

## HOUSE OF ASSEMBLY

Thursday, August 28, 1969.

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

## PETITION: VIRGINIA TRANSPORT

The Hon. D. A. DUNSTAN presented a petition signed by 89 electors and residents of Virginia stating that great personal hardship and inconvenience had been caused generally to residents in the Virginia area by the cancellation of the Moonta railway service on April 28, 1969, and that residents found the substituted bus service grossly inconvenient. The petitioners therefore requested that consideration be given to the reintroduction of the Virginia-Adelaide railway service to provide a service and facility to the town and district commensurate with that previously existing or, alternatively, that the Yorke Peninsula bus service, passing through the Virginia township daily at 9.15 a.m. and 11 a.m., be permitted to serve the town and district. The petitioners prayed that the House of Assembly would give due consideration to their problem and cause to be returned to them their previously enjoyed transport facilities.

Petition received and read.

## PETITION: ABORTION LEGISLATION

Mr. VIRGO presented a petition signed by 420 persons stating that the signatories, being 16 years of age or older, were deeply convinced that the human baby began its life no later than the time of implantation of the fertilized ovum in its mother's womb (that is, six to eight days after conception), that any direct intervention to take away its life was a violation of its right to live, and that honourable members, having the responsibility to govern this State, should protect the rights of innocent individuals, particularly the helpless. The petition also stated that the unborn child was the most innocent and most in need of the protection of our laws whenever its life was in danger. The signatories realized that abortions were performed in public hospitals in this State, in circumstances claimed to necessitate it on account of the life of the pregnant woman. The petitioners prayed that the House of Assembly would not amend the law to extend the grounds on which a woman might seek an abortion but that, if honourable members considered that the law should be amended, such amendment should not extend beyond a codification that might permit the current practice.

Petition received.

## ASSENT TO BILLS

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

Electoral Districts (Redivision) Act Amendment;

Supply (No. 2).

## QUESTIONS

## WHEAT

Mr. CASEY: The recent price cutting in respect of wheat, a report of which appears in this morning's newspapers, is undoubtedly causing much concern throughout the country, particularly to our wheatgrowers. Indeed, I am sure the Minister of Agriculture is as concerned about the matter as I am. Will the Minister of Lands ask the Minister of Agriculture to ascertain the present export price of our wheat, specifically f.a.q. wheat and premium hard wheat? I think it only proper that information should be made available so that we shall see precisely where we are going in this matter. Will the Minister also ask his colleague to indicate whether wheat is being sold to Japan and, if it is, in what quantity and at what price, and when the last sale was made?

The Hon. D. N. BROOKMAN: I will refer this question to the Minister of Agriculture and bring down a report as soon as possible.

Mr. ALLEN: Has the Minister of Lands obtained from the Minister of Agriculture a reply to the question I asked last week about the quality of wheat coming from the temporary horizontal storage?

The Hon. D. N. BROOKMAN: South Australian Co-operative Bulk Handling Limited reports that more than one-third of the bulk wheat stored in disused bagged-wheat sheds and other shed-type storage has been outloaded, and the condition of the wheat trucked has been satisfactory. It is considered that two major factors in the avoidance of deterioration and losses were (a) control of moisture content of growers' deliveries; and (b) application of malathion grain protectant to the wheat on receipt.

## TANUNDA SEWERAGE

The Hon. B. H. TEUSNER: I have received a letter from the District Council of Tanunda relating to an application it made some years ago for an effluent drainage system to be installed in Tanunda. The Minister of Works may know that drainage for the septic system in Tanunda is far from satisfactory, and it is

causing the local board of health much concern. I understand that about three years ago the district council received information that Tanunda was high on the priority list that had been prepared. However, recently the council was told that several towns were ahead of Tanunda on that list. Can the Minister of Works say, first, how priorities for the installation of effluent drains in country towns are determined by his department; secondly, what position Tanunda holds on the priority list; and, thirdly, when plans for an effluent drainage scheme for Tanunda will be completed?

The Hon. J. W. H. COURCE: As most members know, an advisory committee is set up to advise the Minister on priorities. I will look into the matter for the honourable member, seeking the information he wants on the specific manner of allocation and on the position on the list of the town of Tanunda.

#### DARTMOUTH DAM

Mr. LAWN: Can you, Mr. Speaker, say whether you intend to accept the invitation of Sir Henry Bolte to jump in the dam and, if you do, will you give plenty of notice of the time and place so that those interested can be present to watch?

The SPEAKER: I should be delighted to accept an invitation from Sir Henry Bolte, first, to impress on him that I am anxious for him to build Dartmouth dam, provided he is prepared to assist South Australia to build Chowilla dam. If he wishes to celebrate the building of the dams, I will see to it that the honourable member and all other members of Parliament receive an invitation to come to the party at Sir Henry Bolte's expense.

Mr. McANANEY: Can the Premier say when his Government will introduce legislation ratifying the agreement to build the Dartmouth dam and whether that legislation will be declared a vital issue when it is introduced?

The Hon. R. S. HALL: Legislation is being drafted by the Commonwealth Government in consultation with the State Governments concerned, but as far as I know from my latest information (and I stand to be corrected if the Minister of Works has received other information, but I believe he has not received any) it has not been completed; therefore, it is not within the power of this Government to introduce legislation yet. Of course, it will have to be passed by the three other Parliaments concerned with the River Murray Commission, and it is not urgent to the day or the week when it is passed by this

House, as all four Governments have to pass it before it is effective. Whether it is introduced into this House as a vital issue is purely a matter for speculation at present, and the Government does not intend to say at this stage what its management of its passage through the House will be. Obviously, the Government believes that this is a matter of great importance to South Australia, and my prediction (and I believe it is the prediction of other members) is that it will pass this House. I know that, in recent months and recent years, the Opposition has said that it is committed to oppose the building of Dartmouth in the terms of the present negotiations by the Government, but I have noticed in recent weeks what I think is a change of attitude in the public statements made by the Opposition, and I believe that, when the legislation is before this House, it will pass it. However, I admit that that is pure speculation, but my speculation is that it will pass the House when the time comes, and that the great advantages this Government has been able to negotiate for in this matter will be passed on to the South Australian public. Not to pass the legislation would mean the stultification of the State, and would be a negative approach to our future development, which would consequently be severely limited.

#### GLENSIDE ROAD

Mr. GILES: Recently it has come to my notice that the Stirling council has been notified that Glenside Road will be closed. Some time ago, at a time when traffic was at its peak, the Minister of Roads and Transport visited the area where Glenside Road joins the Adelaide to Murray Bridge highway. At no stage was there any sign of congestion, even though some work being carried out on the overpass bridge on the new freeway restricted the passage underneath the bridge. People living near this section of Glenside Road now travel a short distance to do their shopping in Stirling. However, if Glenside Road is closed, they will have to travel north for some distance, across the new freeway, down Pomona Road, and back into Stirling, and this will cause them great inconvenience. If a fire ever occurred in the area, as fires usually come from the north these people would be trapped in this section and unable to get out unless some means was provided at the bottom of Glenside Road for a fence to be broken through or some other arrangement was made. As it was obvious to the Minister of Roads and Transport that no traffic problem was

caused by leaving Glenside Road open (and members of the Highways Department have admitted this), will the Attorney-General now ask his colleague to reconsider the matter of leaving this road open, for this would be much more convenient for people living in the area?

The Hon. ROBIN MILLHOUSE: I should be happy to talk to the Minister about this. However, I point out to the honourable member that those living in his district are not alone in suffering inconvenience of this type. Some people living west of Waverley Ridge in my district are in the same position, because they used to go out on to what we call the Mount Barker Road direct but now, because that road is a freeway, they cannot have this access and sometimes have to travel two miles or three miles farther up to Stirling and down again. This has been a cause of great perturbation to them and I have discussed the matter with the Minister of Roads and Transport. Of course, access to a freeway must be restricted if the freeway is to allow the free flow of traffic, and that is one of the things that must be accepted. However, I know that the Minister is most sympathetic and, if a difficulty can be avoided, he avoids it. Therefore, having some personal knowledge of the matter, I shall be pleased to discuss it with him.

Mr. EVANS: The road is very close to the point where the approach road to Stirling leaves the main freeway, from which vehicles will leave at high speeds. I can understand the department's objection to opening the road completely to ingress and egress traffic but I consider that, if a "give way" sign were erected at the bottom of Glenside Road, egress traffic from that road would be allowed to enter the approach road to Stirling without causing any real danger in the area. Will the Attorney-General ask his colleague whether "give way" signs could be erected at the bottom of Glenside Road and the road left open to egress traffic?

The Hon. ROBIN MILLHOUSE: I will refer the request to my colleague who, being always receptive of such suggestions, will consider this one seriously.

#### SCHOOL MILK

Mr. BROOMHILL: Has the Minister of Education a reply to the question I asked last week about whether she would ask the Commonwealth Government to consider supplying milk to high school children?

The Hon. JOYCE STEELE: Under the Commonwealth States Grants (Milk for School Children) Act, 1950, the supply of milk is limited to children under 13 years of age, provided that older children may be included where desirable from an administrative point of view. The only children over the age of 13 years at present participating are still completing their primary education. To implement the honourable member's scheme would require an alteration to the Act, which is due to be considered for revision at the next Premiers' Conference. The honourable member's suggestion will be considered then.

#### MOUNT BARKER HOUSING

Mr. EVANS: There is a great need for additional Housing Trust houses at Mount Barker at present. I understand that the waiting list, particularly of people who require rental houses, is long and that the small number of houses being built would need to be trebled to meet the requirements of the area. Will the Minister of Housing find out whether the trust intends to build additional houses in that area in the next 12 months?

The Hon. G. G. PEARSON: Although I cannot tell the honourable member offhand what is the position at Mount Barker, I will find out and let him know, if possible on Tuesday.

#### GREY TOWNSHIP

Mr. CORCORAN: A petition addressed to me and signed by 101 residents or nearby residents of the township of Grey in the South-East states:

We the undersigned voters and residents of the town of Grey, do humbly request you to move in the House of Assembly as soon as it is practicable that the honourable House enact legislation to change the name of the town of Grey to that of Southend. In support of this petition, we the undersigned state:

- (1) That the town of Grey has always been locally known as Southend;
- (2) That the name Southend is a more appropriate name for a seaside resort; and
- (3) That the name of Governor Grey has been perpetuated in the naming of the county of Grey.

As the Minister of Lands knows, I have previously raised this matter with him. Although I should be pleased to take appropriate action to move in this House as the petitioners have requested, will the Minister first further consider requests previously made to him?

The Hon. D. N. BROOKMAN: Although I do not recall clearly the details of the previous approach, I recall the honourable member's discussing the matter with me last year. I cannot recall the merits of the arguments involved, so I think it would be best for the honourable member to discuss this matter with me again. I do not mind personally which way the name goes, and I doubt whether it is worth occupying the House's time to discuss a problem which, though important in the district, is not really relevant to the rest of the State. The honourable member and I could go through the pros and cons, and I will examine again what the objections were to changing the name previously. After that, the honourable member can decide what action may be necessary.

#### CARRIBIE BASIN

Mr. FERGUSON: Over the years I have asked questions on the development of the Carribie Basin in the southern part of Yorke Peninsula. On July 19, 1966, I asked the then Minister of Works whether investigations on the basin had been completed and, if they had, whether the findings favoured further water reticulation on southern Yorke Peninsula. On July 28, 1966, I was told by the Minister that, with care, 1,000,000 gallons of water a day could be drawn off the basin. On August 10, 1967, in reply to a further question, the Minister said:

Present impressions of the basin are such that there seems to be little hope of developing a widespread scheme from this source, and certainly this cannot be done until a complete study has been made.

Can the Minister of Works say whether a complete study of the Carribie Basin has been made and, if it has, will he bring down a report to the House?

The Hon. J. W. H. COUMBE: As this is a subject of great interest to me, I will see where the discrepancy has occurred and what is the present position.

#### CITRUS MARKETING

The Hon. C. D. HUTCHENS: A letter to the Editor in this morning's *Advertiser* states that when the writer was a child she could purchase a case of oranges not far from the metropolitan area for only \$2, whereas today she pays 20c for seven dry and unpalatable ones. She says that this situation has arisen since the formation of the citrus marketing organization. As I believe that her statement could be damaging to the citrus industry, will

the Minister of Lands, representing the Minister of Agriculture, obtain a report to show that good oranges are available to the public?

The Hon. D. N. BROOKMAN: I will take this question up with my colleague. Obviously, good quality oranges are available but at prices greater than those charged years ago. Regarding the other criticisms in the letter, I will refer these to the Minister and bring down a report.

Mr. BURDON: On August 12, I asked the following question:

Has the Minister considered whether he has power under the Act to disband South Australian Citrus Sales and instruct the Citrus Organization Committee to undertake all sales and marketing of citrus?

The Minister of Lands quoted a statement from the Minister of Agriculture, as follows:

I have considered my powers under the Citrus Industry Organization Act. I do not consider I have any statutory power to intervene in this matter in the way suggested by the honourable member.

Will the Minister again ask his colleague whether he has such authority and, if he has, whether he would disband the present South Australian Citrus Sales Committee and reconstitute it with members of the C.O.C.?

The Hon. D. N. BROOKMAN: Although I am not sure of the meaning of the question, I will examine it and pass it on to the Minister of Agriculture.

#### RIVER LAKES

Mr. NANKIVELL: Yesterday, in reply to my question, the Minister of Works said that there was some doubt as to Lake Albert's future if both the Chowilla and Dartmouth dams were constructed. Is the Minister of Works aware that two industries (namely, dairying, with its associated dairy produce factory, and lucerne dehydration, with its associated plant) depend on water pumped from Lake Albert? Can the Minister say whether the future of Lake Albert has been seriously considered with respect to the dam proposals on the upper reaches of the Murray River and, if it has, can he say who is to bear the cost, if any, of supplying water to these people who at present draw from the lake? Also, is it to be their responsibility and do they have any rights concerning this water, or the replacement of this water, if Lake Albert is to be drained?

The Hon. J. W. H. COUMBE: I am aware of the problem to which the honourable member has referred and of the rights of the persons concerned: their ability to continue

in operation is of great importance. Regarding the other matters referred to by the honourable member I will obtain a considered reply for him. However, I emphasize (as I indicated yesterday) the importance of this whole problem, especially in relation to Lake Albert and Lake Alexandrina, the future of both of which could be prejudicially affected.

**Mr. CORCORAN:** It seems to me not only that the building of a dam (whether it be at Dartmouth or Chowilla, or at both places) means simply that a wall is constructed and the flow of the river regulated, but also that this is the very purpose of having the weirs in the river. Although I may have missed the point the Minister made, I cannot see how the construction of these dams would have any effect on the level of Lake Albert, and I shall be pleased if the Minister will explain to me in more detail his reasons for any alarm that may exist in this matter.

**The Hon. J. W. H. COUMBE:** I will give the honourable member an off-the-cuff reply, and I can elaborate on this matter later by giving a considered reply. One of the problems concerning Chowilla originally, as would be appreciated, was that the building of that dam, involving a large volume of water to be stored there, would in turn have an effect on Lakes Alexandrina and Albert, and further studies of salinity have proved this. If Chowilla were constructed, the enormous amount of evaporation that would occur there would immediately reduce the volume of water flowing down the river into the lakes. This is the effect of what I said yesterday in reply to the member for Albert. The figure worked out conservatively by the department puts it at about 10 per cent at that end. If Dartmouth dam is built, that volume of water will not be held at Chowilla and subjected to this evaporation as well as to salinity flows that occur at times. That is a simple explanation of the matter and I hope I can elaborate on it on Tuesday next.

#### WORKMEN'S COMPENSATION

**Mr. VIRGO:** My attention has been drawn to an article in this morning's *Advertiser* stating that a building construction firm operating under two names was yesterday fined rather heavily in the court for failing to pay to the Deputy Commissioner of Taxation income tax that it had previously deducted from employees' wages. Without commenting at length, I think it goes without saying that this is a pretty despicable offence and,

because of it, a doubt has now been raised whether this builder is also failing to pay his commitment to the insurance company to ensure that his employees are covered in respect of workmen's compensation. Unfortunately, as the Treasurer knows, too many employers fail to abide by the terms of the Act providing for compulsory insurance, possibly because of the smallness of the fine applicable. Will the Treasurer, as a matter of urgency, ask one of his officers to ascertain whether the employees of these two firms are properly and adequately covered by workmen's compensation insurance in accordance with the Act?

**The Hon. G. G. PEARSON:** I missed the article to which the honourable member referred, so I am not familiar with it. However, I accept what he has said in regard to it. If the honourable member gives me the names I will certainly have inquiries made. The remark of the honourable member that too many (I think he said) employers evade their responsibility under the Workmen's Compensation Act is, perhaps, stretching the point. Although I have no positive knowledge of this matter, the number of workmen's compensation cases with which I am associated does not suggest to me that many people do not take out the requisite insurance cover for whatever reason, but I think the principal reason would be that employers wished to protect themselves against the cost of compensation that falls on them if they had no policy, apart from the fact that, in order to ensure that workmen are protected, the Act requires that the employer must take out a policy. However, I will have the matter investigated immediately, because it is important.

#### PORT PIRIE MAIL SERVICE

**Mr. McKEE:** Has the Premier a reply to my recent question about the unsatisfactory mail service between Adelaide and Port Pirie?

**The Hon. R. S. HALL:** No, I have no reply yet.

#### BERRI FERRY

**Mr. ARNOLD:** Has the Attorney-General a reply from the Minister of Roads and Transport to the question I asked on August 21 about the eventual replacement of the ferry crossing at Berri with a bridge?

**The Hon. ROBIN MILLHOUSE:** The Highways Department is investigating the justification for another bridge across the Murray

River after completion of the proposed bridge at Swanport near Murray Bridge. Investigations are in the early stages, and have not progressed to the point where a site can be nominated or construction scheduled. In the meantime, the council should approach the Highways Department if it is considering any works that may perhaps be affected by any proposed bridge crossing at Berri.

#### FARM TRACTORS

Mr. HUGHES: Has the Attorney-General a reply from the Minister of Roads and Transport to my recent question about fitting warning devices and rear vision mirrors to farm tractors?

The Hon. ROBIN MILLHOUSE: For the purpose of the Road Traffic Act a tractor is considered a motor vehicle, and the Road Traffic Board has no power to grant exemptions from the requirements to fit warning devices and rear vision mirrors to these vehicles. It seems clear that tractors, graders, and other vehicles, which travel for most of their time on roads, should be equipped with mirrors, warning devices, etc. However, there could be justification for exempting some vehicles or classes of vehicle from the requirements of the Act in relation to various items of equipment, and the Road Traffic Board has recently recommended that the Act be amended to give the board this power. A draft Bill is at present being prepared.

#### PARAPLEGICS

Mr. BURDON: Has the Attorney-General a reply to the question I recently asked about parking facilities for paraplegics?

The Hon. ROBIN MILLHOUSE: The Minister of Local Government has discussed this matter with the Town Clerk of Adelaide and this discussion indicated that the Adelaide City Council shares the same concern at the difficulties of parking by disabled people as has been expressed by the honourable member. The problem of the Adelaide City Council appears to be to reconcile the needs of the physically disabled with the other activities of a busy city. The council is sympathetic to the needs of paraplegics and other disabled persons, but believes that, with the co-operation of all concerned, alternative arrangements off the street can be found in most cases. It has therefore divided the problems of the disabled parkers into three categories.

The first relates to the working person who requires all-day parking. In these cases the council, when approached, contacts appropriate

people in the vicinity of the work place to see whether some off-street privilege can be accorded the person in question. In some cases, when the problem is brought to the attention of the employer, he can make satisfactory arrangements. The second category concerns the person who wishes to shop, conduct some personal business or visit a doctor or physiotherapist. In this case the council has set aside two parking spaces in each of five off-street parking locations (Grenfell Street, Wyatt Street, Topham Street, Light Square and the Central Market) for two hours' free parking. Although 30 people would have been entitled to use these spaces, only 10 have applied. The facilities have been used nine times to date. The council intends to be flexible as to the period of stay and numbers, according to experience.

The third problem concerns a severely disabled person who wishes to visit the doctor and who cannot move to any degree without assistance. The council generally makes special arrangements for those persons upon telephone request. The Town Clerk conferred with other capital city councils recently regarding this problem of city parking for the handicapped, and it is of interest to note that what Adelaide has done is far in excess of any assistance offered in any other Australian capital city. Melbourne is the only other city which makes any special provision. It has set aside an area in Flinders Street, near the corner of Market Street (the equivalent in Adelaide would be North Terrace near Morphett Street) where nine metered spaces are reserved for handicapped people. A maximum of 55 permits is issued annually for the occasional use of the spaces. In Hobart one person has the right to have one parking ticket a week cancelled. In other cities no special facilities are granted.

Undoubtedly, the Adelaide City Council has a great awareness of and considerable sympathy for the problems of the disabled and has gone further than any other Australian city to help them. The Town Clerk has told the Minister of Local Government that, if he is able in any particular case to assist in obtaining some alternative arrangement, he will use all his endeavours to do so. It is apparent that the Adelaide City Council is trying to help in a situation where many conflicting demands exist. Facilities exist for the handicapped, and particular situations brought to the attention of the council are treated sympathetically.

**GOODWOOD TECHNICAL SCHOOL**

Mr. LANGLEY: I believe all members of Parliament have received copies of a document concerning the state of buildings at the Goodwood Boys Technical High School. This document was circulated as a result of a meeting of the staff of that school. It has already been announced that \$87,000 will be spent in this financial year on improvements and buildings at the school, and this is welcome news. Has the Minister of Works received a copy of the document to which I have referred (if he has not, I have one for him) and, after perusing it, will he say whether any or all of the work referred to by the teachers will be carried out in this financial year?

The Hon. J. W. H. COUMBE: I have a copy, so the honourable member may keep his priceless one. I have had a look at the document; it will be further studied; and I will get the honourable member a report on it.

**YACKA BRIDGE**

Mr. VENNING: Has the Attorney-General obtained from the Minister of Roads and Transport a reply to the question I recently asked about the new bridge being constructed at Yacka?

The Hon. ROBIN MILLHOUSE: It is expected that all work on the Yacka bridge and its road approaches will be completed in early November of this year. Tentative arrangements are in hand for an official opening to be held, but firm arrangements, including the date, have yet to be decided.

**STONEFIELD SCHOOL**

The Hon. B. H. TEUSNER: Has the Minister of Education a reply to the question I asked on August 21 when I made a suggestion concerning the future use of at least part of the Stonefield Rural School, which was recently closed?

The Hon. JOYCE STEELE: At the closed Stonefield school there is a timber frame classroom and a small tool shed. It is probable that the classroom will be transferred elsewhere when an opportunity occurs, but it is proposed to leave the toolshed, which measures 14ft. x 6ft., as a shelter for the children waiting for the school bus. This should provide adequate shelter, and could easily be supervised by the parents of the children.

**THEBARTON PRIMARY SCHOOL**

Mr. LAWN: Has the Minister of Education a reply to a question I asked about two weeks

ago as to where the Thebarton Primary School stands on the list of schools to be replaced?

The Hon. JOYCE STEELE: Although I referred this matter for report, I do not have a report in my bag this afternoon. However, I will try to have a reply for the honourable member next Tuesday.

**BRAEVIEW SHOPPING CENTRE**

Mr. EVANS: Some months ago, in company with members of the Meadows council and the Road Traffic Board, I went to the Braeview shopping centre at O'Halloran Hill and inspected the shambles that exists there and has existed for some time in relation to car parking in front of the shops and in the shopping area generally. During the last week I have been approached by the Meadows council, the Braeview Progress Association and owners of business properties complaining that no action has been taken. Will the Attorney-General ask the Minister of Roads and Transport whether any action can be taken to alter the present parking facilities in the area and, if it can be, when?

The Hon. ROBIN MILLHOUSE: Certainly.

**DERAILMENTS**

Mr. VIRGO: In the Legislative Council yesterday my colleague, the Hon. Mr. Knee-bone, raised a very important matter: the matter of the committee inquiring into the derailments and the action, if any, the Government intends taking. The Minister of Roads and Transport replied briefly, saying that he had received reports from the Railways Commissioner (a) regarding the Government's intention on the Matisa car, and (b) on how the \$600,000 allotted in the Loan Estimates was to be spent. The Minister said he would provide my colleague with a further report as soon as possible. In view of the importance of this matter, certainly to members of this House and in fact to the public, will the Attorney-General ask his colleague to undertake to provide concurrently in this House any reports on the matter that are supplied to the Legislative Council?

The Hon. ROBIN MILLHOUSE: I should think the interest of the public would have been properly served had the report been made available in the other place. It would receive adequate publicity.

Mr. Virgo: I think the people regard this as being the popular House.

The Hon. ROBIN MILLHOUSE: We will not argue that at the moment. As I appreciate that members in this place like to get information at the same time as members get it in another place, I will certainly relay the request the honourable member has made.

#### DARLING WATER

Mr. McANANEY: About a fortnight ago the Minister of Works was good enough to supply me with information about the discharge from the Darling River, which was 670,000 acre feet a year. As this would be insufficient water even to cover evaporation of Chowilla dam (if we had it) and would not be even enough water to keep the worms going for many months of the year, will the Minister obtain for me figures for the average flow in the Murray system for the last 10 years and figures for the flows in any tributary (or in the Murray River itself) with an annual average over 500,000 acre feet.

The Hon. J. W. H. COUMBE: I will try to get the information for the honourable member as soon as possible.

#### PORT PIRIE SEWERAGE

Mr. McKEE: No doubt the Minister of Works is aware that some areas of Port Pirie have a very high water table. I believe that the only satisfactory drainage scheme would be an effluent drainage scheme, which might be more costly than sewerage. In view of this, and in view of the fact that it would be completely out of the range of councils to finance such a scheme, will the Minister take up with the Minister of Local Government the possibility of making money available to local government to carry out this urgent work?

The Hon. J. W. H. COUMBE: I will look into the matter for the honourable member.

#### KEITH SCHOOL

Mr. NANKIVELL: Has the Minister of Works a reply to a question I asked on August 14 about current drainage proposals for the Keith Area School?

The Hon. J. W. H. COUMBE: A scheme was prepared for drainage improvements to the Keith Area School, involving a comprehensive system of soakage bores and underground storage tanks. Because of the high cost of this proposal, it was decided to defer the work and re-examine requirements in light of observations of the performance of the existing drainage system over the past winter months. These observations, together with other technical

investigations, have indicated that the original scheme can be suitably modified and reductions in cost achieved. Current proposals are for a reduced number of soakage bores and only one underground storage tank to be provided. The present scheme also incorporates additional pavements and associated new drainage works, which represent the major portion of the work. The documents are currently being revised for tender call.

#### SCHOOLTEACHERS

Mr. BROOMHILL: I noticed with interest a recent newspaper report that states:

Referring to a meeting of M.P.'s and teachers in Jamestown on Monday, Mr. Venning said: "I don't consider there is any crisis in education. Generally speaking, teachers are well satisfied with the wages they are receiving." What they wanted was some help with the menial tasks in schools, he said, and accommodation for country teachers equal to that in the metropolitan area.

As I understand the member for Frome was present at the meeting referred to, will he say whether he believes that the attitude of the teachers present at the meeting was correctly stated by the member for Rocky River (Mr. Venning)?

The Hon. R. S. Hall: This is not political!

The SPEAKER: Does the honourable member for Frome desire to reply?

Mr. CASEY: Yes. Apparently the front bench is a little incensed when the truth has to be explained fully to all concerned. Both the member for Rocky River and I were present at the meeting to which the honourable member has referred. The newspaper report concerns the previous evening's debate in this House and, unfortunately, I was not in the Chamber when the member for Rocky River made the statement referred to in the report, because, on doctor's orders, I was in bed, having suffered an attack of influenza. However, on returning to the House, I looked through the *Hansard* report of the speeches of that day and was surprised to read the statements made by the member for Rocky River about the meeting at Jamestown. He said that 40 teachers attended the meeting, whereas actually there were 55 present. Over the last few days teachers, not only from my own district (and they were present at the meeting) but also from the honourable member's district, have telephoned me. These teachers were extremely incensed when they read the report in the *Advertiser* of Monday, August 21, and they repudiated the statements made by the member for Rocky River.



They are at a complete loss to know how Mr. Venning could have, as they have put it, come to a conclusion that is a completely erroneous view of their feelings.

The Hon. D. N. BROOKMAN: On a point of order, Mr. Speaker, is the honourable member in order in carrying on what seems to be a controversy that began during the Address in Reply debate?

The SPEAKER: Order! The member for West Torrens asked the member for Frome a question. I asked the honourable member whether he desired to reply, and he has been replying. The member for Frome is in order in continuing his reply unless objection is taken. If objection is taken he cannot proceed further. Does the honourable member desire to continue?

Mr. CASEY: Thank you, Mr. Speaker. I am merely relaying the view expressed to me by teachers who attended the meeting. If the Minister of Lands wants to take offence, I suggest that he ask the member for Rocky River whether the honourable member has received from the teachers present a letter in similar terms to what I have said. At the meeting the teachers expressed the opinion that there was a crisis in education.

The SPEAKER: Order! The honourable member cannot debate the matter.

Mr. CASEY: No, Mr. Speaker. I am merely stating what the teachers said at the meeting.

The SPEAKER: The honourable member cannot debate the matter, even if it was mentioned.

Mr. CASEY: The subject of salaries was not mentioned at the meeting, although it was referred to by the member for Rocky River. I understand that a letter was sent to the *Advertiser* expressing the teachers' concern about the statement in the newspaper attributed to the honourable member. I am extremely surprised that this letter has not been published and I sincerely hope that the newspaper will correct the omission.

Mr. VENNING: I ask leave to make a personal explanation.

Leave granted.

Mr. VENNING: The report of my remarks that appeared in the *Advertiser* last Thursday was taken out of context. If my complete address had been published in the press, the inference drawn by the readers would have been totally different.

Mr. Jennings: It would have been incomprehensible.

The SPEAKER: Order! The honourable member has leave to make a personal explanation and he must be heard in silence.

Mr. VENNING: My remarks in this House expressed in detail exactly how I viewed the situation at the meeting at Jamestown. True, I have received a letter from the Secretary of the North-Eastern Teachers Association, and I have replied stating that, when members of that association receive their copies of *Hansard* and read the report of the whole speech in the House, they will see that I am very sympathetic to their cause and that the part published in the *Advertiser* was singled out as one sentence without giving the full details of my speech.

#### ALMA ROAD

Mr. FREEBAIRN: Will the Attorney-General ask the Minister of Roads and Transport when the department intends to seal the main road between Alma and Tarlee, which links the famous House of Assembly Districts of Gouger and Light?

The Hon. ROBIN MILLHOUSE: Certainly.

#### SOUTH-EAST WATER

Mr. RODDA: A report in this morning's newspaper, referring to a South-Eastern water find, arises from a report by the Commonwealth Scientific and Industrial Research Organization and states that it is possible to irrigate about 350,000 acres by using the water beneath the Gambier Plain and an area of Victoria adjacent to South Australia. It also states that even larger areas could be irrigated by using water that is now discharged into the sea. Can the Minister of Works say what progress is being made by the committee that he appointed to examine the water resources of the South-East, and can he comment on the newspaper report?

The Hon. J. W. H. COUNBE: I read the newspaper report with much interest and I shall be pleased to obtain a copy of the C.S.I.R.O. report and have the information examined as closely as possible. If the statement is correct, the Gambier Plain, which is in both Victoria and South Australia, may have great significance for South Australia, particularly the South-East. Money has been voted for investigations to be undertaken by the State Government in the South-East, a little to the west of the area to which the honourable member has referred, and those investigations have commenced. They are being carried out by the Engineering and Water Supply Department

and the Mines Department, with the co-operation and assistance of C.S.I.R.O., the Commonwealth Bureau of Meteorology, and Flinders University. It is too early to give a definite indication of the results of this work, which must be done thoroughly, and I have approved a fairly long range plan of operations and complete assessment that may take several years. However, reports that I have show great promise as to the quantity of water available. When the assessment is complete, the use to which the water can be put will be considered. I assure the House that the work is proceeding expeditiously.

Mr. HURST: The Minister will be aware that the Land Settlement Committee interests itself in drainage problems in this area. Will he be good enough to make available to the committee a copy of the report by the C.S.I.R.O. on the water basin in the South-East?

The Hon. J. W. H. CUMBE: Although the C.S.I.R.O. is not a State Government instrumentality, I will try to obtain a copy of the report for the committee.

#### MODBURY INTERSECTION

Mrs. BYRNE: The Attorney-General, on August 14 last year, when replying to a question I had asked, stated:

The Minister of Roads reports that the design of the intersection of the Main North-East Road with Montague and Golden Grove Roads is proceeding. The survey has been completed and acquisition of land commenced for the associated approach length of the Main North-East Road. It is expected that construction will be commenced toward the end of 1969.

Will the Attorney tell his colleague that this intersection still causes much concern to motorists and, whereas at present construction work is expected to commence toward the end of 1969, will he obtain a report on the possibility of commencing this work sooner?

The Hon. ROBIN MILLHOUSE: I will tell my colleague about the honourable member's comments, and get a report.

#### FRUIT JUICE

Mr. GILES: Two sections of primary industry, namely, the orange industry and the apple industry, are likely to have surpluses soon. It is estimated that Waikerie and Renmark will shortly each grow 2,000,000 bushels of oranges a year. The apple industry also faces the position of having a small surplus which, we hope, may be used for juice. Will the Minister of Education consider

providing fruit juice to schoolchildren under similar conditions to those under which milk is supplied now?

The Hon. JOYCE STEELE: The suggestion is interesting but I imagine that there might be difficulty in implementing it. However, I will have the matter considered to find out what can be done.

#### AMERICAN RIVER CAUSEWAY

The Hon. D. A. DUNSTAN: Has the Attorney-General, representing the Minister of Roads and Transport, a reply to my question of August 19 about the construction of a causeway over American River, on Kangaroo Island?

The Hon. ROBIN MILLHOUSE: Investigations are in hand in connection with a possible crossing of American River. Possibilities under consideration are a bridge, a causeway with suitable navigation opening, and a ferry. While investigations are not at an advanced stage, it appears that the cost of a bridge or causeway will be about \$500,000, and a crossing would shorten the distance from Kingscote to Penneshaw by about two miles. At present, the traffic volume that would benefit from a crossing is about 100 vehicles a day. Considerably more investigation, involving possible scouring and silting near the wharf at American River, model tests, and the practicability of ferry operation in this exposed location, will be necessary before the scheme can be finalized.

#### KADINA HOUSING

Mr. HUGHES: Has the Minister of Housing a reply to my recent question about a housing survey at Kadina?

The Hon. G. G. PEARSON: The General Manager of the Housing Trust states that the trust has approved the erection of four rental-sale houses at Kadina, and arrangements have been made with the Chairman of the district council for a survey of the current demand to be carried out on September 25, 1969. Schoolteachers will be considered, together with other applicants, when houses become available.

#### COMTEL INTERNATIONAL

Mr. BROOMHILL: On July 1, the Leader of the Opposition asked the Attorney-General a question regarding a company known as Comtel International Proprietary Limited. As the company went into liquidation over 12 months ago and as a substantial sum is owing in wages and holiday pay to the company's

employees, will the Attorney-General look into this matter? If the matter cannot be cleared up quickly, will he see that this period of delay in respect of wages and holiday pay for employees does not occur in the future?

The Hon. ROBIN MILLHOUSE: I have written to the Leader on this matter and, although I do not have all the details in my head, I assure the honourable member that there has not been any undue delay.

Mr. Broomhill: It's over 15 months now.

The Hon. ROBIN MILLHOUSE: The honourable member is always so anxious to argue when one is speaking even though he has no idea of the facts. When the Leader receives my letter (probably tomorrow) setting out the situation, he will see that there has been no undue delay.

#### GOOLWA CROSSING

Mr. McANANEY: During holiday periods many vehicle have to wait at the Goolwa to Hindmarsh Island ferry. Several years ago I suggested that a large punt be constructed, but the Highways Department said that that would not be feasible. Even though the Minister has announced that a bridge will never be built at the Hindmarsh Island to Goolwa crossing (although such a bridge would seem logical), it is necessary that something be done. Will the Attorney-General, representing the Minister of Roads and Transport, ascertain whether an investigation has been undertaken into the cost of a bridge at this point, and, if it has not, will he ascertain what footings would there be for the bridge so that the cost could be determined?

The Hon. ROBIN MILLHOUSE: I shall be happy to obtain a report.

#### BRANDS ACT AMENDMENT BILL

Second reading.

The Hon. D. N. BROOKMAN (Minister of Lands): I move:

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

This is a Statute law revision Bill designed to enable the Brands Act and its amendments to be incorporated. Clause 2 corrects an error in the Twelfth Schedule of the principal Act. In Division No. 2 of the divisions for sheep districts the description of the boundary includes the passage, "thence northward to the 30th degree of longitude". It is obvious that the reference to the 30th degree of longitude is inaccurate, because the word "longitude" should read "latitude", as in the Eleventh

Schedule. Accordingly, clause 2 substitutes the passage, "thence northward to the 30th degree of latitude".

Clause 3 repeals section 7 of the Brands Act Amendment Act, 1955. That section was a transitional provision inserted in the principal Act to give protection to mortgagees who held liens over stock and wool, then branded with black branding fluids. Since the wool then held in stock would have now been disposed of and all sheep subsequently branded annually with purple branding fluids prescribed by regulations under the Act, it is considered that section 7 of the Brands Act Amendment Act, 1955, has fully served its purpose, and its retention is not necessary. The power to prescribe colours of paint brands already exists in section 68 of the principal Act, as amended by section 6 of the Brands Act Amendment Act, 1955.

Mr. CASEY secured the adjournment of the debate.

#### RAILWAYS STANDARDIZATION AGREEMENT (COCKBURN TO BROKEN HILL) ACT AMENDMENT BILL

Second reading.

The Hon. ROBIN MILLHOUSE (Attorney-General): I move:

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

Members will recall that on October 2, 1968, an agreement, regarding the construction of a standard gauge railway between the border of this State and Broken Hill in New South Wales, was entered into by the Government and the Governments of the Commonwealth and New South Wales. This agreement was subsequently ratified by this Parliament by the Railways Standardization Agreement (Cockburn to Broken Hill) Act, 1968.

Under arrangements made pursuant to that agreement the South Australian Railways Commissioner is responsible for the construction of the permanent way and the operation, control, and management of the railway after that construction is completed. Since, in this matter, the powers of the Commissioner will have to be exercised outside the boundaries of this State, it is necessary that provision be made in the laws of New South Wales giving the Commissioner the appropriate authority to operate, control, and manage the railway.

By the Broken Hill to South Australian Border Railway Agreement Act (Amendment) Act, 1969, of New South Wales, which was assented to on April 9, 1969, the necessary

powers have been conferred on the Commissioner, and it now remains for the law in this State to be amended to ensure that the Commissioner has, from the point of view of this State's law, sufficient power to do all the things in New South Wales he is authorized by the law in that State so to do.

Clause 1 is formal. Clause 2 inserts in the principal Act a new section 4a which at subsection (1) confers on the Commissioner the right to operate, control, and manage the railway. At subsection (2) the extent of the Commissioner's powers in relation to operation, control, and management of the railway are set out in similar terms to those by which the powers are vested in the Commissioner under New South Wales law. In substance, in the operation, control, and management of the railway the Commissioner will have the same powers as he has in the operation, control, and management of the railways in this State.

Clause 3 gives power to the Governor to make regulations providing for specific charges in connection with the operation, control, and management of the railway since such charges are authorized under the New South Wales legislation.

Mr. VIRGO secured the adjournment of the debate.

### LOAN ESTIMATES

In Committee.

(Continued from August 27. Page 1296.)

Other Capital Grants and Advances,  
\$15,700,000.

The Hon. D. A. DUNSTAN (Leader of the Opposition): I refer to the line "Festival hall". It is essential that we do not make mistakes in relation to this building that have been made in several other places. The design of the building that has been published has several unsatisfactory features about it. The first is that it is not an open-end design, that is, it does not do the things that it was reported to us it was necessary to do in a building for the performing arts in South Australia. A considerable sum was spent to find out what we should do in the building.

It would be absurd to erect a building simply as a building: it must be functional and it must serve the best interests of the community in providing maximum use for the benefits that South Australia is to derive from the expenditure of that money. Before any form of building was recommended to the Government (when it was agreed that the Carclew project was unsatisfactory, following evidence

to the Lord Mayor's Cultural Committee), Mr. DeGaetani made an exhaustive survey of the needs of performing arts activity in the metropolitan area and in South Australia as a whole. He pointed out that it would be vital for us to provide a number of integrated facilities in order to have something that was satisfactory and workable.

In his report he made it clear that it would be inadequate to have a building that was simply a large concert hall with variable uses for large-scale productions, because this would do little other than provide a home for the Adelaide Symphony Orchestra, and would do little to provide for the indigenous performing arts. In this, Mr. DeGaetani was expressing the same views as have been expressed by the Business Manager and Administrator of the festival and by its Director, Sir Robert Helpmann. They are that if we are to continue with a festival in South Australia it must be the culmination of the artistic life of the local community, and that a festival cannot continue to succeed if its basis is to drag here from elsewhere people who are highly paid entertainers and for us to have a cultural orgy in what is otherwise a cultural desert.

The Hon. Robin Millhouse: Steady on, that's a bit rough.

The Hon. D. A. DUNSTAN: If the Attorney-General is getting so aerated about this, I suggest that he read the words of Mr. DeGaetani: they are his words, not mine. Mr. DeGaetani was the former Manager of the Lincoln Centre and was the person recommended by the Lord Mayor's Cultural Committee to be brought here to examine this matter. Obviously, members of the Government have not read the report. What came out of the report quite clearly was the fact that we would need a permanent and satisfactory home for a South Australian theatre company. Such a home exists elsewhere in smaller cities than our own, but we have none here. It is not satisfactory that a South Australian theatre company should seek to use at certain times the teachers college (which has quite grave limitations in design, by the way), the Union Hall at the university, or such other places as it can get around the suburbs; it needs a home of its own.

In addition to this, it needs places in which the necessary training in theatrical work can go on, and it has to be closely allied to tertiary institutions in the metropolitan area.

Further, we need an uncommitted experimental space which will be available for a whole series of different performing arts activities. We need this space for children's theatre, theatre in the round, chamber music, small-scale dance and drama, and the like; and this has been the case in a number of other theatrical complexes elsewhere. It is the sort of thing that has been provided in those successful performing arts complexes which have been set up in the United States of America and which are functionally efficient. However, that is not what is proposed here.

What is proposed here represents only one of the features that were recommended by Mr. DeGaetani (a multi-purpose hall, and it is a multi-purpose hall without the variable seating recommended by Mr. DeGaetani). So the Government is providing an auditorium for a fixed large-scale audience and it is committing its use only to such things as would be economic within it, such as the use of the hall for symphony concerts, for visiting performers such as the Beatles, and for visiting musical comedy, opera and ballet. But every one of these things, apart from the symphony orchestra, will concern provision for a company from elsewhere to use facilities in Adelaide. In other words, what is being provided is, on a larger scale, the same sort of thing provided at Her Majesty's Theatre.

True, some opera performances are not economic at Her Majesty's Theatre, because the size of the audience is too small. I am not suggesting that we should not have a large-scale multi-purpose hall with a bigger audience than can be provided either at Her Majesty's Theatre or at the town hall. I think that is an essential part of a total performing arts complex. However, it distresses me to find that the variable seating capacity recommended by Mr. DeGaetani, so that smaller-scale productions could be put on there, has not been incorporated in the plan. Secondly, there is no open-end planning for the development of the other facilities which really are basic to us.

What we shall get is something that is used for symphony concerts and occasionally for some other production, but otherwise we will have an asset standing there upon which we will be paying interest and which will be dark for a period. Smaller-scale productions within it will not be possible. This, it seems to me, is quite the wrong way to go about it. We could get the total complex functionally and efficiently without a great expenditure of money.

The second thing that is disastrous about the design is that the design itself from a theatre-working point of view is inefficient, despite all the warnings that have been given. The Carclew design was put to one side when it was pointed out that we really had to start planning something of this kind from the inside out and not from the outside in. One does not go ahead, as in the case of the Sydney Opera House, and design the outside and then worry about what is to take place inside it. One has to get something that is functionally efficient in theatrical terms, and this design is not efficient in theatrical terms. The workshop area and the movement of materials on and off the stage are inadequately planned. The workshop area is far too small, and it is not workable for numbers of theatrical performances which ought to be put on in a theatre of this kind.

People involved in the theatre have already protested bitterly about this particular factor. The design in itself is something that needs much closer examination. Numbers of theatrical producers have criticized the sight lines from the front. Numbers have pointed out that the stage facilities are not sufficiently flexible and that we have not provided sufficiently in the design before us at the moment for thrust stage performances but have limited ourselves almost entirely to proscenium arch performances. If we are to get a multi-purpose hall, we must have it adequately flexible and workable. We have some pretty ghastly examples of utterly unworkable stage facilities in South Australia now. At the teachers college the cyclorama (which, for the benefit of members opposite who may not be familiar with this, is a flat or curved space at the back of the stage used to throw light in order to get a sense of depth) is the back wall of the stage.

Mr. Rodda: The member for Eyre told us something about that.

The Hon. D. A. DUNSTAN: I am glad that he did. The cyclorama at the teachers college is the area at the back of the stage (the back wall of the stage) and, in order to get from one side of the stage to the other while using the cyclorama, one has to go downstairs, outside to the back of the theatre and around the other side, and then up again.

The Hon. J. W. H. Coumbe: There is an underground.

The Hon. D. A. DUNSTAN: I know, but it is extremely awkward.

The Hon. J. W. H. Coumbe: I appreciate that.

The Hon. D. A. DUNSTAN: Naturally enough, as someone who for some years was secretary of the professional body of those people who have to work stages of this kind, I have had some bitter things said to me by people who have to try to work on stages in South Australia about the lack of planning shown so far.

Mr. Clark: A first-class secretary!

The Hon. D. A. DUNSTAN: I looked after my members all right. The Public Buildings Department stages, which have been put up in numbers of institutions in South Australia (they have been erected in schools, at the McNally Training Centre, and at the Adelaide Gaol), are all sheerly unworkable in stage terms. It is obvious that the designers know nothing about the working of a stage. In this particular instance there has not been adequate planning and the design of the building is defective. Nor is it clear to us that we are going to be able in this building to use the most modern of theatrical devices about which Sir Robert Helpmann gave evidence to the Lord Mayor's Cultural Committee, because we do not know yet what is to go into this building.

What provision is there in the planning of the building for use of the latest electronic devices in lighting? If we do not make provision in this building for the use of these devices, then we will be tying ourselves to a form of production which in manpower costs is very much higher than it ought to be and very much less efficient.

Let us turn to the third thing involved here. It is by no means clear what the total cost of this proposal will be and what is to be done about the replacement of the buildings on the site. What is the Government's commitment in relation to those people now using the City Baths? Are the swimming clubs using those baths to have no other provision made for them than the new centre in the north park lands—because that will have heavy use from other directions? That was to be the central home for the South Australian Swimming Association and, if it is to be the central home for that association, it is difficult to provide for the clubs that are now using the City Baths.

What will be the cost of demolition of the City Baths, and how is that incorporated in the cost of this proposal? What will be the cost to the Government of replacing the Railways Institute? How and where will it be done? What will be the cost to the Government of replacing the immigration hostel?

Again, how and where will that be done? What will be the cost to the Government of the ancillary facilities necessary for this particular design? Is the provision of the plaza and the car parking facilities to be included in the total cost as projected by this first provision in the Loan Estimates? What further facilities for car parking will there be? The provision proposed for car parking for this particular facility is quite inadequate to cope. Whereas the site recommended by Mr. DeGaetani was in close proximity to major car parking facilities built for daytime use in the city of Adelaide but available at night, the present site is quite a long way from parking facilities, and it will be necessary to provide them much closer to the site. Indeed, the performing arts complexes erected in Los Angeles and Atlanta both have as their foundation extensive car parking facilities. But here there is no proposal for a park to accommodate a sufficient number of cars. All these questions require answering, and so far we have had no answers. I should be grateful if the Minister of Works could give me some.

The Hon. J. W. H. COUNBE (Minister of Works): I have listened to the Leader's comments about the festival hall, which interests members in this Chamber and the public of South Australia. The Leader is probably aware that the whole matter of the site and the proposed hall was investigated by a special committee set up under the chairmanship of the Director of the Public Buildings Department (Mr. Dunn). It comprised a representative of the Adelaide City Council and another member. Its charter was, first, to see whether the proposed site could be used and, secondly, to examine the feasibility of it and the likely cost of its development: in other words, to see what could go on it and what this would be likely to cost.

It was reported that the site could be used and that a building could be put on it of a certain size and with a certain number of seats. Shortly after this, I went overseas on another project and was accompanied on that occasion by Mr. Dunn himself. Whilst overseas, we took the opportunity of seeing some of the theatres to which the Leader has referred, including the one at Los Angeles, which is a magnificent theatre in many respects; it made my mouth water. The only hitch was that it cost probably even more than the Sydney Opera House will cost.

The Hon. D. A. Dunstan: No; it cost only a fraction of that—\$58,000,000. We see what good planning can do compared with bad planning.

The Hon. J. W. H. COUNBE: Here, we are trying to get good planning, and we are not talking in terms of that kind of money. Subsequent to this, the Town Clerk of Adelaide, with a party including an architect, went abroad, on the motion of the Adelaide City Council and at its expense. Apparently, they investigated a large number of these facilities, both in Europe and in the United States, and on their return they set to work to draw up some plans. One comment freely made was that the site selected on the banks of the Torrens River was one of the best sites they had seen in the world for a setting for a festival theatre.

I have seen the one in London, the Royal Festival Hall. It is adjacent to the Thames, certainly, and it is a different size and a different complex, with three theatres in one. I took the opportunity to see the various facilities to which the Leader has referred. In my opinion, that complex is completely inapplicable to Adelaide, because of its size and because of the number of people who are available to attend it as patrons, not only from London and England generally but also from the rest of Europe. So we are in the position of being told that our site is one of the best in the world.

The Adelaide City Council and the architects set to work to draw up a plan. I have seen the plan and I take it the Leader, too, has seen the plan, and the model and drawings of the concept. I think it is rather an exciting concept—the way it is laid out and the view that patrons will have of the river before going into the theatre or at interval time. People will be able to use the restaurant there when the theatre is not being used and they will get a magnificent view over the river and its environs. This plan was designed not by the Public Buildings Department but by the consultant architects to the Adelaide City Council.

There were one or two things specified (and these things had Government endorsement) in regard to the original feasibility study that was undertaken under the chairmanship of Mr. Dunn. One was the multi-purpose facet of the whole undertaking. It was decided that there should be some car parking space available either at the site or adjacent

to it, and that we should take advantage of this site not only from the architectural and cost point of view but also from the point of view that certain facilities should be incorporated in it. In the upshot, in the plan produced (perhaps the Leader has noticed this) provision is made for extra facilities as they can be developed, either immediately adjacent to the building or inside it. The Leader referred to the seating capacity. I have not the figures here, but I know he approves of the idea of the Continental seating system (which is not in general use in Australia but with which he no doubt is familiar and which I have seen) whereby instead of the usual aisle method the seats are set out with more spacing between the rows of seats. The benefit of this seating system is that it is possible more quickly to empty a theatre in normal use, and particularly in case of emergency.

This Continental type of seating whereby people, instead of flowing to the rear of the theatre when it is emptying flow to the sides, is in operation in Los Angeles. This makes it easier from an architectural point of view. This is incorporated in our ideas here. I agree with the Leader that there are many stages in South Australia that lack the facilities they should have. The points of criticism he has made I shall be glad to take up, on behalf of the Government, with the Adelaide City Council and the architects concerned to see, first, whether they are valid (I take it they are) and, secondly, whether they can be met. I have not received these objections, but I will see that they are referred to the right quarter and I will see also whether something can be done about them. I stress, however, that the important thing is that at last, after eight or 10 years of delays, we seem to be on the road. There will be a Festival of Arts next year and it is planned that the festival hall will be opened in time for the 1972 festival.

An important part of the planning is that the hall should be open and in use for a large part of the year. This multi-purpose hall will be used not only for theatrical purposes but also for school choirs, concerts and conferences; because Adelaide today is attracting more and more conventions, there is a need for a large convention hall. I do not have at hand details of the cost associated with all these matters, the details regarding the administration of the swimming club, the cost of demolishing

the old pool, the cost of replacing the Railways Institute and the provisions for car parking, but I will obtain information on the points the Leader has raised and make it available next week.

Mr. VIRGO: Like the Leader, I have not been happy with what has been said in the House over the last 12 months about the festival hall and, after listening to what the Minister has said today, I am no happier that we are doing the right thing. I think the Minister is too excited by the whole concept of the scheme.

The Hon. J. W. H. Coumbe: You don't excite me.

Mr. VIRGO: I can assure the Minister that his description and offering would not have excited anyone. The reason the festival hall is not to be built behind Government House is that Don Dunstan wanted it there: it is as simple as that. Anything the Leader proposes has got to be opposed by the Government. The Minister has already admitted that the Government does not know what the hall will cost, nor does it know where cars will be parked and what will be done about the question of the Railways Institute. I have frequently asked questions about the Railways Institute, the Railways lecture room, the Railways R.S.L. hall and the immigration hostel, but none of these questions has ever been answered.

I fear that we are ploughing money into something that will be as much a mistake by this Liberal and Country League Government as Carclew was a mistake by the former L.C.L. Government. Unfortunately, the Government is determined to proceed and to open the hall for the 1972 festival so that the Labor Government that will then be in office will not be able to undo the mess that has been created. In his statement on the Loan Estimates the Treasurer said:

I would point out that the Government also must provide for the indirect costs in supporting the festival hall proposal. It will be necessary for the Railways Department to move certain buildings to clear the hall site and to make arrangements for replacement buildings.

Does this mean that the Railways Department will have to do it? I hope the Minister will clearly answer this and other questions I have asked on this matter. About three weeks ago this House carried by the slenderest majority a motion approving the principle of the M.A.T.S. plan. However, when I asked for proof from an engineering viewpoint of the

feasibility of the underground railway curve as outlined in the M.A.T.S. plan if this building is proceeded with, such proof was not forthcoming. The plain fact is that the underground railway has either to go under the festival hall or under Government House grounds, so that the curve can be produced. These questions must all be answered before any further steps are taken in relation to the hall. I have no objection to \$700,000 being put aside, but I hope that it will not be foolishly spent on a project that will not satisfy the needs of the people for whom the performing arts centre is designed to cater.

Mr. EVANS: I have already mentioned by way of question the desperate need for more Housing Trust houses in Mount Barker, and I point out that there is a similar shortage at Echunga. Because Mount Barker is within 40 minutes of the city by motor car, encouraging people to live there can be regarded as decentralization. I recently brought to the trust's notice the case of a young woman who had lost her husband as a result of a car accident; she has three children under five years of age, but there is no house available for her in Mount Barker. I believe that the trust should build houses throughout the State and not confine its activities to a few centres.

Regarding the loan to the Electricity Trust of South Australia, I point out that the trust's policy of taking deposits from people (which is more or less a loan) and paying only 4 per cent is wrong. If it is a new account, and if the trust is genuine in its approach and wants money as a guarantee, it should pay at least the normal rate that is charged for a bank overdraft. It is wrong that the trust should allow these people only 4 per cent as it does today. The rate should not be specified, but should be the normal overdraft rate charged by the trading banks for each year that it is left there. It is all very well for the trust to say that these people have to lodge a deposit to guarantee that their account will be paid. They are charged not only a deposit at the rate of the highest previous quarterly account for that business: if it is an existing business that has been purchased by a new proprietor, the trust adds 50 per cent, which is wrong. It should only have to guarantee the amount of the highest previous quarterly account. I mention this so the Minister will realize that I believe this situation is unjust. At times people may have to take



out an overdraft to pay a deposit in order to obtain a service that has a monopoly, and they do not even receive a similar rate of interest in return.

Mr. ALLEN: I should like to comment on the line "Natural Gas Pipeline Authority of South Australia". Most members are aware that construction of the natural gas pipeline has now been completed. I pay a tribute to the contractor, Bechtel Pacific Corporation Limited, which was responsible for its planning. The line runs through my district, and during its laying I had much to do with this company, which co-operated in every possible way with landowners. Naturally, several landowners were not happy about the pipeline going through their properties; they therefore approached me and I took up the matter with the company. It did everything possible to please the landowners, even to the extent of grading off the top soil in certain cases and ensuring when the line was completed that the top soil was put back on top again so that no subsoil clay would be left on the top. It also went to no end of trouble with fences, and no complaints were received about straying stock because the fences were always secured at night.

Regarding noxious weeds, I point out that the company went through an area where hoary cress was prevalent, and it always hung notices on fences instructing workmen to clear their graders and machines of all earth and seeds before entering anyone else's property. The company went through my area in December and January, which is, as honourable members would realize, the height of the fire season. Many landowners were worried that welding might be carried out even on fire-ban days. They approached me in this regard, and I took up the matter with the company, which went to no end of trouble to contact the councils and the fire controllers in the area. It provided water carts and everything possible to minimize the fire danger, and I am pleased to say that to my knowledge there was no evidence of any fires commencing as a result of the operations being carried out on the pipeline. In some instances the company even helped to quell any local outbreaks that started. I place on record not only my appreciation of this company but also that of the landowners in my area through whose properties the pipeline has been laid.

Mr. JENNINGS: It was nice to hear those fulsome praises from the member for Burra. However, he did not bother to refer to a few

people worthy of praise. For example, he did not refer to the Government that undertook the negotiations without which we would not have had the pipeline. He spoke about the pipeline's going through his district but, had members on his side had their way when they were in Opposition, when they played politics over this issue by saying that the pipeline should serve all the gulf towns, it would not have gone through his district. Had his Party had its way, we would not have had natural gas at all, because it would have been so expensive that it could not have competed with electricity. One member of that Party wanted to refer the matter to the Public Works Committee, and that would have meant a delay of 12 months to 18 months.

Provision is made for 896 houses to be built under the rental-purchase scheme, and a fairly large sum is provided for ordinary rental houses. I realize that the Minister of Works is less able to give me information on this matter than is the Minister of Housing. For some time I have believed that people taking advantage of the so-called rental-purchase housing scheme have received great benefits not received by people occupying houses under the ordinary rental scheme. Admittedly, people buying houses under the rental-purchase scheme pay only a small deposit and can build up only a limited equity over a period in the place they are nominally purchasing. However, they are building up an equity, no matter how small it is. Also, they have an interest in the place beyond the interest that an ordinary tenant has in a rental house. I believe this means that they take greater pride in the house than do tenants of ordinary rental houses. When these people make their rental-purchase payments, they generally do not pay any more than people pay as ordinary rent. I have had much to do with people in my district who have embarked on purchasing a house under this scheme.

Usually they are young people who have realized they must make a slight sacrifice, even to the extent of not getting all the furniture they want until later, to purchase a house, and this is a sacrifice a person going into a rental house does not usually choose to make. If this programme could be extended, perhaps to compete more adequately with the ordinary rental system, I believe it would be in the interests of the Housing Trust as well as of those people whom we can call the purchasers. I hope the Minister will refer my views on this matter to his colleague.

Although I realize that to some extent this is bound up with the internal financing of the Housing Trust, I should think that the rental-purchase scheme would be to the benefit of the trust's finances because, even if the trust receives only \$100 or \$200 immediately, it is immediately improving its income, and that does not happen in the case of a rental house.

Line passed.

Miscellaneous, \$2,130,000.

Mr. EVANS: I refer to the line "Education Department—School Buses". In the last few months I have made an approach to the Education Department in relation to transport which I believe and the people of the area believe should be made available in the Ironbank, Cherry Gardens and Upper Sturt area. I refer to this now because, apart from asking questions, this may be my only opportunity during the next 12 months to do so. This area comprises steep, hilly country, and is not served by public transport. I believe that many members of this Chamber could not even drive a car satisfactorily over many of the roads in the area. These children are expected to ride bicycles or walk long distances to the school, but they do not quite qualify for a school bus. In the area I have mentioned, and because the area experiences adverse weather conditions, the department should stretch a point and make a bus available, even if it meant a subsidy from the parents, who are willing to subsidize the operator of a small bus. The department is shirking its responsibilities by sticking to the last letter of a regulation and not supplying this service to this group of children who live in an unusual set of circumstances and in rugged terrain. I hope the Minister notes my remarks and goes to the trouble of having one of her officers inspect the area to see whether this service is warranted.

Mr. GILES: I draw attention to the line "Produce Department—Buildings, Plant, etc." A cold storage plant is needed at Port Adelaide, as fruit sent overseas must be got down to a certain temperature before it can be loaded on to freezer ships. As the cold stores in the Hills are some distance from Port Adelaide, fruit must be pre-cooled in the Hills cold stores and taken to Port Adelaide for loading. If a cold store were built at the Port Adelaide wharves, fruit could be brought down at any time, put into the cold store, and loaded in a cold condition when a ship arrived. This

would ensure its arrival at its destination in a better condition. I ask the Minister to consider this request.

Line passed.

Grand total, \$101,716,000, passed and Committee's resolution adopted by the House.

#### PUBLIC PURPOSES LOAN BILL

The Hon. J. W. H. COUMBE (Minister of Works) obtained leave and introduced a Bill for an Act to authorize the Treasurer to borrow and expend moneys for public works and purposes and to enact other provisions incidental thereto. Read a first time.

The Hon. J. W. H. COUMBE: I move:

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

It appropriates the moneys required for the purposes detailed in the Loan Estimates that the House has considered. Clause 3 sets out the moneys that make up the Loan Fund. Clause 4 provides for borrowing by the Treasurer of \$82,670,000. This is the amount of South Australia's allocation for works and purposes arranged at the June, 1969, meeting of the Loan Council. Clause 5 provides for the expenditure of \$101,716,000 on the undertakings set out in the schedule.

Clause 6 makes provision for borrowing and payment of an amount to cover any discounts, charges and expenses incurred in connection with borrowing for the purposes of this Bill. Clause 7 makes provision for temporary finance if the moneys in the Loan Fund are insufficient for the purposes of this Bill.

Clause 8 authorizes the borrowing and the issue of \$40,000,000 for the purpose of financing Loan undertakings in the early part of next financial year until the Public Purposes Loan Bill for 1970 becomes effective. The authority of this clause has been limited to \$30,000,000 in each of the last three annual Bills. With increasing borrowings and increasing Loan expenditures year by year, it is necessary from time to time to bring the figure into line with current requirements. I propose that the authority for the early part of next financial year be extended to \$40,000,000.

Clause 9 gives the Treasurer power to borrow against the issue of Treasury Bills or by bank overdraft. The Treasurer possesses and may exercise this authority under other legislation, but it is desirable to make the authority specific year by year in the Public Purposes Loan Bill as is done with other borrowing authority. A

clause in this form was first included in a Public Purposes Loan Bill in 1961, and it has remained unchanged since then. The authority to borrow against Treasury bills to finance temporary revenue deficits within a year is used consistently, and I propose that it should not be altered. The authority to borrow by way of overdraft for limited periods is necessary because the Treasury, in endeavouring to earn as much interest as practicable, arranges for most of the State's cash balances to be held in fixed deposits. Accordingly, the current account balance is held to a relatively low level and in these circumstances it is possible for an unusual combination of very large payments to cause a very short term over-drawing.

Although this authority is very seldom used, I consider it would be desirable to have the maximum increased from \$1,000,000 to \$2,000,000 to give a greater margin against an unforeseen coincidence of heavy payments. Further, examination of the changes in timing and flow of funds indicates that an over-drawing could now happen at the end of a month as well as within a month. Therefore, I propose that, instead of requiring repayment by the end of a calendar month, the clause should require repayment within seven days. It is most unlikely that any over-drawing would last more than a day or two.

Clause 10 deals with the duration of certain clauses of the Bill. Clause 11 directs that all moneys received by the State under the Commonwealth Aid Roads Act shall be credited to a special account to be paid out as required for the purposes of that Act. Clause 12 provides for this Bill to operate as from July 1, 1969.

The Hon. D. A. DUNSTAN (Leader of the Opposition): I am checking the differences between this Bill and the Public Purposes Loan Act passed last year. The Treasurer has pointed out to me two differences, with which I have no disagreement, but I notice some differences in drafting. I should like the Treasurer to assure me (I will accept his assurance if he gives it) that, apart from the two matters which he has mentioned and which are explained in the second reading explanation, there are no other effective differences between this Bill and last year's Act.

The Hon. G. G. PEARSON (Treasurer): I discussed the verbiage of the Bill with the Under Treasurer but he did not point out to me any difference in substance or effect from the normal provisions, except so far as applies to clause 8, and my colleague has explained that that clause provides for the borrowing and issue of \$40,000,000 on this occasion, whereas I think the sum in last year's Act was \$30,000,000. That follows the action that was agreed on in respect of the Supply Bill recently passed, when we took a similar course.

With the increasing total amount of Government expenditures in the Loan provisions from year to year, average expenditure each month must increase correspondingly. Therefore, in this Bill as in the Supply Bill we ask that the proportion be increased. The second matter, which perhaps is not quite so evident, refers to what I will call the overdraft authority, which allows the Government to take accommodation provisions from the banking authority when necessary. This provision has remained unchanged. The overdraft authority was last used in September, 1964, when the relevant amount was \$738,000. The present limit is \$1,000,000, and we have sought, as a matter of convenience, to increase this amount to \$2,000,000. So far as I know these are the only two matters that differ from previous appropriations and, although I have not checked the exact verbiage of last year's Bill, I understand that the Leader has done so now and is satisfied that there are no variations apart from the two to which I referred. I commend the Bill to the House.

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

#### BARLEY MARKETING ACT AMENDMENT BILL

Adjourned debate on second reading.

(Continued from August 19. Page 1022.)

Mr. CLARK (Gawler): I support the Bill.

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

#### ADJOURNMENT

At 4.33 p.m. the House adjourned until Tuesday, September 2, at 2 p.m.