely, when a member asks a question, the Premier does not have one of his henchmen search through newspapers in order to provide details for the reply. I should have thought that the Premier, in treating this matter seriously, would have gone to the Railways Commissioner or read the reports of the Commissioner of each State. However, it seems that he has based his reply on newspaper reports. I accuse the Government of not being honest in its approach to the railway question. It has taken no notice of this report or of its recommendations, but has allotted a miserable \$600,000. The Premier and his Government are guilty of placing the lives of the travelling public in jeopardy.

Mr. McANANEY: It seems that, instead of having a constructive Opposition, we have an Opposition whose members are suffering from an inferiority complex and can only abuse the Government. What did the Labor Government do when in office? In the last year of the Liberal Government \$6,400,000 was

allocated to the Railways Department, but the Labor Government reduced this to \$5,600,000 and then to \$4,800,000. The present virtuous Opposition allowed the railways system to get into a parlous state. The Liberal Government appointed the committee to investigate derailments, and has allocated \$8,500,000, which will be spent during the next six years to correct the present situation. This Government honours its pledges to the full. The Commonwealth Government is to spend more than \$4,000,000 this year on gauge standardization in this State, and three schemes are being investigated—the Alice Springs line, the Whyalla line, and the Adelaide to Port Pirie line. Apparently, we have been assured by the member for Frome that the Whyalla line will be built almost immediately, because a recent newspaper report states:

Mr. Casey, M.P., said outside Parliament that a final statement would be made within three weeks confirming that a start would be made on the Port Augusta to Whyalla standard gauge railway line.

Surely, that would be some indication that the time was drawing near. Members opposite may rest assured that, bearing in mind the work being carried out by the gang on the Cockburn line, action will be taken regarding a further standardization programme, which we all believe is most essential.

Since its inception, the Railways Department has spent \$179,000,000 on assets, and over this period possibly \$19,000,000 has been written off. However, one of the problems is that over the years the department has not written off a reasonable sum for depreciation. Despite the statement we hear that in a good year there is more grain to be carried by the railways and that this reduces its losses, I point out that no profit is made on running expenses. In fact, if extra quantities are carried, a bigger loss is incurred. The member for Glenelg is an academic charlatan of the lowest order, because he misquotes figures in this Chamber.

Mr. HUDSON: Mr. Chairman, I ask for a withdrawal of those remarks.

The CHAIRMAN: The member for Glenelg has taken exception to certain words. Does the member for Stirling withdraw the remarks?

Mr. McANANEY: Only under the instruction of the Chair, Sir.

Mr. Virgo: Withdraw properly!

The CHAIRMAN: Order! What are the words to which the member for Glenelg objects?

Mr. HUDSON: The words "academic charlatan".

The CHAIRMAN: I suggest that the honourable member withdraw those words.

Mr. McANANEY: I withdraw them, but something is wrong with the education system if it cannot produce something better than a person who, when I quote what I believe to be an accurate figure, says that I am plucking figures out of the air. For the benefit of the member for Glenelg, I point out that, 14,400,000 passengers having been carried on suburban railways, there was a total loss on running expenses of \$2,970,000, and this worked out at 20.6c for each passenger. Adding \$693,000 in respect of interest charges, it works out at an additional 4.8c, totalling 25.4c for each passenger.

Mr. Hudson: How do you allocate—

The CHAIRMAN: Order!

Mr. McANANEY: The figures are based on information supplied by the Railways Department and contained in the Auditor-General's Report. We know that the Opposition refers matters to experts and then says the experts are wrong, but surely we must accept the experts' opinions in these matters. We appreciate that we must have standardization regarding lines involving long hauls and that these lines generally must be brought up to date, but we cannot spend further sums on those lines on which goods cannot be carried economically. The member for Glenelg, comparing the railways with the Electricity Trust, referred to the sum available to the trust and to the splendid job it had done. However, if a commodity cheaper than electricity could be provided, the trust would be faced with a problem similar to that facing the Engineering and Water Supply and Railways Departments.

Mr. Hudson: Are you suggesting that E.T.S.A. makes too much profit?

Mr. McANANEY: Mr. Chairman, not being a member of the Opposition, I do not make abusive remarks without due cause.

Mr. Hudson: I just asked a question; I didn't abuse you at all.

The CHAIRMAN: Order! There are too many interjections.

Mr. McANANEY: Some lines must be modernized, and the Government has adopted a reasonable attitude by increasing the sum allocated for this purpose. However, we must realize that, regarding many lines, a cheaper and more efficient form of transport is available and, where the alternative exists, we cannot seek to retain the railway line in question. If this Government is to be criticized at all, it is for being too slow in having the Transport Control Board inquire into the desirability

of discontinuing certain lines. If the uneconomic lines are discontinued, more money can be made available for hospital and education requirements and for other essential services.

The Hon. D. A. DUNSTAN: One can only conclude from listening to speakers opposite that they have not taken the trouble to read the report presented to the Minister by the committee on railway derailments. There does not seem to be any determination by the Government to act in relation to the very lines that honourable members opposite have said are necessary and valuable for South Australia. I think that I should tell members opposite what precisely is in this report, because apparently they have not taken any notice of it. There is no sign on the Loan Estimates that the Government has taken notice of a situation which is, as the member for Edwardstown has said, endangering the lives and the welfare of South Australian citizens and causing grave difficulties regarding the movement of goods. Particularly is this the case in relation to one of the lines most important for us, that is, the line between Adelaide and Serviceton. This is what the committee had to say about that line:

On some sections of track thus inspected in South Australia the sleepers were so covered with ballast that over distances of many chains none was visible, either between the rails or outside them. In places not only the sleepers, but also the heads of the dog spikes were completely covered. Plant growth amongst the ballast indicated that these conditions had existed at least for many months, perhaps for years Committee members are at a loss to understand how track can be inspected, even perfunctorily, under such conditions. Even on foot, little can be seen. It is incredible that the current practice of inspection from a motor inspection car, or even a quadricycle, can have any value in such places. Good railway practice demands that excess ballast be removed leaving the upper surfaces of sleepers and all rail fastenings visible at all times.

The report, dealing with rail joints, then states:

For considerable distances many of the fish-plate bolts were loose. Only rarely was a fish-plate encountered with all bolts tight. Some bolts were missing entirely. Other systems are not free from the problem of keeping fish-plate bolts tight, but it is felt that the condition of the bolts on the Murray Bridge to Serviceton line is generally inferior to that of other systems we inspected.

The report then deals with rail fastenings. It states:

At some places where holes in the sleepers have become elongated, maintenance crews have attempted to restore gauge by driving

specially prepared wooden liners behind the affected dog spikes, thus filling the hole and tightening the spike for a time at least. The committee believes that this is but a palliative. The track itself demonstrates that it is unable to resist the lateral forces imposed by the service demanded of it. Victorian Railways encountered this problem 30 years ago and embarked on a programme of ensuring maintenance of gauge by seating the rails on sleeper plates at every sleeper. Two dog spikes were used, as before, one on each side of the rail, but passing into the sleeper through appropriate holes in the sleeper plate which thus tied the spikes together effectively. Before the rail could move laterally, it must necessarily have moved both dog spikes. The forces needed to separate the rails were thus at least doubled.

Initially, as an emergency measure, the rails were thus tied at every third sleeper. Since then, the intermediate sleepers have been dealt with. Today, the lines inspected by committee members are almost complete sleeper-plated. In consequence, gauge maintenance problems have practically disappeared from Victorian Railways. The New South Wales Railways have gone even further on certain important lines. The efficacy of sleeper plates in minimizing maintenance of gauge problems, such as are currently being encountered in South Australia, has been proven beyond all doubt by the prolonged experience of the associated railway system of Victoria and New South Wales. All the experimental work has long been done and the facts are plain to see. The question is not whether South Australian Railways can afford to use sleeper plates, but rather whether they can afford not to use them. The report then deals with ballast. It states:

The Murray Bridge to Serviceton line is ballasted with limestone quarried and crushed in the vicinity of Murray Bridge. Many of the pieces of stone are fairly hard, but many are so soft that they may be fretted by the fingers. Continued movement under the passage of the trains has rounded the softer pieces, and the fines thus produced have fallen between the stones and, as the interstices have filled, drainage has been affected, even on embankments where drainage might be expected to be good.

Mr. McAnaney: You need not read the report: we've all read it.

The Hon. D. A. DUNSTAN: I believe that members opposite have known about this, and I shall make points about this matter, so that members shall know about it when I have finished reading the report. I am sorry that the member for Stirling does not like to hear it, but it is time that he did hear it.

Mr. McAnaney: We have all read the report.

The Hon. D. A. DUNSTAN: The report continues:

There is ample evidence that pools of water collect around sleepers during rain, subsequent movement of the sleeper on the rounder stones pumping the water to and fro, washing the

ballast from under the sleepers and depriving them of support. Some examples were seen where the watery mud had been squirted 2 and 3ft. A few sleepers, not all at rail joints, were found to be hanging on the rails, rather than supporting them, the underlying ballast having been removed to the extent that a hand could be passed below the sleeper. The committee has been given to understand that this ballast is used because of its relative cheapness, it being felt that ballast railed from Adelaide, for example, would be far too costly delivered to the more distant parts of the line.

The report then deals with track movement. It states:

In many places it is evident that because of looseness of the dog spikes the passage of trains causes the rails to move laterally on their sleepers. The polish marks on the sleeper seats suggest that the rails are forced into a sinuous form, one rail moving up to $\frac{1}{2}$ in. outward for some 30-40ft. then the other. The origin of this movement also is obscure. It does not seem to be associated especially with gradients or with places where trains would be expected to accelerate rapidly or brake heavily. The use of rail anchors seems to be ineffective to prevent it. Anchors have been observed as much as 4in. away from both faces of sleepers. The impression is that perhaps only one-quarter of the rail anchors on the Murray Bridge to Serviceton line are kept close enough to the sleeper faces to be effective in holding the rails longitudinally. The committee believes that its observations of the track, the obvious deterioration, and the remarkable movements that are evident, indicate clearly that the whole track structure—ballast, sleepers, anchors, rail fastenings to sleepers, and joint fastenings—is not sufficiently robust to withstand the forces imposed on it, even when new.

This reveals a fantastic situation in relation to one of our most important lines. Unless the line from Adelaide to Murray Bridge and Serviceton is kept at a reasonable standard, we cannot expect to be able adequately to rail goods, let alone passengers, from Adelaide to Melbourne. Although road transport is developing, it is vital for us to have an adequate rail link between Adelaide and Melbourne. The situation revealed by the series of derailments in the report of this committee is that the line is in a shocking condition and, unless something is done urgently about it, we shall have more and more derailments and more and more people refusing to use the line, which will have a bad effect on South Australian industry.

This report reveals a crisis situation. There is not the slightest evidence from the statements made by the Government that it appreciates this position. There is no sign that the Government is undertaking, to any reasonable degree, the necessary urgent work revealed by the report of its own independent com-

mittee to the Minister. What does the Government intend to do? We cannot find out. All we know is that members opposite are getting up and suggesting that the remedy for the railway situation is to close down suburban passenger lines. How that will cure this situation nobody knows, and nobody can tell us. When the Premier is asked what precisely the Government intends to do about this, he makes it clear that the Government does not intend to do anything and has no proposals for undertaking the necessary expenditure upon the line. In our railways we have an essential asset for industry in this State—the long-haul lines, and that is admitted by members opposite. If the long-haul lines are to be maintained, urgent action is necessary. Since there is no sign of it, members opposite as well as members on this side should be demanding to know what the Government intends to do.

Mr. CORCORAN: It seems to me that some serious charges have been made this afternoon in this Chamber, and they are based on a recent report submitted by an independent committee comprising Professor F. B. Bull (Civil Engineering, University of Adelaide), Professor H. H. Davis (Mechanical Engineering, University of Adelaide), and Mr. E. M. Schroder, Chairman. Yet the Government does not seem to be greatly concerned about it. In fact, the front bench is deserted, except for the Minister of Works. At least the Premier should be here to hear what the Opposition has to say about a report from an independent committee, which I think everybody who has read it will agree is a frank report of the present situation, particularly in regard to the permanent way and the dangers inherent in a situation of this nature continuing. The member for Stirling (Mr. McAnaney) has said, "We have spent more than was spent by the previous Labor Government." He cited one year—

Mr. McAnaney: I went right through the years.

Mr. CORCORAN: The honourable member mentioned 1964 and 1965 and then gave the first year of office of the Labor Government.

Mr. McAnaney: No; I went into the next year.

Mr. CORCORAN: I think the honourable member's figures are inaccurate, but I shall not go over the whole system again. He accused the member for Glenelg (Mr. Hudson) of playing with figures. I have the figures here, and they do not reveal the same picture

as the member for Stirling tried to point. I will give him the figures if he wants them. I am more concerned about the statement of the member for Edwardstown (Mr. Virgo) on this, when he said that the Government should be paying serious and immediate attention to the safety aspect of our State railways. He does not have to go into the report to get something to substantiate his statement. This report of the independent committee points out continually that poor track conditions have been to blame for most of the main line derailments. It points out where measures have been taken to improve track conditions at Port Lincoln, where the lines were upgraded because of the vast quantity of wheat carried on them. The instruction to upgrade them was given by the Labor Minister of Transport (Hon. A. F. Kneebone) when in power.

According to this report, the number of derailments that have occurred has decreased substantially because of this upgrading. The report goes on to point out that this "should result in a satisfactory reduction in the near future". It continues:

Of the more important lines of the broad gauge system, not only the Murray Bridge-Serviceton line but all lines carrying heavy goods or passenger traffic at speeds of 40 m.p.h.—

which is not a very great speed when we consider modern transport. The report continues: or more should be strengthened, track inspection methods should be improved, and modernization of track maintenance methods accelerated.

It goes on to state:

It is obvious, however, that if the track be unsafe for goods trains the margin of safety for passenger trains must be reduced. This is the matter that the member for Edwardstown is concerned about. Every member of this Chamber has good reason to be concerned about it because, if the member for Light (Mr. Freebairn) has declared that the Railways Commissioner's report indicates there will be a reduction in the number of people using rail transport, we should be doing everything in this Chamber, in my view, to ensure that the railways are safe for people to use them. The basic requirement is the safety of the track on which trains run. The report continues:

The committee has inquired into this matter and has been informed that, despite the spate of goods train derailments, South Australian Railways considers that passenger trains on the broad gauge system are quite safe.

The committee further says:

This may be correct. The committee feels that it is not able to judge the matter adequately.

I should not think, from those two statements, that it subscribes to the view held by the South Australian Railways that passenger trains on the broad gauge system are safe. These are the things to which we are drawing the Government's attention because we believe it is imperative that the Government indicate it is taking steps to solve the problems referred to in this report.

The present Government set up this committee because it was concerned about the number of railway derailments. We know that they have not commenced since this Government came into office; they occurred when we were in office, and even before that, but the situation obviously has deteriorated to such an extent that, if something is not done urgently, derailments will occur more often. This gets back again to the point made by the member for Edwardstown: that the people of this State will lose confidence in the system and will be driven away from it, which will worsen the revenue situation for the Railways Department.

Mr. McAnaney: But you did nothing about it.

Mr. CORCORAN: Don't put words into my mouth! The honourable member thinks he can hang his hat on the peg that in the three years that we were in office nothing was done. However, two wrongs do not make a right.

Mr. McAnaney: You weren't doing anything about it.

Mr. CORCORAN: You are doing nothing; we have that report. The Government is doing precisely nothing about it. We, as an Opposition, are asking members opposite to recognize fully the facts stated in this report and to do something about them. We are asking that—nothing more, nothing less. The Loan Estimates, in setting out the programme for the current financial year, do not provide expenditure to cover the situation outlined in the report, and the honourable member knows that. We are concerned not with what happened in the past but with what will happen in the future. The report states:

Many of the original rails are still in service and, as may be imagined, are well past their prime. During 1967-68, one derailment resulted from breakage of a rail rolled in 1874. The difficulties that must inevitably result from such track have been aggravated by the use of heavier rolling stock necessitated by the steadily increasing demands made upon the railway system. Track deterioration has been accelerated to the extent that normal maintenance procedures have been unable to control it.

If the committee states that normal maintenance procedures have been ineffective in this regard, what is the Government doing now about improving those procedures? What does it intend to do? These are fair questions that should be answered, but no-one seems to want to give answers. The report is too important to be shelved. It continues:

To cope with the situation a programme of strengthening, involving virtual reconstruction of considerable lengths of track, was inaugurated some years ago with the initial objective of replacement of all 40 lb. rail and the poorer sections of 50 lb. rail by properly laid and ballasted 60/63 lb. rail. The initial scheduled rate of renewal of four miles annually has been successively increased and is now some 28 miles annually.

Surely that is not sufficient to cater for the situation that obviously exists. Other members have pointed to defects existing in the system itself. I think it was the Leader who said that the ballast was such that the sleepers were hanging to the rails, with nothing underneath. This situation cannot be allowed to continue, as Government members surely realize. If they have not studied the report (and it is fairly obvious that some of them have not), then I advise them to do so quickly and to consider seriously what can be done to give effect to some of the recommendations. I think the member for Light said that, because this system is a dead loss, we should not spend the sort of money it is intended to spend on the railways.

Mr. Freebairn: I was referring to metropolitan passenger services.

Mr. CORCORAN: Very well. Other people say that it is not worth while spending too much money on the railways because we do not get from that system the return we should. Surely to goodness people realize that derailments cost much money and that if a track is not maintained in the proper state, apart from the danger that exists to the lives of the crew and passengers of trains, great expense is involved. In fact, safe rails are an investment. Some of the derailments that have occurred have cost hundreds of thousands of dollars, and this money would have been better spent on maintenance to avoid derailments. The report states:

One express goods derailment (13 vehicles off) required replacement of 3,500 sleepers and 400ft. of rail. Another (18 vehicles off) required 1,200 sleepers and 1,920ft. of rail.

Those are purely and simply examples of the sort of expenditure involved in derailments. The report contained a list of the derailments that have occurred over the years. Although

some are not as serious as others, much expense and inconvenience have been involved in all of them. We want to know what plans the Government has to rectify the situation as quickly as possible. The report is far too important to be ignored.

Mr. HUGHES: It is a disgrace that the Premier is not present to hear the debate on a document as important as the report of this committee. As he is not here, I will not refer to that report now.

Mr. McAnaney: If you made a short speech he might listen.

Mr. HUGHES: It is clear from interjections and other comments by members opposite that the Minister of Roads and Transport is prepared to set up aunt sallies among his backbenchers in relation to the cancellation of passenger services in this State. Recently the Minister took part with the Chairman of the Transport Control Board in a segment on *Today Tonight*. At the start of the programme, the interviewer said that the Transport Control Board had three members appointed by the Government as follows: Mr. Crompton (Chairman), Mr. Kerin, a farmer of Freeling, and Mr. Byrne (Assistant Auditor-General). The board has fairly widespread powers and can investigate the problems involved in the cessation of a passenger rail service and the licensing of a road transport service to fill the gap. The board can also delve into the possibility of completely closing a line after taking evidence from the people in the district concerned.

The Minister of Roads and Transport told me that he would visit my district to discuss with various councils the proposed cancellation of a passenger rail service to that area. Although this did not come about, the Minister saw fit to have members of the Transport Control Board come to the area and discuss the matter with the councils. A rather amazing thing happened while the members were discussing this with the Wallaroo council. Of course, the local council had invited me, as member of the district, to attend this meeting, as it knew the interest I had taken in this matter. During the course of the discussion, one representative of the councils asked the Acting Secretary of the board whether, if a road passenger service from Moonta to Adelaide was introduced, it would be necessary for passengers to change buses at Port Wakefield. The Acting Secretary quickly said, "This does not happen with the

Yorke Peninsula bus service; they do not do this sort of thing." That statement was made long before tenders were called for this service. All I can say is that the whole matter of who was to be the successful tenderer had been decided long before the Transport Control Board went to this area to take evidence. When this loose remark was made by the Acting Secretary I laughed, much to the embarrassment of the Chairman. As he thought that he had better cover up for the loose remark of the Acting Secretary, he said that, following his remarks, perhaps he had better make a further explanation. He tried to cover up by saying that we were not to infer from the Acting Secretary's remarks that they had already decided, prior to calling tenders, who would be the successful tenderer. However, the Chairman's efforts did not convince that meeting that the people to run the bus service had not already been selected. The transcript of the *Today Tonight* programme is as follows:

In most cases, it's a matter of weighing the advantage of the service to the district against the cost to the State of maintaining it.

This Government has not considered the overall effect to the State of the cancellation of these passenger services. The Government did not even consider the effect on the district; if it had, the Minister of Roads and Transport would have honoured his undertaking to interview country councils on this matter. The transcript continues:

How has this affected the various districts?

The Transport Minister, Mr. Hill: Well, the effect on the communities involved has not been serious where changes have taken place already (for example, in the Barossa Valley a bus service now operates in lieu of the previous rail passenger service). From the reports I have the people are completely satisfied with the more convenient and the cheaper transport that has been provided.

I point out, however, that the people of my district are not completely satisfied with what the Minister terms the more convenient and cheaper transport provided. It may be cheaper, but it is not convenient, and it does not give the same service as the Bluebird railcar services gave. The transcript continues:

Mr. Michels: Mr. Hill, some of the decisions to close down these lines result from recommendations by the Transport Control Board and there are some people who feel that members of the board are not qualified enough to make such an important decision. In fact of the three members, one is a wool and skin merchant, one is a farmer and one is an accountant—how do you feel about this?

Mr. Hill: Well, that claim surprises me greatly and I completely deny any suggestion that any member of the Transport Control Board is not a highly qualified person. You said that one is a wool and skin merchant; well, that gentleman is one of the leading businessmen in Adelaide, he has taken a leading part, for example, in associations such as the Chamber of Manufactures; he takes a leading part in community work; for example, he is a member of the Children's Hospital Board, I understand.

Mr. Michels: Nevertheless these are not really qualifications could be said to influence on decisions on whole economic communities.

Mr. Hill: Well, the point I'm making is that a proven successful businessman bringing his ability and his knowledge to problems of any kind can be an exceptionally effective member of a committee of this kind.

I do not want to say anything against the members of the Transport Control Board: they were selected by the Minister to take this evidence and come to a decision. I do, however, take exception to the Minister's undertaking that he would go to the country, which he did not honour. An article in the *Yorke Peninsula Country Times* of September 11, 1968, states:

Mr. H. A. Dowling said Moonta council should consult with the Minister of Transport as soon as possible. "It is unfortunate that neither he nor the member for the district has seen fit to contact council on the matter, as what is happening is of vital concern to the town," he added.

Of course it was a vital concern to the town: it was a vital concern to the whole district I represent. I do not know why the Mayor in his wisdom had to drag me into this matter, because I was fighting to retain the service. I did agree, however, when Mr. Dowling criticized the Minister for not contacting him on this matter, but it was not my responsibility to contact the various councils. If I had done so the first thing they would have said was that I was playing politics; this matter, however, is above politics. A public meeting was held at Wallaroo in connection with this matter, and the Moonta Corporation was the only corporation from my district not represented at it. The article in the *Yorke Peninsula Country Times* continues:

It was essential that the views of council should be available to the Minister before commitments were made by the Government on how passenger trains would be replaced. "I strongly suggest that we ask the Minister to make his proposed visit to the area as soon as possible so that we may put our views to him," Mr. Dowling said.

This article shows that the Minister had given an undertaking to visit the area, not only to me but also to the corporation.

Mr. Venning: Did the visitors use the train?

Mr. HUGHES: No. Perhaps the honourable member is trying to say that the service was not sufficiently patronized, but I am trying to say that the Minister himself did not honour his undertaking to go to the district to discuss the matter. Instead, he used the backroom boys as aunt sallys to be knocked over. An article in the *Yorke Peninsula Country Times* of September 25, 1968, states:

The Minister of Roads and Transport is willing to receive deputation from council to discuss the proposed cancellation of rail passenger services between Adelaide and Moonta. The Minister suggested by letter that council should contact the secretary of his department to arrange a mutually suitable time, or, alternatively, arrange for a deputation through the member for the district. He also intimated that, when time permits, he will visit Moonta and other local government authorities on Yorke Peninsula. Council decided to await the visit to Moonta by the Minister.

To my knowledge, the Minister did not visit the Moonta council to discuss this matter. The meeting decided to ask me to go to Moonta, and I discharged my responsibility by going. The Minister should have done likewise. That report shows that the council expected the Minister to discuss with it this important matter.

Mr. Ryan: You're lucky, because when he came to my district he ignored the member.

Mr. HUGHES: I shall be fair: when a deputation was being discussed, the Minister said that they should either contact his secretary or make arrangements through their local member. However, the Minister did not discharge his obligation to meet the council. The statement on *Today Tonight* continues:

Another of the allegations made includes one that the board does not give the Railways the opportunity of running a profitable road service after the rail service has been discontinued. The railways makes an annual loss of some \$10,000,000 in South Australia and many sections of the community say that if the railways were able to run profitable passenger services instead of being tied down to be an uneconomic public utility, it would be well on the way to closing the profit gap. Can the Railways apply to run such a service? The board Chairman (Mr. Crompton) said, "We call for applications for licences to run as has recently been done from Port Hughes to Wallaroo, Moonta, Kadina areas to Adelaide. We call for applications for people to run the service and in that case the Commissioner did apply". Mr. Michels said, "And did the Commissioner get the service?" Mr. Crompton replied "No".

I do not know why the Commissioner did not get the service. Surely the Minister was

obliged to at least give the Commissioner the opportunity to prove that he could make this a paying service. However, the Commissioner's application was not accepted. I do not know whether he was given any reasons. Reference was made to the belief that if the railways were able to run profitable services instead of being tied down to be an uneconomic public activity they would be well on the way to closing the profit gap. In the department's interests, it should have been given an opportunity to try the service and, if the service did not prove profitable, (although I think it would have) the Government could have called for new applications.

The Railways Department, from its activities over many years in passenger and parcels services, would have known what constituents required, and perhaps these people could have so used the service as to make it payable. I am not convinced that this service was running at such a loss as the Minister has claimed, because the Minister's claim is not borne out by replies to my questions on notice last year. Members were surprised to know the revenue from the passenger service.

Mr. Freebairn: Why don't you admit you were wrong about that passenger service?

Mr. HUGHES: I was not wrong. I should be pleased if the Minister's aunt sally, the member for Light, could prove that I was wrong. That has not been proved yet. The Railways Department carried many thousands of parcels on the passenger rail service, and I ask the Committee whether the road passenger service is carrying a similar number of parcels.

Mr. Freebairn: You know it is not.

Mr. HUGHES: Yes, so the honourable member should keep quiet, because this freight has been lost to the railways. However, other road services are doing fairly well out of this market, at a complete loss to the railways. A short time ago the honourable member advocated a further cancellation of passenger services. It seems that he has been set up by the Government to advocate the closing down of all passenger rail services so that the services can be let out to private enterprise. Perhaps the honourable member has not considered how much subsidy the Government would pay to this private enterprise. My first question on notice last year was as follows:

What was the total value of tickets issued at stations for all passengers travelling on trains on the Adelaide-Moonta line in each of the months of February, March, April, August, September and October, 1968?

The reply set out the value of tickets issued in three-monthly periods. The value for the first three months was \$9,492.60 and, for the second three months, \$9,075.58. This service had not been running at a complete loss, although we were led to believe that it had been. My second question was as follows:

What was the total number of parcels carried on Adelaide-Moonta line passenger trains from all stations for each of the months of February, March, April, August, September and October, 1968?

The reply gave the following information: February 6,797; March 6,782; April 6,765; July 7,067; August 6,572; and September 6,827. That shows again that this passenger service was consistently carrying, over the whole six-monthly period about which I asked, a large volume of passenger train freight. The number of parcels carried would be considerable, as would ticket value. For February, the revenue received from the carrying of parcels on the line was \$2,451.03; for March, \$2,540.72; April, \$2,559.59; July, \$2,693.37; August, \$2,511.93; and September, \$2,658.70. If we couple that revenue with the value of the tickets issued, it can be seen that the line should never have been closed.

Mr. Freebairn: Rubbish!

Mr. HUGHES: It is not rubbish, and the member for Light knows it is not rubbish. I should like him to go to my district and to tell the primary producers there that what I have said is rubbish, because many primary producers were concerned about the closure of this service; in fact they accompanied representatives of the councils on the deputation and expressed their concern to the Minister. Despite all this, I had to drag this information out of the Government. The Minister made no reference to the revenue being received from the service, and the Transport Control Board, to my knowledge, made no reference to it. Yet the Minister was prepared to side-step his obligation to the people of this State to go out and discuss this vital measure with them.

I voice my disapproval at what has happened in this matter, because the situation is not as the Government would have us believe it is, namely, that the service was cut out because it was uneconomic. The Government overlooked the overall value of this passenger and parcel service to the people living between Adelaide and Moonta; it just ignored the people. Through a statement appearing in the *Advertiser*, the Government said the line was to be closed. The Minister offered to go

and discuss this matter with the people, but he avoided his obligation and put it back on to the Transport Control Board. I do not hold the board responsible for what has happened, because the Minister had already informed it of the decision before the board ever left Adelaide.

Mr. HUDSON: The member for Stirling (Mr. McAnaney) is getting thin-skinned, and now starts to sling abuse around. I would draw attention—

Mr. Rodda: Don't you talk about being thin-skinned.

The ACTING CHAIRMAN (Mr. Nankivell): Order!

Mr. HUDSON: —to the fact that, in trying to assess costs concerning passengers carried on suburban lines, one has to apportion costs that occur jointly. All administration costs, the greater part of maintenance costs, and capital, depreciation and interest costs have to be apportioned on some arbitrary basis. The member for Stirling, as an accountant, knows that full well, and he knows that not much reliance can be placed on estimated costs where this problem of joint costs is involved. In fact, the Auditor-General in his report heads the particular table, from which the member for Stirling made his calculation, "Estimated Apportionment of Deficit for the Year". It is an estimated apportionment, and there is no accurate way to determine it. I would not know whether this was a reliable estimate or whether or not the costs associated with suburban traffic and the costs associated—

Mr. McAnaney: You said I plucked this figure out of the air.

Mr. HUDSON: I apologize to the member for that, because it is clear that he did not pluck it out of the air. However, it is not necessarily a reliable figure. On the revenue figures given in the Railways Commissioner's report and on the figures given for the number of passengers carried on suburban railway lines for 1967-68 (14,446,980) and for the revenue (\$1,966,000), the average revenue turns out at 13.7c a passenger. In addition, in the Railways Commissioner's report we have, in appendix 8, the information given us that in respect of suburban railway lines the average distance that each passenger travelled for 1967-68 was 8.15 miles. Yet the adult fare charged for a journey of a little over eight miles is a little over 26c and, for the return trip, 36c.

Even if every passenger were carried at half-fare on a return trip, the average fare would be 13c a passenger, and this would then equal

the figure derived from the Auditor-General's Report of 13c a passenger carried. How can we reconcile those figures? There is obviously something unexplained or something unsatisfactory about them. The position is worse than that, because the revenue figure I have quoted relates not just to revenue for passengers carried: it includes some revenue from mail as well. If the member for Stirling takes the estimated deficit on suburban passenger lines as being the correct figure, then he is probably making, in my estimation, an inaccurate estimate of the loss, and certainly that is no guide at all concerning whether one should be investing in further passenger railway development in the metropolitan area or whether one should be investing in freeways.

The total estimated deficit, as is given for passenger travel in the metropolitan area, is \$3,664,000, and that deficit, including all capital charges, would, at the kind of interest rates that are involved with the railways, justify a total investment of \$60,000,000. That would be the kind of interest commitment on an investment of \$60,000,000 that we made on freeways. I point out to honourable members opposite that, if they are going to contemplate the expenditure of \$400,000,000 on freeways there is, either directly or by imputation a capital cost associated with that—

Mr. McAnaney: How do you get \$400,000,000 on freeways?

Mr. HUDSON: That is the adjusted M.A.T.S. figure after allowing for the changes the Government has made, and it is about the figure the Premier gave when he explained the motion. Perhaps it is a little over \$400,000,000 but, if we take that figure and allow merely for an interest cost of 6 per cent, the imputed interest cost on the M.A.T.S. plan development figure of \$400,000,000 is about \$24,000,000 or \$25,000,000 a year. What revenue does the State get for any expenditure it makes on metropolitan roads? Let us consider the whole matter in another way: 14,500,000 passengers carried on the suburban railways amounts to 40,000 passengers a day, and that costs the State, according to the Railways Department's budget in the Auditor-General's Report, \$3,500,000 a year. If we allow for weekend travel and also for public holidays, on a working day the average number of passengers carried on the suburban railways is probably about 55,000. What is the capital cost involved if all those passengers have to go by road? How much more do we have to spend on our roads in order to carry those extra passengers?

Mr. Evans: Most of them have to travel part of the way by road.

Mr. HUDSON: No. One of the problems associated with our suburban railway system is that it does not tap enough areas. The number of cars that we see near a suburban railway station is relatively small compared with the number of passengers travelling. By and large, the number of people using arterial or main roads to get to a suburban railway station is very small. If most of these passengers have to come into Adelaide and use a main road to do so, there are so many extra passenger trips on the arterial roads or freeways that have to be catered for.

Mr. Evans: There would be more trips on the minor roads to go to the railway station.

Mr. HUDSON: Most people (80 per cent or more) who go to suburban railway stations walk to them. If we force all these people to go by road and the number of extra trips involves the carrying of 55,000 people a day on the main roads (the problem of the railways is that most of these people are carried during the peak periods) then we will need a considerable increase in the capacity of each of our arterial roads and freeways in the metropolitan area; and that increase in capacity would involve a considerable increase in the capital expenditure required under the M.A.T.S. plan—much more than would be involved in this \$3,500,000 annual deficit. That is the kind of comparison that must be made; this is the point I am trying to get across to members opposite.

I have given up trying with the member for Light, who obviously cannot appreciate the point, but I should think the member for Stirling, if he forgot about Party politics for a moment, would appreciate this point and that it applies equally well in reverse—namely, that the more passengers that can be carried on the suburban railway system and the better that system is, the better will be the effect in reducing the capital expenditure required for the freeway system.

Even some increase in suburban passenger travel was assumed in the M.A.T.S. plan; otherwise, the expenditure on freeways would have had to be greater still. That is the basic point I was trying to make previously, and it still is. I apologize to the member for Stirling for having said that he plucked a figure out of the air—and that is a genuine apology, which is more than he gave me. However, that is entirely irrelevant. My point is that, whatever is the current loss and however we try to

estimate it (and there is no satisfactory way of doing it) on the suburban passenger railway system, the cost of that to the State is insignificant compared with the cost of freeways. If we could develop the suburban passenger system to a significant extent so that we could modify the expenditure required on freeways and the development of arterial roads, that would be worth doing.

I want now to make one or two brief references to the report of the committee of inquiry on derailments, and particularly that part of it that criticizes severely the method of track maintenance adopted in South Australia. At page 19 the report states:

Inquiry of officers in the field indicates that, except for random visits on foot—to trouble spots, for example—track inspection at all levels is done from quadricycles or motor inspection cars.

Later it states:

The committee is convinced that track defects cannot be adequately observed from a vehicle moving even at the speed of a quadricycle—certainly not at the speed of a motor inspection car—and ventures the opinion that unsatisfactory inspection methods have contributed materially to the problems that beset the South Australian Railways. Committee members were much impressed by the advantage, to all levels of track inspection and maintenance staff, of the permanent records of track condition, yard by yard, made possible by the Matissa track recording car, a device held in considerable esteem by the Commissioners and engineers of both the New South Wales and the Victorian Railways systems. The Chief Civil Engineer, New South Wales Department of Railways, said (July 11, 1968): "The Matissa car is the best aid to inspection of permanent way in existence".

These cars augment and quantify information gained from other sources by recording the geometry of the track in respect to—(a) twist (the difference in superelevation of the rails over the wheelbase of the car, 33ft.); (b) gauge either tight or wide; (c) alignment and curvature; (d) Superelevation; and (e) surface irregularities.

The report continues on the next page:

One car costing approximately \$55,000 could therefore handle the whole of the work of the South Australian broad gauge system. . . . The committee has been told by the Chief Commissioner, Victorian Railways, that a Victorian car would be willingly made available, if required, together with staff for operation and interpretation of the record. Such a trial should be made.

Has that recommendation of the committee been accepted and will the Government either use a Victorian car for the trial or buy one for our railways? I refer the Committee to the appendix dealing with track conditions, taking sample areas of track on the New South

Wales railways, the Victorian railways, and various sections of the South Australian Railways. Several sections in New South Wales are described as "excellent" and, in the main, Victorian railway tracks are described as "good" and "very good". One has to go to South Australia before one finds descriptions of "poor", "very bad", and "fair". In no case is the South Australian track, on a sample selection, described in any other way. The report quite clearly demonstrates that for years our systems of inspection and track maintenance have been deficient. The track urgently needs a significant amount of attention and large expenditure of money on it. We should forget about Party politics and try to do something about this.

The Hon. D. N. Brookman: You didn't do anything about it.

Mr. HUDSON: It is all very well for the Minister of Lands to adopt that rather childish attitude. It is irrelevant now to talk about who is responsible. Now we have this report. As a Minister who has been a member of Cabinet probably longer than has almost any other member of the Parliament other than the Treasurer, the Minister of Lands has a responsibility in this matter. The report is damaging not only from the point of view of the condition of the track but also in regard to railway administration, because the report implies a most severe criticism of the administration. What does the Government intend to do? It is not good enough simply to add a line of \$600,000 on the Loan Estimates. What changes in administration will be made?

The Hon. D. N. Brookman: Is this a subject for the Loan Estimates?

Mr. HUDSON: The Minister of Lands should know that the Opposition is fully entitled to use the debate on the Loan Estimates as an appropriate time to bring up a matter of grave importance of this type. We want the Government to say what overall programme it intends to adopt to solve the problem and what administrative alterations will be made within the department to meet the severe criticisms made in page after page of the report. What methods of track maintenance, sleeper alignment and laying, ballasting and inspection will be adopted? The Government will simply have to make a detailed public statement on these matters, because this subject is far too vital to try to brush over and hide away, as the Government has been trying to do so far.

Mr. McKEE: I agree with the member for Glenelg that we should forget about playing Party politics on this matter.

Mr. Freebairn: Ha, ha!

Mr. McKEE: I am concerned about the lives of the people who use the railways. I certainly would not put politics above a person's life. If the member for Light wants to do that, he can do so; it gives some idea of what he will do to put over his political opinion. All members opposite should read this report. Practically all Opposition members have spoken about it, and this shows their concern. We ask the Government to forget about politics and to start to get down to making the railway lines safe. I would not be game to travel on the line to Port Pirie. People should be warned about that line, because they now catch a train fully confident that it will take them to their destination.

Mr. Nankivell: It has all been in the papers.

Mr. McKEE: Yes, but it has been tucked away and many people have not seen it. I believe they should be told not to use the railways system until something is done about the lines. Referring to the Port Pirie line, the committee's report states:

Of four sections of line inspected, the minimum count of substandard sleepers was 5.8 per cent, the maximum 14 per cent, and the average 8.4 per cent. In one section, 3 per cent of dog spikes was missing entirely, half of them on the outside of the rail.

If dog spikes are missing, the lines spread, and this causes derailments.

Mr. Nankivell: When was that printed?

Mr. McKEE: That shows how much the honourable member knows about this. He does not ride on the railways.

Mr. Nankivell: I know the line, so don't talk rubbish.

Mr. McKEE: I have ridden on the line, but I will be reluctant to do so in future, until something is done about it. I hope that when the Opposition has finished other people will be reluctant to ride on it, too. Last week we witnessed one of the disgusting exhibitions the Premier frequently puts on when he is outsmarted by the Leader. He flies into a rage, and then he tells us what a good Premier he is. He talks about all the money he has secured at the Loan Council and about all the things he has done. Last week we witnessed an outburst by the Premier, the like of which I am sure members have not seen for years. The Leader asked him a question about the standardization of the railway line between Adelaide and Port Pirie. I do not know whether it is intended that the line will be

standardized, but if it is not standardized something will have to be done to restore it to reasonable condition. I do not know whether maintenance was neglected because it was thought that the standardization project was to take place. Standardization was first suggested in 1949. If the standardization of the line is to be talked about for another 20 years, something will have to be done to keep the line in reasonable condition.

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

Mr. McKEE: Prior to the dinner adjournment I said that I placed great value on the lives of the people of this State, particularly the children. Having carefully considered the derailment committee's report I, like other Opposition members, have a responsibility to warn the people of the grave risks they take when they use passenger rail services in this State. Over the last 12 or 18 months there have been several derailments on the line between Adelaide and Port Pirie which, fortunately, have not been serious. When one remembers that the Bluebird railcars often travel at 70 miles an hour and when one remembers the condition of the track, one can imagine the serious disaster that would occur if a derailment occurred at that speed—and it could be at any time.

While these conditions continue I want to warn my constituents that, for their own safety, they should avoid using passenger rail services as far as possible. We can imagine the concern of country parents whose children travel home at weekends from schools in the metropolitan area, particularly now that they know that the track is in such a condition and now that they know that the Government is not concerned about it. It would not be quite so bad if a responsible Minister or the Premier explained what measures the Government intended to take to rectify the serious situation, and I very much want one of them to do just that.

Mr. LAWN: After hearing the member for Light (Mr. Freebairn) and the member for Stirling (Mr. McAnaney) this afternoon I feel obliged to make a few remarks on this line. If I understood the member for Light correctly (and I hope he will correct me if I am wrong) he said that we should get rid of the railways altogether, because we shall have a deficit of \$14,000,000 this year on the railways.

Mr. Freebairn: The honourable member must have been in his cups.

Members interjecting:

The CHAIRMAN: Order! The member for Adelaide.

Mr. LAWN: I know that the member for Light is hard to understand, and I will give a garden party if anyone can understand his remarks. This is why I asked the honourable member what he said. What I have said is the only construction I can place on his remarks. The member for Glenelg (Mr. Hudson) challenged all Government members to say whether they had read the report of the derailment committee, but not one Government member said "Yes". On the other hand, the member for Stirling said, "What did you do?" That shows the mentality of some Government members. The committee that was appointed by the Government to investigate the railways

has submitted an illuminating report about the state of our railway tracks. As the member for Port Pirie has said, Government members are not concerned about what the report states. All they can say is, "What did your Government do during your three years?" That statement prompted me to prepare a table. That table shows more than what we did between 1965 and 1968, the only three years that the Labor Party has been in Government in the last 36 years. From 1933 until 1965, there were the Butler Governments and the Playford Governments. I ask permission to incorporate the table, which comprises statistical information, in *Hansard* without my reading it.

Leave granted.

SOUTH AUSTRALIAN RAILWAYS LOAN ALLOCATIONS

	1959-60	1960-61	1961-62	1962-63	1963-64	1964-65
	\$	\$	\$	\$	\$	\$
Total	5,500,000	5,250,000	5,000,000	4,658,000	5,600,000	6,000,000
Way and Works	1,218,000	940,000	1,086,000	1,146,000	878,000	646,000
	1965-66	1966-67	1967-68	1968-69	1969-70	
	\$	\$	\$	\$	\$	
Total	5,600,000	5,600,000	5,800,000	5,800,000	7,700,000*	
Way and Works	776,000	1,540,000	1,896,000	1,865,000	1,860,000	

* Includes Special Betterment Amount.

Mr. LAWN: What have Liberal and Country Party Governments done for the way and works branch of the railways during the 36 years of which I have spoken? The table is headed, "South Australian Loan Allocations." In 1959-60 the Playford Government voted to the Railways Department from Loan funds a total of \$5,500,000, of which \$1,218,000 was for the way and works section. In 1960-61 the Government reduced the vote by about \$300,000 from \$1,218,000 to \$940,000. In the next year, 1961-62, it increased the vote by \$146,000 to \$1,086,000, and in 1962-63 it slightly increased the vote, the amount for that year being \$1,146,000. In 1963-64 the Playford Government reduced the vote for the way and works branch by about \$270,000 to \$878,000. When the member for Stirling asked what we had done, I was not extremely optimistic about what the figures would show. However, when I saw the figures, I was surprised.

The Hon. C. D. Hutchens: Surely the Government raised the vote in the next year?

Mr. LAWN: No. After a drop of about \$270,000 in 1963-64, in 1964-65 the amount was reduced by \$232,000, the allocation for that year being \$646,000.

Mr. Broomhill: No wonder the lines are falling apart!

Mr. LAWN: Yes, and no wonder the committee made this report, and no wonder that it did not say that the trouble happened during the term of office of the Stott-Hall Government, or that it started in 1965 under the Walsh-Dunstan Government. This state of affairs has arisen from years of neglect and in some cases through bad laying of the track originally. In 1965-66 (the first year of the Labor Government) there was an upward trend: we increased the way and works section allocation to \$776,000 (an increase of \$130,000); and then came the biggest departure (upwards or downwards) that had taken place in years: the figure rose in 1966-67 to \$1,540,000 (from \$776,000) representing practically a 100 per cent increase.

Mr. Clark: Weren't we told this afternoon that our Government was to blame for the situation?

Mr. LAWN: Yes, we were told that by the member for Stirling. In 1967-68, the sum was increased, again, by \$356,000 to \$1,896,000. However, in 1968-69, under the Stott-Hall Government, we see an allocation of \$1,865,000, a drop of about \$30,000.

Increases continued under the Labor Government but the figure dropped by \$30,000 in the first year of the present Government. As a result of the inquiry undertaken by the committee that was appointed by this Government, the total allocation for the railways is \$7,700,000, \$1,860,000 being for the way and works section, representing a further decrease of \$5,000. The Government has made a \$600,000 special betterment grant only as a result of the committee's report. This is an example of the Liberal Party's administration of the South Australian Railways for 33 out of the last 36 years. The figures I have quoted condemn in particular the Liberal Party Government's administration during the years it has been in office since 1959.

Mr. FREEBAIRN: Judging from what we have been hearing from members opposite (the last half dozen speakers, I think, have been members opposite) I would say we have had quite a plethora of economic charlatans, not one of whom has really considered the economic problems that face Her Majesty's railways. The noisiest spokesman opposite in this Committee, the member for Edwardstown, challenged the Government to refute some remarks I had made about trends in rail passenger services in South Australia. He sought an assurance that rail passenger services would not be allowed to decline. I regret that he did not take the time and trouble to study the Commissioner's reports for 1966-67 and 1967-68. It will be of interest to members of the Committee to know that, for the whole of the first financial year and for most of the second financial year of the years I have quoted, the S.A.R. was under a Labor Administration. Let us reflect on what has happened to passenger traffic in those two years of Labor administration because, if one examines the figures, one can see reinforcement for my case that too much money is being spent (or, should I say, mis-spent) on passenger rail vehicles in the metropolitan area. I am making a case that the Government is unwise to be spending as much money as it is on rolling stock for passenger services in metropolitan Adelaide.

The figures I shall quote are irrefutable. Members opposite should reflect that we have a responsibility to try to make public transport as low-cost and efficient as possible. A member of the Opposition has recommended that people do not use the railways.

Mr. Rodda: The member for Port Pirie said that.

Mr. FREEBAIRN: Yes. What happens when a responsible and senior member of the Opposition advocates that people not use the railways? We had a very silly speech from the member for Wallaroo (Mr. Hughes), who criticized the present Government for taking away the passenger train service on the Wallaroo-Adelaide run. He said, in a most remarkable mishandling of the truth, that the parcels service had declined very much since the road passenger service had come in. Of course the parcels traffic has declined on the bus service, because the bus operator is allowed to carry parcels only up to a certain weight. The member for Wallaroo knows very well that the existing rail freight services have greatly increased their parcels traffic. He knows that the case he presented this afternoon is not a true representation of the position. He is smarting, because he supported the passenger rail service. However, since it has been discontinued, the patronage of bus transport has almost doubled. Twice as many people are now using the present bus service as used the old passenger rail service. This is fairly typical of most of the services operating in South Australia. In one case, on the Morgan-Adelaide run, when the Bluebirds were operating, there was an average passenger turnover of about 15 a day; now the private bus operator on the Morgan-Adelaide run has had to put on a second bus because the one bus could not cater for the enormous increase in passenger traffic.

Let us look at how the country and metropolitan passenger train services fell away during the last two years of the life of the former Government. I shall quote figures for the year 1966-67 (it would be a good thing if the member for Unley (Mr. Langley) read the report of the Railways Commissioner). It cannot be very satisfying for each employee of the S.A.R. to know that his share of the losses amounts to upwards of \$2,000 a year. Page 6 of the report states:

The number of suburban passengers carried fell slightly from 14,670,833 to 14,608,070 and country passengers from 840,387 to 824,361. The total number of passengers carried one mile fell from 218,129,520 to 217,879,753 but earnings rose by \$249,152 from \$3,465,361 to \$3,714,513 because of increased fares.

The report does not state that the reason for increased earnings was increased patronage but that it was increased fares, and this applied during the life of the previous Government. These figures are taken against a general trend of population increase

of about 3 per cent a year. I shall now turn to the report for the following year, 1967-68, for most of which South Australia laboured under the Labor Administration. I hope members opposite listen to this, because the figures given and the points made by the Commissioner in the report completely destroy the cases presented by the members for Edwardstown and Glenelg. The report states:

Once again there was a decline in passenger patronage, the comparative figures for passenger journeys being as under:

	1967-68	1966-67	Percentage drop
Country	795,217	824,361	3.5
Suburban	14,446,980	14,608,070	1.1
Total	15,242,197	15,432,431	1.2

I hope members opposite are following these figures. This is a serious business, because we are talking about a total loss of about \$15,000,000 a year.

Members interjecting:

The CHAIRMAN: Order! The member for Light was receiving an uninterrupted hearing.

Mr. FREEBAIRN: The report continues:

It is difficult to understand the recession in suburban patronage. However, the drop in the sale of season tickets was .5 per cent compared with the overall figure of 1.2 per cent; this, together with a slight increase in the proportion of passengers carried in the peak periods, suggests that the growth of suburban shopping centres may have been a contributory cause. Members opposite are looking down at their boots.

The CHAIRMAN: Order!

Mr. FREEBAIRN: This report refutes what some of our charlatan economists opposite have put forward. The report continues:

The fact that suburban passenger travel has not kept pace with the population growth can be explained in part by the fact that some of the major areas of development are remote from rail.

In other words, it does not matter how much money we spend on railway passenger accommodation, for we cannot increase revenue by increasing passenger usage, because the population increase has not taken place along the railway lines to use this service. The population of Adelaide is increasing in areas that the railways do not serve. This, of course, destroys the argument made by the member for Edwardstown and the member for Glenelg. Although the member for Edwardstown does not know any better, the member for Glenelg should.

No amount of money spent on these totally unprofitable metropolitan passenger railway services will increase the revenue to Her

Majesty's railways. The Railways Department should be applying economy in the construction of new passenger rail vehicles. The number of these vehicles in service should be progressively lessened and the slack taken up by the Municipal Tramways Trust, an organization that can run its show without making a loss. Again I say that we are dealing with a department which shows a loss and which is going to show a loss this year of some \$15,000,000. This is not chicken feed in anyone's language.

Mr. McAnaney: It means fewer schools can be built.

Mr. FREEBAIRN: Yes, it means fewer schools and fewer hospitals and other services which State funds have to provide. I think we must remember the words of the Commissioner in his last two annual reports, namely, that it was not the freight service that showed a loss but metropolitan and country passenger rail services. I hope the Treasurer is taking very careful note of my criticism of the Railways Department, because I believe that many economies can be effected.

I find it very difficult to understand (and I hope members opposite can tell me this) how it is that the M.T.T., with a total staff of only just over 1,400, can cater for some 80 per cent of all the public transport facilities used in the metropolitan area, when the Railways Department, which has a staff of 8,500 and in addition has the benefit of the low-labour intensive freight services, transports only about 20 per cent of the metropolitan passenger traffic. I wonder whether the Railways Union, in its enthusiasm to increase railway personnel for its own political gain, is forgetting the real economic issues that face the Railways Department.

I am very critical of money being spent by the Railways Department on developing passenger rail facilities for use in the metropolitan area when people do not want to use them, when the annual usage is declining, and when the M.T.T. can offer an excellent alternative service at no loss to the taxpayer.

Mr. EVANS: I am disappointed with one or two aspects that have been mentioned today. Accusations were made about the Premier leaving the Chamber as soon as the pressure was on. However, the Leader of the Opposition does the same thing and no comment is made. I have never spoken in this vein before and I do not wish to do so in the future. However, we have had the Leader speaking to this debate and then immediately leaving the Chamber. I know that we all have

other duties to perform, that we have constituents ringing us or coming to this building to speak to us, and that in this respect the Ministers and the Leaders of our political Parties particularly have an important role to play.

Mr. Langley: Not in Question Time.

The CHAIRMAN: Order! This is not Question Time.

Mr. EVANS: The member for Edwardstown said that some of the rails dated back to 1874 and possibly should have been replaced years ago. However, a report that has been referred to several times today states that it would take \$8,500,000 to put the permanent way of the main lines back into a satisfactory condition. This report was compiled in December, 1968. Since then, work has been carried out on the South-East line, and the main line has been receiving much attention from the permanent way staff. If we consider not only this amount of \$8,500,000 but also the old rails that at present need replacing, we realize that the railways have incurred much bigger losses than have been revealed in reports issued. Therefore, the Railways Department is actually more inefficient than has been shown.

In reply to the member for Edwardstown (Mr. Virgo), who said that I am opposed to everything, I point out that the Railways Department has shown a loss in practically every year in the past. These losses may have been necessary, but we must never look at them as the member for Glenelg (Mr. Hudson) does: he says that it does not matter if the railways show a loss. I argued before I became a member of Parliament, and I will continue to do so, that the only way to find out whether the railways are efficient is to conduct an investigation into them. I stress that, in saying this, I do not mean to discredit any staff member of the Railways Department. I wish to quote the following recommendation contained in the Report of the Royal Commission on State Transport Services issued in February, 1968:

That once in every five years, the Governor shall cause an investigation to be made into the operations and administration of the South Australian Railways in the administration of the South Australian Railways Commissioner's Act and a report thereon supplied to the Governor.

If the railways are efficient there is nothing to fear; if, however, they are not efficient, we should make them as efficient as possible. I agree with the member for Edwardstown that the permanent way employees are under-paid

for the duties they carry out. However, if we increase their pay or their status within the service, what will be the honourable member's attitude then? His attitude will be that all the other Railways Department employees must be paid more. If they were paid more it would affect restoration work on the permanent way. If the honourable member is genuine in saying that permanent way employees are under-paid I will help him fight for their cause, but I will not work with the ulterior motive with which he works behind the scenes.

The member for Glenelg has said that the only way that we can increase patronage of public transport, particularly the railways, is by financial inducement. I believe, however, that it would be wrong to reduce fares to a considerable extent for this purpose. In my district the rail fare is cheaper on a mileage basis than the bus fare. The bus takes half an hour to cover the 14 miles to the city at a fare of 60c, whereas the train takes an hour to cover 26 miles at a fare of 80c. The cost a mile is cheaper by train, but it is very inconvenient. The private motorist still uses his motor car, even if he is travelling on his own, at possibly \$1 or \$1.50 a day. So, financial inducement will not result in a reduction in the railways deficit: it will increase it. The average person uses a motor car today because it offers convenience that the railways cannot offer, such as the convenience of doing personal business on his way home from work. When the member for Glenelg said that possibly we should build more railway lines in the city area, I asked whether we should build more roads to the railway stations. The honourable member did not completely agree, saying that people would walk. However, how close together would we have to have railway stations if we were to expect people to walk? People will not walk long distances today, because they are accustomed to using a motor car.

I agree that we have a problem with pollution but we may soon be using motor vehicles that do not have a combustion engine, and this would reduce pollution. There is more likelihood of this than of the adoption of the Leader's suggestion about the use of bubble cars, in which one would put 20c and press a button to go to one's destination. The member for Glenelg compared the expected expenditure by the Electricity Trust on capital works this year (I think it is \$30,000,000) with Railways Department expenditure of only

\$7,000,000. The early history of railways shows that large sums were spent to provide a service to areas that had poor roads and were served only by a horse and buggy that travelled at about five miles an hour. Now cars can travel at about 60 miles an hour with reasonable safety and at 100 miles an hour with little safety.

The railways provided an essential service in earlier times, and the Electricity Trust may have difficulty in maintaining economic services before all of us have passed on. Power may be supplied by batteries and we may not have to provide the transmission lines or meet the other expenses that keep the total power cost high. We cannot compare a service that has been established for many generations with a service that has been operating substantially since only about 1940. It has been suggested that motor taxes could be used to finance general State revenue.

Mr. McAnaney: That would be a crime.

Mr. EVANS: It is, considering that the motorist may be hit harder, but the member for Glenelg could have justified its use for this purpose in two fields. Because injured motorists and passengers cause most of the accident work of hospitals today, a motor tax could be applied through general revenue towards hospital costs. I also consider that the tourist vote could be increased from taxes on motoring. The travelling public today will not walk long distances to public transport, whether that public transport be by train or bus.

The Municipal Tramways Trust buses are overcrowded and often inconvenient, yet the trust has made only a slight profit. The use of freeways and expressways will supplement public transport facilities, because they can be used to supplement the railway service. We can use feeder buses to the railway stations, as has been pointed out in the M.A.T.S. Report referred to on several occasions during this debate. I refute completely the suggestions of the member for Glenelg that the only way we can increase the patronage of the railways is to decrease fares and increase the number of trains. Although this might increase patronage, it will not improve the financial position of the railways.

I agree, however, that it is difficult to measure the benefits of a public transport system, and I do not think that they can be measured in terms of money. I believe that we need both systems. We must help the private motorists as much as we help public

transport. Although I respect the railways administration, I believe that over the years an unfortunate attitude has gradually developed within that department: "I am ashamed to say that I work for the railways, because many people believe it is inefficient." I am one who believes that, for the sake of the men employed by the Railways Department, we should give them the opportunity to say what they think is wrong with the organization for which they are working and that we should authorize an investigation to be carried out in an effort to put the department back on the road to efficiency. Indeed, I believe the railways can be more efficient than it is today, and I say this without any disrespect to any individual or to any section of the department.

The attitude that has grown up within the department, which provides a service to the community, is that "we work for the Government, so it doesn't matter". Although this is not the attitude of the majority, this attitude has developed over the years, and we must weed out those people who are making it bad for the majority. To say that I object to and oppose everything is, I believe, typical of the snarling and vindictive attitude of the member for Edwardstown. He never rises to speak in this Chamber but that he is prepared to shoot people down for his own political gain. I am told I have not read the report but, if I say that I have read it members opposite will merely say, "You have not"; and if I say that I have not read it, they will say, "You should have." One member opposite was very honest and told me that he was in the process of reading the report.

What I have referred to is typical of the attitude that some members adopt, although it does not represent the attitude of the majority, because most members are sufficiently honest to admit that we are all taking an interest in this matter. Indeed, if we all stood up and talked for as long as I have talked about the matter this evening, we would be here until tomorrow morning, but that is not necessary. I believe that over the years the Railways Department has allowed itself to get into a situation which is difficult to overcome, and that it is up to us as a Parliament to set up an investigation into its administration, as has been suggested in the report, in order to put the department back on the road to success.

One member opposite said that the member for Stirling possibly was wrong regarding the figures he quoted in respect of Loan moneys:

allocated to the Railways Department over the years. In 1963-64 (at the time of the L.C.L. Government, if people desire this information for political purposes) the allocation was \$5,027,636; in 1964-65 it was \$6,399,948; in 1965-66 (the first year of the A.L.P. Government) it was \$5,564,536 (a drop of \$800,000); in 1966-67 it was \$4,814,609 (a further drop of about \$700,000); in 1967-68 it was \$5,394,096; and 1968-69 is the first year of this present Government and not an old L.C.L. Government as has been alleged (we have seven new members on this side, whereas the Opposition has only one). We do not necessarily have to get up here and shout off our mouths every time, but we do express opinions both in this Chamber and outside. In 1968-69, the sum allotted by this Government was \$5,800,000, which was slightly more than that for the previous year, the best of the A.L.P.'s allocations. This year we have increased it to \$7,700,000, so we have genuinely been more lenient and generous to the railways than was the Opposition through the difficult years when, as a Government, it had to balance its Budgets.

To put the M.A.T.S. plan into operation, the member for Glenelg said we would have to spend \$20,000,000 a year. We have allotted \$7,700,000 to public transport this year. Even with the M.A.T.S. plan in operation, the railways and the public transport system as a whole, including the buses, will cater for only about 15 per cent of all personal trips each day. On the roads we shall spend \$20,000,000 for 85 per cent of the personal trips. It will be money wisely spent. I support the line.

The Hon. G. G. PEARSON (Treasurer): It may be advisable for me at this stage to make a few points, particularly in regard to the much discussed special report and the allegations that have been made by the Opposition that the Government is, in effect, putting it into a pigeon hole and forgetting about it. I have read the report. I did so probably before it was in the hands of any member other than a member of Cabinet. I do not propose to make a Party political speech about this but I do want to put the facts on record. I read the report as soon as I could get my hands on it, because I knew it would contain recommendations, although I had had no discussions with the members of that committee. I knew it would contain matters that would substantially affect the Treasury: that, of course, was inevitable. The morning after I had read it, I reported to the Under Treasurer that it was a document that needed some

immediate study, because at that time the Loan Estimates were in an advanced stage of preparation. As a matter of fact, I think their preparation had been almost completed, and all honourable members (especially those with Cabinet experience) know that a document like the Loan Estimates or the State Budget has to be completed and printed possibly a week or 10 days before it can be presented to Parliament.

This document bore out much of what I expected it to say. I have lived alongside a railway line for the last 30 years in Eyre Peninsula and I know some of the problems associated with track maintenance and general rehabilitation of the permanent way. I appreciate the labour problems that the Railways Commissioner faces in getting adequate and suitable labour for his track maintenance work, the problems involved in organizing his gangs and maintaining their strength, and so on. So I expected there would be some comment in the report that would place before us a financial as well as a practical problem.

It has been said that the general remedy for the railways problem is to upgrade the services, tracks, rolling stock, passenger vehicles, and so on. Having read the report and had the discussion with the Under Treasurer, we immediately instituted discussions with the Minister of Roads and Transport and the Railways Commissioner and, as a result, we found an additional \$600,000 to include in the Loan Estimates as a first instalment, of course, of the work that obviously has to be done in order to put, first of all, our main line tracks in better condition. This afternoon the member for Edwardstown has tried to sell to the State that this is all the notice of the report we will take, and that is just plain nonsense, as he knows. Why he tries to get the press to print statements such as the one he made this afternoon about our attitude to the report, I cannot understand. Nevertheless, those are the things he said. We are well aware that what we have provided is only the beginning. Members will find that provisions are made in future years in the Loan Estimates and in other ways to meet the situation.

While making his remarks, the member for Glenelg said that the way we could recover the railway finances generally was that we could spend much more money to improve our rolling stock and so on and attract people back to the railways. When he spoke last Thursday he nearly made a slip. In talking of getting people back to using the railways he said, "If

people could be forced—no, I mean induced or persuaded,” and he corrected himself very quickly, but we all read the trend of his statement.

Mr. Hudson: No, that's wrong; it is not like the Treasurer to be uncharitable, and he is being uncharitable.

The Hon. G. G. PEARSON: I got the message very clearly at that time.

Mr. Hudson: You study the words. I was talking of increasing the number of passengers by reducing the fares. When you reduce fares you do not force people to use the railways: you induce them.

The Hon. G. G. PEARSON: The honourable member went within a hair's breadth of using the word “force” or some other expression of coercion.

Mr. Hudson: No, you assumed that I went within a hair's breadth of using those words. That's different.

The Hon. G. G. PEARSON: I was not asleep at the time. I do not expect the honourable member to run up a blind alley, because that is not usually his form. However, there was something in the back of his mind that came across to me. It does not matter. In managing the affairs of the State, possibly all of us wish at some time that we were the complete autocrat, because we think we could then do much better.

Mr. Hudson: I've already put you right.

The Hon. G. G. PEARSON: The honourable member need not worry about it. I include myself when I say that sometimes we would all like to think we were the complete autocrat. Let us face it: I am sure the honourable member would think that way sometimes himself. Let him not be too virtuous, for I am sure that at times he would like to make up his mind regardless of the thoughts and desires of other people, but we cannot do things that way. Therefore, in our efforts to recover railway finances, not only the member for Glenelg but any of us would find it simple if we could say that no-one could have a motor car.

Mr. Hudson: You know as well as I do that's not what I said.

The CHAIRMAN: Order!

Mr. Hudson: You say I was on the verge of coercing someone.

The CHAIRMAN: Order!

The Hon. G. G. PEARSON: Mr. Chairman, the honourable member is getting excited about little. I am sure that the inducement (which is the line the honourable member took even-

tually, at any rate: he said that people should be encouraged or persuaded)—

Mr. Hudson: By a reduction of fares, which is what I wanted to say all along.

The Hon. G. G. PEARSON: Well, by various means—whether it be by reducing fares or providing better services. That was, according to his argument, the way we should recover our railway finances. Does the honourable member agree with me now on that point?

Mr. Hudson: There was more than that. That alone would not necessarily lead to a recovery of railway finances. You quote *Hansard*.

The Hon. G. G. PEARSON: I know what would appear in *Hansard*, because the honourable member himself was careful to see that he very smartly corrected any implication that he had made.

Mr. Hudson: I have not even read it.

The Hon. G. G. PEARSON: We all make slips sometimes.

Mr. Hudson: And you did.

The Hon. G. G. PEARSON: I did not. If I have been uncharitable to the honourable member I am sorry, because I do not like to be uncharitable. However, I do not think I have been. Having said that, let me get on to the point which the honourable member really did make and which he stands by now: that, if we reduced fares, upgraded the standard of service, probably increased the frequency of services, put some parking facilities at suburban stations, and did a half a dozen other such things, we could win back to the railways the patronage we have lost. Well, we have tried to do all those things. We substantially improved the services on our lines generally. We started by improving our Overland train, which is acknowledged to be one of the best overland trains in the world; we set about improving the passenger services on our country lines, and we built what we called the Bluebird cars and trailers, which ran on your lines, Mr. Chairman, on the member for Wallaroo's lines and, I have no doubt, on other lines as well, and they were popular for a little while. However, whereas no more than four or five years ago those services used to leave the Adelaide station every evening full, what was the situation just before they were taken off the run?

Mr. Broomhill: Does this mean that you don't think we ought to try anything?

The Hon. G. G. PEARSON: Over the last period of years the Commissioner has completely reorganized suburban passenger services.

However, apart from peak traffic periods, one can now stand on any crossing in the metropolitan area and see single cars go by with probably not more than two or three people in them.

Mr. Hudson: Not on my line.

The Hon. G. G. PEARSON: Well, I see it on various suburban lines. Regarding our freight services, we have completely changed over our traction equipment. We have changed over completely from the old puffing steam engines (and good they were in their day) to dieselized operation. Had we not done this, the losses on our railways today would have been astronomical. We have tried all these things, but nevertheless the public is moving away all the time from this sort of transport. In fact, this movement is worldwide. Therefore, what is the point in suggesting that we pour millions more money into our railways in order to regain passenger patronage which no country in the world has succeeded in regaining?

Mr. Ryan: What about Japan?

The Hon. G. G. PEARSON: Before I went to Japan I was told that the trains there were so crowded that people called honourable pushers had to be employed to push people into the trains. I travelled in Japan on express trains, on green trains (suburban express trains) and on brown trains (workers trains), and my wife and I never had any trouble in getting a seat. We already have passenger services as good as (or better than) those anywhere else in the world, so what is the point of pouring millions of dollars into upgrading them? I acknowledge, however, that we must have a safe track on which to operate trains, whether they be freight or passenger trains. Most of the derailments that caused the setting up of the derailment committee occurred on the line to Serviceton, and most involved freight trains. The report confirms this point, and it does not suggest that public safety is endangered on the passenger services to the South-East and to Melbourne.

Mr. Broomhill: Are you sure that is what the report says?

The Hon. G. G. PEARSON: Yes. I do not suggest that the committee is unequivocal on this point, and I did not say so. I said that most of the derailments involved freight trains and that the committee did not suggest there was a serious danger to passengers.

Mr. Broomhill: What did you say the first time?

The Hon. G. G. PEARSON: I have just said what I said the first time. I am concerned about the well being of the people travelling on freight trains (the crews) as well as about other people's well being. So, the track must be restored to a reasonably safe condition for the operation of all trains. In connection with the operation of our trains and the use of brakes, the report says that we do not use our brakes and our engines' power in quite the same way as is standard practice in other States. I discussed this matter with a railway man who had been a permanent way employee for about 40 years. He said, "There are people who drive motor cars and there are people who abuse motor cars. Being human beings, some train drivers are good and some are not so good. There are some people who use the brakes and accelerators on trains all the time and, consequently, they are continually telescoping, closing up and stretching the train. This is what causes many derailments." The report comments on this point, and there is room for improvement by train crews in this respect. I understand from the report that the crew operates the train in accordance with instructions, so there is no skin off their noses if they are doing what they are told when something goes wrong.

I am inclined to agree with the committee that there is scope for reorganizing the method of track maintenance and, probably, the manpower associated with that work. There is also probably scope for reorganizing track maintenance mechanism, whether for inspection or for the actual work. The Government became concerned about derailments and expressed its concern, but this problem has not been unique to South Australia. In the last few weeks the Overland has been delayed because of derailments in Victoria, where I understand plates are fitted under the rails and the track is built to a standard higher than the Commonwealth Government accepts for gauge standardization work.

I asked whether we were putting plates on the sleepers, because the committee reported that, if these plates were not fitted, the rails would spread and cause the holes through which the dog spikes go into the sleeper to open. There are only two pins in the piece of wood, whereas when a plate is fitted there are four pins. If we had to provide these plates on the standard gauge line, we would have to meet the cost. We had the whole matter of derailments investigated by a committee whose members, who were technical and practical men, have the respect of every

honourable member. We knew the committee would have some hard things to say, and we have been prepared to face this situation and take the courageous and factual report it brought down. We submitted no evidence and did nothing to flavour the report or sway the committee. We did not know how the committee was operating. However, we realized the financial and practical problems involved in the report and at that late stage of preparation of the Loan Estimates we included a substantial provision this year to commence a programme of betterment, at least of some of our more important lines. We are taking further action.

I do not think even the member for Edwardstown (Mr. Virgo) considers that, in 10 minutes even or two weeks, we could submit a precise programme of the type he has sought, showing the lines that we intended to work on and how quickly we would do the work. I hope that what I have said will indicate that we have been genuine in this matter and that we intend to continue a programme of improving the lines.

Mr. HUDSON: I think that if the Treasurer looked at the Auditor-General's Report he would see that the number of suburban passengers carried by the railways was relatively stable over the last five or six years; in fact, there has been a slight increase. In 1963-64, 14,331,679 passengers were carried and, in 1967-68, 14,446,980 passengers were carried; the number of passengers carried in the intervening two years was a little higher. One finds a progressive decline in the number of passengers carried on the Municipal Tramways Trust system (a decline, according to the Auditor-General, of 2,137,000 passengers in 1964-65; a further decline of 3,322,000 in 1965-66; a decline of 3,378,000 in 1966-67; and a decline of 1,922,000 in 1967-68). These declines represented 3.65 per cent, 5.89 per cent, 6.36 per cent and 3.86 per cent respectively, so the trend in Adelaide is similar to that which has occurred in other capital cities and it reveals a relative decline in bus patronage compared with rail patronage.

There is a fairly good reason for this, as road traffic becomes more congested while trains can still get through in the same time. The rail figures are a little more remarkable than a superficial impression might suggest, because I think that over that five-year period there has been a decline in railway patronage in the evening hours in metropolitan Adelaide, but this has been offset by increased peak-hour use of the railways. Increased peak-hour

use of rail transport by passengers in the metropolitan area is important because, to the extent that we can increase that use, we reduce peak-hour demands on our roads. I do not believe that a policy of reducing fares and of improving services and increasing the frequency of services will necessarily restore railway finances. Nor do I believe that they will deteriorate much further if we follow that policy. Where I believe the saving occurs is in the fact that, if we get a substantial increase in rail patronage, then we lessen the extent to which we have to spend money on freeways and on arterial road development.

Freeways and arterial road development have to be seen in conjunction with suburban rail passenger travel. I was trying to relate a loss of, say, \$2,000,000 a year on the railways as being broadly equivalent to a \$25,000,000 investment in capital on freeways, in particular, and to show that a \$2,000,000 loss on the railways would be justified if it avoided a \$25,000,000 capital expenditure on freeways. No-one can accuse me, if I am putting up such a proposition and thinking in those terms, of saying that coercion is involved. We could get the extra patronage on the railways sufficient to justify this only if we reduced fares. The reduction in fares is a form of coercion, if you like—a carrot, an inducement—to get people to go back to using the suburban railways. I suggest that members opposite (I do not accuse the Treasurer of this) are in grave danger at present of thinking about suburban rail travel in the same way as they think about country rail passenger services, but there is a clear distinction to be made between the two. They must not be confused.

The Hon. G. G. Pearson: The argument *reductio ad absurdum* applies in both cases. If we reduced them to nothing we would make a loss and if we increased them far enough we would still make a loss.

Mr. HUDSON: On that point, it is estimated by the Railways Commissioner that the total railway expenditure on passenger train services is about \$4,900,000. If we charged nothing at all, the working expenses would be less than that, because there would be no cost of collection. Each individual is charged so much a mile for the right to travel on our roads. He has to pay a registration fee, he has to pay for his driver's licence, and there is a petrol tax he pays to the Commonwealth Government. The roads are built with

public money and they are a public asset just as much as the railway track is. The effective charge for the use of the roads for each mile is very small. There is an analogy between the two. I do not expect the Premier to see it but I am trying to get it across to the Treasurer.

Mr. McANANEY: Only last week the Government voted for the M.A.T.S. plan, which includes important suburban railways and buses to feed them. The Opposition voted against this. Members opposite said that they agreed with having freeways but did not agree to the freeways that we proposed. They also voted against an improvement in public transport. The member for Glenelg, when he is arguing the case for freeways against the railways, completely overlooks the fact that we must have freeways to carry goods in the suburbs and from the country to Port Adelaide (that is one of their basic purposes). They are not merely to serve passengers. This is the most extraordinary thing I have ever heard, that we should not charge anything for the railways. Perhaps we could have the system that used to operate in New York when a person put 20c into a slot when he got on to the platform of a vehicle, and that took him as far as he liked to go. In the depression days in New York a man would put 20c into the slot and sleep in the train during the night.

The member for Edwardstown (Mr. Virgo) has said that we are spending only \$600,000 on maintaining and improving the permanent way. In business life, if we keep proper books, money spent on maintaining and improving something is regarded as current expenditure. In 1968, \$7,700,000 was spent on maintaining and supervising the permanent way, buildings and other fixed assets, which did not include maintenance of rolling stock. So this large sum, amounting to about \$3,000 a mile of permanent way, is spent every year on improving it.

Mr. Corcoran: How much is to be spent on the permanent way this year?

Mr. McANANEY: I have not got the figure; but in 1968 it was \$7,700,000, and that was out of current expenditure. That is for repairs to an asset and not for the replacement of an asset, but Loan money should not really be used to improve the permanent way. I have criticized the Government for being too slow to investigate the closure of some of these lines. In particular, the Milang line, with only one train a week, should have been closed 10 years ago. Money was spent on that permanent way that could have been spent on

bringing up to standard the long-haul lines to other States. It is wrong to use Loan money to improve the permanent way, which should be kept up to standard through normal Railways Department expenditure. I believe Government back-benchers have been criticized for not taking part sufficiently in the Metropolitan Adelaide Transport Study debate, but no argument was put up for us to rebut. This evening, too, we have the Opposition completely done.

Mr. Corcoran: You really want to talk?

Mr. McANANEY: Provided the Opposition puts up constructive criticism, which it has not done up to date. I believe two of the most statesmanlike speeches in this debate were made by the Treasurer and the member for Onkaparinga. Those members made the only intelligent statements to be made about the future use of the railway system. Some inquiries should be made into the future use of this system so that the lines that are necessary can be brought up to standard as quickly as possible and so that those with no economic future can be examined and the appropriate action taken.

The Hon. R. S. HALL (Premier): I think I should remind honourable members of the difficulties this Government faced on first coming into office in regard to the problems involved in the operation of the railway system. One of the first things it had to face was the closure of certain uneconomic lines, a problem which had confronted our predecessors and which they had shelved. Much to the alleged dismay of members opposite, we moved quickly. Members opposite criticized our move, a move which I believe has been fully vindicated and which is now generally supported throughout the community as being necessary. The alternative arrangements we have been able to make for bus travel have been adequate.

Rail standardization is also of great importance, and I reported on this recently in this place. The Government has been able to make substantial moves in recent months in this regard. Another substantial problem facing the Government was that of continuing and increasing derailments. It would be a travesty of justice to let this debate conclude with the impression left that Opposition criticism was in any way valid.

Mr. Broomhill: Of course it's valid. You are the one with something to answer for.

The Hon. R. S. HALL: The honourable member will realize that the report contains figures that indicate that his Party has something to answer for in this respect. During that Party's term of office, when the honourable

member did not interject so much and was probably able to hear more above his own voice than he can hear now, had he questioned his own Ministers about it he would have found that during the three years of the Labor Government a significant number of derailments took place, facts and figures of which are contained in the report. In 1964-65, there were 56 derailments; in 1965-66 there were 54; and in 1966-67 there were 61. In 1967-68, for 10 months of which period the Labor Government was in office, there were 54 derailments. Therefore, it can be confidently said that during the term of office of the honourable member's Government there were more than 200 derailments on South Australia's railway lines. When this Government came to office, with the derailments continuing, it found that the previous Government had taken no effective action. Soon after we came to office there was a large and disturbing derailment at Cannawigara. The new Minister of Roads and Transport immediately went to that place to examine the situation, and he said emphatically, "This must stop." For the first time in over three years, direct effective action was taken, and speed limits were applied.

Mr. Broomhill: It was the first time for 30 years.

Members interjecting:

The CHAIRMAN: Order! There are too many interjections.

The Hon. R. S. HALL: The member for West Torrens cannot shirk responsibility for his own Government's administration.

The CHAIRMAN: The honourable member for West Torrens must cease interjecting.

The Hon. R. S. HALL: Whether or not he interjects, he cannot shirk the responsibility that he bears as a member of the previous Government that took no effective action. Over 200 derailments is not a record of which to be proud. Apart from the Minister's taking emergency action to lessen the number of derailments, he brought to Cabinet the idea of the study that we now have before us. As soon as this report was received it was sent to the Railways Commissioner, who was asked what it would need to put this line in order.

Mr. McKee: A new Government!

The Hon. R. S. HALL: We were told that it would cost \$8,500,000. Immediately, measures were taken at that late stage to make available \$600,000 on the Loan Estimates.

Mr. Broomhill: What good is that going to do?

The Hon. R. S. HALL: The honourable member who interjects, with his background of lack of action of the previous Administration, might be interested to know that a comparable amount will be included in the Budget to deal with this question.

Mr. Broomhill: And then what?

The Hon. R. S. HALL: Then we will begin to do something that the honourable member's Government did not do during its term of office; we will begin the long road back. The member for Onkaparinga (Mr. Evans) pointed out that the Loan votes for the three years that the Labor Government was in office were \$5,500,000, \$4,800,000 and \$5,390,000. Last year the sum allocated was \$5,800,000, and this year it is up to \$7,700,000—a significant lift in relation to Loan capacity to our railway services. This Government was not satisfied with the circumstances that produced this problem. It is still not satisfied, and it will look far more deeply into the question soon.

I am proud of the Ministers who acted so quickly in relation to these continuing disastrous derailments. We were not willing to face the people at the end of three years with 200 or more derailments on our record, as did the previous Government. So, we took action, which has been backed by Ministerial action and now by financial action, which will be translated into track repair and maintenance. The Railways Department will see that this provision in the Loan Estimates will result in a real improvement in the track, as recommended by the committee.

The Hon. D. A. DUNSTAN: The Premier has, as usual, grossly misrepresented the position. Let us consider what he has put to the Committee. According to him, nothing was done about train derailments in South Australia during the life of the Labor Government. He cited the total number of train derailments during the life of the Labor Government, but he did not take the trouble to analyse the areas in which they occurred. If he looks at the schedule on page 4 of the committee's report he will find that, overwhelmingly, most of those derailments occurred on the narrow gauge system—the West Coast railway and the Peterborough Division. What did the derailment committee say? In relation to the Port Lincoln Division, it said that it had made an analysis of the track and of the work done on the track; in relation to work (initiated by the Labor Government) being done on the track, the committee said:

There can be little doubt that continuance of the current programme of track improvement will dramatically reduce the number of derailments occurring within the system.

Mr. Broomhill: The Premier has not read the report.

The Hon. D. A. DUNSTAN: Obviously. He gets up and says that the Labor Government did nothing, yet the committee commended the work initiated by the Labor Government in connection with the major number of derailments. What the Premier does not say, of course, is that the situation now revealed in the report relates to what has happened to the fixings of the permanent way on the broad gauge system over a 30-year period—during the period when the present Premier was sitting at the back of a Government responsible for the system. The Premier was not here this afternoon when I read from the report and referred to the committee's analysis of the fixings of the broad gauge system over a 30-year period; the Victorian and New South Wales Railways had put in fixings that the South Australian Railways had ignored, and the Liberal Government utterly failed to adopt the results of experiments conducted over that 30-year period and proved in New South Wales and Victoria.

The Premier tries to lump on to the Labor Government the full responsibility for derailments on the broad gauge system, and it is the broad gauge system whose permanent way the committee now says is the most alarming of all. The Premier, however, cannot get away with this accusation. I commend the Government for appointing this committee of inquiry, and I am pleased that at last we have a report that accurately states what the position is. The Government is to be commended for that but, if the Premier says that the trouble is all the fault of the Labor Government, he is talking rubbish and knows that he is.

The Hon. D. N. BROOKMAN (Minister of Lands): Whatever the Opposition says about the number of derailments on the West Coast or some other line, the situation on the broad gauge line deteriorated during the Labor Government's term of office. The last thing I would do would be to blame the Labor Government for all the trouble, but I do blame it for adopting a hypocritical attitude toward this report, because for three years the Labor Government did nothing. It was not until our Government appointed our Minister of Roads and Transport that something was done.

After a derailment soon after the Minister came to office, he went to the scene of the crash, took emergency action, and submitted to Cabinet the proposal for the investigation

by this committee. The report of the committee has been studied and is being acted on. Although it cannot be denied that the blame could be spread in the past, the three years of Labor Government produced nothing but a colossal derailment soon after that Government left office. Members opposite did nothing about it and our Minister of Roads and Transport took the action that has produced the report and will produce the final remedy.

Mr. CORCORAN: When I spoke earlier, I dealt with the report, and I suggest that, if the Treasurer had spoken earlier, the debate would not have extended as it has. The Opposition had a duty to speak about the report and to ask what action would be taken. The Treasurer told us this evening that the Minister of Roads and Transport obtained Cabinet's approval for the appointment of the committee, that the Government studied the report, and that the Loan Estimates, when almost finalized, were altered to include \$600,000 to commence work. Those matters concerned us, because the report has not been printed yet and few members have read it. As the Treasurer has said, the report is extremely frank and demands action. The Opposition had a right to know what action the Government was taking. To say that immediately the Labor Government left office there was a spate of derailments, as though we had gone out to derail trains to create a problem for the present Government, is ridiculous.

The Hon. R. S. Hall: No-one said that.

Mr. CORCORAN: The Minister of Lands said that immediately after we went out of office there was a series of derailments, as though we were responsible. Although many other aspects of railway administration were referred to, I was particularly interested in what was contained in the report concerning this matter, and we were told that the Government was taking action in this regard.

Mr. HUDSON: The Leader referred to the narrow gauge system. The figures for derailments on the broad-gauge system, to which the Minister of Lands referred, are given in Table 2, and the Minister may be interested to know that the record number of derailments in any one year covered by this table (from 1958-59 to 1967-68) occurred in 1963-64, when there were 32 derailments, involving an absolute record of 20 derailments in the Murray Lands Division.

Line passed.

Marine and Harbors, \$6,011,000.

Mr. HURST: Under "Harbour works", \$173,000 is allocated for "sundry works". Can the Minister of Marine say whether provision is included here to erect the badly needed passenger terminal at Outer Harbour? The conditions under which passengers disembark at Outer Harbour are pathetic, and if provision is not made here in order to get this urgent project under way, I fear that even more ships will by-pass South Australia. That is something we do not wish to see.

The Hon. J. W. H. COUMBE (Minister of Marine): The honourable member knows as well as I that this line does not include provision for the work to which he refers, and I gave him information along these lines the other day. I said then that I agreed that the provision of a terminal at Outer Harbour was highly desirable and that the present conditions were not exactly in line with the welcome we would like to give people coming to South Australia. At the same time, I referred to the expenditure of funds in recent years and to the fact that successive Ministers of Marine had decided that this work should not proceed. I took notice of what the honourable member had to say when referring to this subject, I think, during the Address in Reply debate. I take exception to one phrase the honourable member used on that occasion—"the management", by which he meant the officers of the Marine and Harbors Department.

The CHAIRMAN: The Minister will be out of order if he refers to another debate in the same session.

The Hon. J. W. H. COUMBE: Very well, Mr. Chairman. I see that the member for Semaphore (Mr. Hurst) is looking highly relieved because, if any criticism is being made of the fact that this project is not going ahead, it is not the officers of my department who should be criticized: it is the Minister himself, and I am prepared to take that criticism. I say advisedly to the honourable member that this work is not being proceeded with; it has been a decision made by me and, I believe, in 1967-68, by my predecessor.

I will give the honourable member the expenditure for the Department of Marine and Harbors and he can see for himself what support was given to this project. I will quote the total vote of recent years for the Department of Marine and Harbors for all capital works: in 1963-64 it was \$3,480,000; in 1964-65 it was \$3,200,000; in 1965-66 (under a Labor Administration) it dropped to

\$2,560,000; in 1966-67 it dropped further to \$2,050,000; and in 1967-68 it was \$2,055,000. In 1968 (the year in which I became Minister) it rose to \$3,000,000; and in 1968-69 it rose to \$4,725,000. This year the total for the department has risen to \$6,011,000. I am quoting from the same place that those other figures came from.

Mr. Hudson: But the West Lakes Development Scheme has been transferred to that; you cannot use that figure.

The Hon. J. W. H. COUMBE: Then I will quote for the honourable member, if he wishes, the other figure—\$5,040,000.

Mr. Hudson: Yes.

The Hon. J. W. H. COUMBE: I make this point for the member for Semaphore. In the last two years there has been an increase in the Loan allocations for the Department of Marine and Harbors, and these funds have been put not to the Outer Harbour terminal but to providing extra works in outports. The member for Wallaroo, the member for Eyre and other members have from time to time promoted the idea that the outports in South Australia should be upgraded and extra facilities provided. This current year this extra sum is being used not only in Port Adelaide in the deepening and widening of the channel there and on the swinging basin but also to pay for the first stage of the contract recently let to deepen Thevenard harbour by 3ft.; and to expedite the completion of Port Giles, the completion date of which has been brought forward six months, to May, 1970, which means that we shall be able to attract to South Australia for the first time vessels of some 40,000 tons dead weight.

The moneys have been devoted to this cause. If the honourable member would wish these moneys to go to the provision of his terminal at Outer Harbour, however desirable it might be, it would mean that some of these works, such as Port Giles and Thevenard harbour, could not be proceeded with. The view taken by the Government was that these works were urgent, not only to assist in the shipment of grain, gypsum and other products but also to stimulate trade generally to South Australia. At this stage, I cannot say what the position will be next year.

I repeat that there is no provision in the line to which the honourable member refers for the Outer Harbour terminal. Of course, the steel has been stored and treated, so it will not deteriorate. It is being held at the dockyard and not at Outer Harbour. The works

that have been done at Outer Harbour, such as work on the wharf and on the roads and some of the preliminary design work (which, incidentally, was completed only last year), are all ready for when the project can be proceeded with. In the meantime, the Government has put these extra funds into outports so that they can be upgraded and so that we can attract trade here. If we did not do this, we would find that South Australia would be by-passed by the very type of vessel that we wish to attract here. Therefore, I make no apology for diverting these funds to these other extremely worthwhile projects.

Line passed.

Engineering and Water Supply Department, \$31,365,000.

Mr. FERGUSON: I refer to the "Country Waterworks" line, under which \$5,000 is provided for Yorke Peninsula. Had that sum been \$500,000 it would still not have gone anywhere near providing what would be necessary to supply a water reticulation system to serve adequately people at the southern end of Yorke Peninsula. I realize that it is well known that the water supply of Yorke Peninsula has a history. When it was first suggested that water should be taken through Yorke Peninsula, some constituents (particularly from the southern part) said that they did not think that they wanted the water as they had some kind of underground water. However, the water supply having been taken through Yorke Peninsula, those who do not have a supply are now convinced that a permanent water supply is necessary. People in the southern part of the peninsula have asked for the supply to be extended to their area. I understand that in the Yorketown area about 80 square miles is not directly connected with the water main that traverses the centre of the peninsula to Yorketown and thence out to Edithburgh. I know that in the last few years \$1,000,000 has been spent on extending the supply from the trunk main to areas in the southern part.

Many parts of the Yorke Peninsula coastline are popular shack sites, some sites having on them up to 150 shacks. I understand that at present about 1,000 shacks are established around the coastline and that the Tourist Bureau estimates that in 10 years the number could be 10,000. None of these shacks is connected to the water scheme. I think that for health reasons alone in some instances water should be taken to these areas. In the past the Engineering and Water Supply

Department has said that the existing main down the centre of Yorke Peninsula is fully extended and that no more water can be taken from it. However, at the same time it has told local government authorities that if they were prepared to put in an independent service it would be able to supply these shack site areas with water. If a local government body can install an indirect service and give the water to these shacks, I cannot understand why the same water could not be extended to these shack sites by the E. & W. S. Department. I know that in the southern part of Yorke Peninsula there are certain underground water basins which I believe have been tested by the department. However, I understand that they do not give a sufficient quantity of water to enable reticulation of water over the whole of the southern part of the peninsula.

A large tourist potential exists in Yorke Peninsula because it is close to the metropolitan area and it is convenient for people from Adelaide to go there for the week-end. In fact, the southern part of the peninsula has some of the best coastal scenery in South Australia.

The Hon. D. A. Dunstan: It has good surf, too.

Mr. FERGUSON: Yes. During a recent trip to Queensland I told people there that if they ever came to South Australia I would take them to some of the best surf in Australia. I know this is correct, because in surfing circles the surf right on the toe part of Yorke Peninsula is acknowledged to be the best surf in Australia. If these shack sites are to continue to be as popular as they have been in the past, I believe it will be necessary for them to have some water reticulation of some kind. Not only do we require water for the reticulation of these places, but I believe that if we are to increase our agricultural production and our livestock numbers, and if we are to develop the southern part of Yorke Peninsula as it could be developed, it will be necessary to provide more water for the constituents in this part of the peninsula. Therefore, I hope that at some time in the future this matter will be considered very seriously by the E. & W. S. Department, that some investigation will be made, and that it will be possible to give these people a reticulated water service.

Mr. JENNINGS: It is acknowledged that in the vastly extending metropolitan area we always reach a stage where the sewerage facilities stop. I think this situation exists now around Ingle Farm. I recently took up this matter with the Minister, who suggested that the

residents in the district should pay about \$80 a year in addition to their normal sewerage rates. Naturally, the people are anxious to benefit from the sewerage system, but this proposal is not acceptable to them. I ask the Minister of Works to re-examine this matter. Will the Minister also consider extending the sewerage system to Para Vista, where half of the community has the benefit of a sewerage system and the other half has not?

The Hon. J. W. H. COUNBE (Minister of Works): I agree with the member for Yorke Peninsula (Mr. Ferguson) that there is a major problem regarding Yorke Peninsula's water supply. The number of shack sites is increasing so rapidly that a sanitation problem has arisen. Although investigations have been carried out there appear to be very limited underground water supplies in the main part of Yorke Peninsula. The main supply comes from the Paskeville tank. It is impossible to pressurize parts of the main because branches from it are composed of asbestos pipes, which would burst if the valves failed. However, I have undertaken to set up special meters at strategic points so that next summer we can gauge what the real position is. The general supply will be more assured as a result of the completion of the main from Swan Reach to Stockwell, which main feeds into the Warren trunk main. This will ensure a supply to the Paskeville tank but, unfortunately, there is a bottleneck from that point onwards.

The member for Enfield (Mr. Jennings) referred to the provision of metropolitan sewerage, and I assure him that the problem he referred to is not confined to his district: the Districts of Barossa and Burnside have it too. The development of domestic dwellings seems to be spreading more rapidly than can the provision of sewerage. Sewers are rather costly, particularly where there is difficult terrain or where a street can be drained from only one side. For several years the department has been requiring that about 70 per cent of an area be built up before sewerage is provided. When a proposition is uneconomic, if people desire a sewerage service earlier than would be provided in the normal course of events, the department must be guaranteed a return of at least 10 per cent on the total outlay. If all the potential customers in the area agree to pay an added amount for a number of years, the service is connected. Without this system, many people would have had to wait longer to get a service.

Last week I investigated the whole matter of constructing sewers, the matter having been brought forcibly to my attention in relation to some fairly new areas, particularly where rain had fallen on ground not suitable for effluent tanks. The honourable member has asked me to find out whether a better scheme is available and, although I do not know of a scheme at present, I will do what the honourable member asks. The Government has provided an increased amount for metropolitan sewerage because more houses are to be connected. I will consider the matter in conjunction with a general investigation of the provision of sewers.

Mr. Jennings: Many people do not understand levels.

The Hon. J. W. H. COUNBE: Yes, and this was brought to my notice recently in relation to an area in which, although the land looked fairly flat, houses on both sides at one end of a street could be connected readily, but at the other end of the street houses on only one side could not, because of the fall of the land, be connected from a pipe in that street, and it was necessary to put a pipe in a street at the back, thus increasing the cost.

Mr. GILES: The Kangaroo Creek reservoir will be completed this year at a total cost of \$5,300,000. The amount to be spent this year, \$1,166,000, added to the amount that has been spent, leaves a balance of \$270,000. Will the Minister say what work that money will be spent on? No reference is made in these Estimates to the Woodside common effluent drain. There is a delay in getting the approval of the Commonwealth Minister for the Army for the use of the Woodside army camp disposal unit and I ask that the project be kept in mind so that the scheme can be proceeded with when we get the Minister's approval.

Although \$2,365,000 is provided for extensions, services, and minor works, there is no specific provision for the extension of water mains to the Piccadilly township area, a rapidly-growing area without reticulated water. Can the Minister enlighten me on this point?

No provision is apparently made for water to be supplied to properties along the Mount Lofty Summit road, a project that was first referred to in Sir Thomas Playford's time. A start has been made in this regard, as there is a pressure tank at Crafers just a few hundred yards up the summit road. I draw this project to the Minister's attention, because this area badly needs water, where only one bore is of any value, and it belongs to NWS9.

When there is a fire (and that often occurs in this district) the fire trucks have to go back to the one point to get water. If water were laid on along the Mount Lofty Summit road, the householders concerned could each establish a fire-fighting unit and would be able to protect their own properties. That is of major importance in a fire-hazard area. I ask the Minister to consider these matters.

I noticed with interest that the Minister said, regarding any main that is laid, that it was necessary that the project show a 10 per cent return on the capital cost involved. I believe that residents on the Mount Lofty Summit road would only be too happy to cover 10 per cent of the cost of laying this pipeline, if the Minister could see his way clear to having the necessary work undertaken.

Mrs. BYRNE: Like the member for Enfield, I receive complaints from constituents who are required, if they desire sewerage for their properties situated where less than 70 per cent development has occurred, to sign a guarantee form requiring 10 per cent of rating return. One point that often arises is that, as the houses concerned are close to others whose owners are paying the normal rate, it does not seem fair that they should have to pay the extra sum. I think the matter is worth investigating to see if a fairer scheme cannot be found. Will the Minister obtain a report on sewerage projects to be undertaken this year, including projects already approved and any projects involving the outer-suburban sections of my district that are to be approved?

The Hon. J. W. H. CUMBE: I will certainly see whether I can get a report for the honourable member along the lines she has suggested. Her comments regarding sewerage problems will be considered in conjunction with the comments made by the member for Enfield. The member for Gumeracha asked whether we could provide a water supply up to Mount Lofty, but I should like him to tell me how we could do that. The matter he has raised concerning Piccadilly is still being considered, following the deputation that he introduced to me. The honourable member also referred to sewerage the township of Woodside: I recently had further discussions with the Minister for the Army (Mr. Lynch) about the expansion to be undertaken at the Woodside camp. I hope to arrive at a successful conclusion concerning this whole scheme, and possibly within a month I will be able to make an announcement concerning this matter and to come to a successful arrangement with the local council.

As regards the question raised by the member for Gumeracha about the Kangaroo Creek reservoir, most of the additional payments will be in respect of the performance of contracts that have a period to run. Some moneys may be involved in fencing and other incidentals, but it should be realized that many contracts let by the Government require that a certain percentage of money be retained to ensure that those contracts fulfil their function. The contracts usually go for a 12-month period, during which time their performance is closely observed so that, if remedial work has to be undertaken by the contractor, the amount still outstanding can be used for that purpose.

Mr. NANKIVELL: Although some of my constituents are not so happy because of the rate position with regard to the Tailem Bend to Keith main, I am delighted to see \$2,250,000 allocated for further work on that project this year. The Commonwealth is subsidizing this on a \$2 for \$1 basis, and the fact that it is being completed more quickly than originally programmed is largely because of the Commonwealth. However, the State is obligated to find \$3,000,000 of the estimated \$9,000,000 for the completion of this scheme within the current five-year period ending in 1974.

The point I raise with the Minister is a matter of policy. The item "country sewerage" refers only to sewerage work carried out by the department. The Minister knows the great amount of common effluent drainage that is currently being undertaken in country towns by local government. This has been made possible by an amendment to the Local Government Act in about 1964, which enabled local government to borrow privately for that purpose. In most instances, this has proved most effective, but there are special instances wherein I believe some provision could be made under the Loan Estimates to assist councils. I refer to a situation that has arisen (of which the Minister may not be aware, although the Minister of Local Government may be aware of it) at Meningie. The Meningie council undertook to provide a common effluent drainage scheme for the township of Meningie. It had an estimate of cost prepared for it, which amounted to about \$60,000.

At a meeting of ratepayers it was approved and I think, from memory, the assessment was that individual landholders would be obliged to pay about \$20 a year for 10 years to cover capital commitments. However, having called for tenders, the council has found that there are substantial constructional difficulties, such as the shoring up and dewatering of trenches before pipes can be laid, which has resulted in

this scheme now being estimated to cost about \$100,000. It is beyond the capacity of the council to borrow that much. It is a scheme vitally necessary to the township. Also, in some measure, it is necessary from a health point of view, because with the high water table the drainage is going back into the lake.

I know this is being overcome indirectly by the rapid extension of a main from the Taillem Bend scheme to Meningie, but this exists as a health problem. I ask the Minister to consider providing assistance to local government under this line in certain cases where it is necessary; or, more generally, to enable local government to provide a common drainage disposal scheme in towns where it is necessary from the point of view of hygiene and of upgrading the standard of conditions in those towns. If it could obtain money from this source, without question local government would be better able to finance these projects, because the terms and conditions under which they borrowed money, and the sums of money they would be able to borrow, could be adjusted according to the merits of the case (not according to the borrowing ability of the council) and according to the capacity of the people to meet the capital costs as they currently apply under this form of finance. I should like the Minister to discuss this matter with the Minister of Local Government to see whether anything can be done in the case of Meningie. More particularly, I hope he will treat this as a matter of policy and see whether councils providing this important service can be granted some form of Loan Fund assistance.

Mr. EVANS: I believe that many injustices have taken place over many years in the district I represent. At Happy Valley an area of about 300 acres has been acquired by the Engineering and Water Supply Department. When previously it was thought to develop this area, which is above the Happy Valley reservoir, for residential purposes, fear was expressed about pollution. However, the department is now running sewers right up to the boundary of the area, so it could have been sewered. Therefore, the Government has gone to the expense of acquiring 300 acres of ideal housing country. Because the soil is sandy and not of the Bay of Biscay type, it is ideal for house construction. If the area had been developed by speculators or the Housing Trust (and they are of a similar nature), it would have brought to the Meadows council \$140,000 a year in rates. Now that it is owned by a

Government department the council receives nothing for it in rates, but has to maintain roads that serve the area.

The Meadows council and ratepayers also have to maintain the roads surrounding the Mount Bold reservoir, and another reservoir will be built at Clarendon, the services to which they will also have to pay out of their rates. This is an injustice to that area, particularly as most of the towns in the council area are not even served by a reticulated water supply. This area has suffered the injustice of a main coming through from Clarendon and cutting off all the underground supplies of water to Piggott Range Road. The Minister will be aware that, in the short time since I have been a member, I have directed attention to the need for water on that road.

I am concerned about an area that will be acquired for the new Clarendon reservoir. In many cases land will be acquired from people who have owned it for many years, and the only compensation they will be paid will be calculated on the value of the property. I agree with the member for Edwardstown that the Government must accept more responsibility and pay something for the loss caused to the individual as a result of his affiliation to the property over a specified number of years.

Mr. Virgo: What you are saying is that your Government is out of touch.

Mr. EVANS: If this Government is out of touch, all Governments in the past have been in the same boat and have not accepted the responsibility. I ask that the present Government, of which I am a member, will accept the responsibility of paying compensation above the sum calculated on the value of the property, because people have to grow roots in another area. It is not easy for people who have reached middle age and have spent all their time on a dairy farm or in some other small industry to have to re-establish themselves, and I believe this is something for which we have to accept responsibility.

Mr. Virgo: Are you going to accept the same thing with the M.A.T.S. Report?

Mr. EVANS: I said the same thing with regard to M.A.T.S. in a previous debate. Had we all been as vocal as the member for Edwardstown on the M.A.T.S. question, we would still be on it, and I think the honourable member knows that that would have been a waste of time. I support the member for Gumeracha (Mr. Giles) regarding bush fires. The people in the area over the rim of the hills are constantly in fear of fires, most of

which start in our public reserves or national parks. People who are a little irresponsible with camp fires can start a major bush fire, and this is always a danger to such areas as Aldgate, Stirling, Bridgewater, Heathfield, Piccadilly, Uraidla and beyond. I believe it is our responsibility to make sure that these areas along the ridge of the range from Upper Sturt are supplied with reticulated water so that the people in the Hills area can be given a little bit of protection from this danger that is ever there while we have national parks for people to use as playgrounds. Although I believe that we should have the national parks, I consider that we should supply the facilities to protect the properties of people living in adjoining areas.

I have one further comment to make in relation to the 300-acre site at Happy Valley to which I referred earlier. Sewerage facilities will not be too far away, and I believe that eventually this area can be subdivided and used for housing, even though the authorities now say that we cannot do this because of the danger of pollution. I know that the department is in a difficult position here because there are some houses in the area and the department does not like to have to worry about collecting rents. I know, too, that when we let houses to people we cannot always be sure they are going to look after them. However, even though we are short of houses in the southern districts, as quickly as people move out of those houses (and in some cases they need up to \$1,000 worth of repairs) they are being demolished.

I believe that in this area where we are short of housing we should reconsider any decisions we have made in the immediate past. One or two of these houses are due to be demolished, and I ask the Minister to consider whether it is not wise to leave them there for at least a few more years until the Housing Trust has caught up with the housing shortage in this area. I ask that the Minister act in this matter reasonably quickly, because I believe that one house that has been given the axe within the last few days can be put to good use. I support the line.

Mr. FREEBAIRN: I express the Committee's appreciation to the member for Onkaparinga for his contribution. I believe the honourable member has a very great future in this Parliament because he can present the needs of his district clearly without having to look over his shoulder all the time at some dark—

The ACTING CHAIRMAN (Mr. Nankivell): I remind the honourable member that we are discussing the Engineering and Water Supply Department.

Mr. FREEBAIRN: Mr. Chairman, I was in the process of commending the member for Onkaparinga for his forthright presentation of the case for improving the water reticulation services to parts of his district. How easy it is for members opposite, who have very fine mansions in Adelaide suburbs, with reticulated water and sewerage, to talk about these things. Many people in my district and in districts such as Onkaparinga do not have these privileges. In particular, I am thinking of the people of Watervale, who have no reticulated water supply. They waited patiently during the three years of the Labor Government to get it. I commend the present Minister of Works for his policy of providing reticulated water to areas that do not yet have it.

One of the great features of Liberal and Country League Administration is the policy of giving all citizens a reasonable opportunity to have similar standards of service. I ask the Minister urgently to consider the people of the village of Watervale and also those at Penwortham and Sevenhill, represented by the member for Burra (Mr. Allen). Although the Minister recently said that the economics of the Watervale water scheme were not good, I ask: why should the people of Watervale not have the same privilege of a reticulated water supply as have the people of Edwardstown, Norwood and Glenelg? The present Government is pressing on with the supply of water for the small community of Watervale, but what happened when the Hon. Mr. Hutchens was Minister of Works? There was no money at all to press on with the scheme, because Socialists just are not interested in the welfare of country districts.

Mr. CLARK: The Minister of Works will be pleased to know that I am not asking for anything and, unlike the two members who have just spoken, I am not complaining about anything. The Minister will remember that for the last 15 or 16 years I have been moaning because there has been no provision in the Loan Estimates for sewerage for Gawler. Now, however, \$350,000 is provided for continuing work on a sewerage scheme that will be a great asset to the fine country town of Gawler.

Mr. ALLEN: I understand that, in order to reticulate water to Penwortham and Sevenhill from the Clare scheme, it is necessary to lay

a main from the tank on the eastern side of Clare township. Whilst the people of Penwortham and Sevenhill desire a reticulated water scheme, such a scheme would be costly and would not return much revenue. However, I agree with the member for Light, who asked why some areas could have a reticulated scheme and other areas could not. The area to which I have referred produces some of the best wine produced in the State, and last week I asked the Minister of Works to carry out a spot survey to find out whether a reticulated scheme was possible.

Mr. McANANEY: I sympathize with members who have asked for water schemes in good rainfall areas. The people in the Hartley-Callington area are not so fortunate. Water is being reticulated hundreds of miles to Yorke Peninsula and Eyre Peninsula at great cost whereas the area I have mentioned, which is close to the Murray River, has been overlooked. I will introduce a deputation to the Minister of Works on Friday morning about this matter and we hope to get a sympathetic hearing, particularly as water in the Murray Bridge to Hahndorf main will be available at high pressure and at about 5c a thousand gallons. The Hartley-Callington scheme should be considered before uneconomic schemes for areas farther distant. I thank the Minister for the provision of \$50,000 for work at Encounter Bay, which is a most progressive tourist resort.

The Hon. J. W. H. COUMBE: I will certainly consider all matters that have been raised to find out what can be done to help. I commend the member for Onkaparinga (Mr. Evans) for his spirited presentation of the case of his constituents. Although I am not sure of the solution to a couple of problems he has referred to, I shall be happy to examine them.

The member for Albert has raised a most important point regarding the operation of common effluent drainage schemes. When the Act was introduced, in conjunction with councils, it was thought that the measure would provide a useful service, and it has provided such a service. In many towns such as those in river areas and in the district of the member for Barossa (at Tea Tree Gully), as well as in other districts, the common effluent scheme has solved a serious problem that has arisen because deep drainage cannot be provided. I will discuss the matter with the Minister of Local Government to see whether the problem referred to cannot be solved. The expenditure involved is con-

siderable, and I will have to look at the matter further. All the points raised by members will be considered.

Line passed.

Public Buildings, \$27,800,000.

Mrs. BYRNE: I refer to "Hospital Buildings" and to the item "Modbury Hospital—New hospital" for which \$400,000 is allocated. This project was unanimously approved by the Public Works Committee on February 8, 1968, and the completion date is as originally estimated, namely, July, 1971. However, a further \$9,200,000 is required to complete the first stage, and I trust that the progress of this most important project will not be impeded because of the large sum still needed.

The Hon. J. W. H. COUMBE: The honourable member will recall that I gave her at her request, I think, a couple of months ago a detailed schedule of the tenders being called regarding this hospital. Anticipating that she might ask this question, I had the matter checked only last week, and I point out that the nominated subcontracts that I named to her previously are all out to tender now and that the building contractors for the main section in connection with the first phase have all now submitted their registration. The tender call went out yesterday. The completion date still stands at July, 1971.

Mr. ALLEN: In connection with school buildings, provision is made for a new high school at Clare, costing \$710,000. During the last Playford Government, this project was investigated and approved by the Public Works Committee; it was left in abeyance for three years; and it was only when the present Government came into power that the scheme was revived. I understand that tenders for the project will close at about the end of September, and that is great news for people in the area, which has experienced a sudden expansion, so much so that all school buildings in the township are fully taxed. When this school is completed, the primary school will move to the present high school, and that will then provide sufficient room for a considerable time to come.

At present, too, there are problems with school buses running to this school. I spoke to the transport officer about this only last week, and it appears that the department is considering putting additional school buses on this run. Also, in the Jamestown area provision is made for a new residence for the head teacher, on the completion of which the existing residence is to be demolished.

This building is 100 years old and its demolition will make way for a new shelter shed. At Burra there are problems with school buildings, and additional land has been acquired there for a new high school. At present both the high school and the primary school meet in the same building, which, too, is 100 years old, with several slate floors. I noticed in the press the other day that the Leader of the Opposition stated that there was a mass of temporary classrooms at the school at Port Lincoln. I assure him that this applies to Burra too: there is a mass of temporary classrooms at the back of the school. We hope that provision will be made for a new school in this area.

This line deals, too, with police and courthouse buildings. I am glad that provision has been made for a new police residence at Burra. The present building is one of the oldest country police stations in

South Australia. As most members are aware, Burra is the second oldest mining town in Australia, so I imagine that these buildings, too, would be over 100 years old. I hope that, when the new police station is built, provision will also be made for a new courthouse. I have asked questions in this Chamber about the acoustics in this courthouse, which would be at least 15ft. (perhaps 16ft.) to the ceiling. The acoustics are very bad indeed. Local justices have been complaining for some time that they cannot hear evidence in that room, and they are looking forward to the day when either some improvement will be made to the existing courthouse building or a new courthouse will be built for this district.

Progress reported; Committee to sit again.

ADJOURNMENT

At 10.19 p.m. the House adjourned until Wednesday, August 27, at 2 p.m.