

## HOUSE OF ASSEMBLY

Thursday, September 18, 1969.

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

### ASSENT TO BILLS

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

Barley Marketing Act Amendment,

Brands Act Amendment,

Highways Act Amendment,

Railways Standardization Agreement  
(Cockburn to Broken Hill) Act Amend-  
ment.

### PERSONAL EXPLANATION: TRANS- PORTATION STUDY

The Hon. D. A. DUNSTAN (Leader of the Opposition): I ask leave to make a personal explanation.

Leave granted.

The Hon. D. A. DUNSTAN: Yesterday in the House the Attorney-General saw fit to say some things about minutes that had passed between Ministers in my Government, and in his remarks he carefully and deliberately misrepresented me and members on this side.

Mr. Broomhill: He knew it, too.

The SPEAKER: Order! The Leader has leave to make a personal explanation without interruption.

The Hon. D. A. DUNSTAN: The position that the Minister sought to represent to this House and to the public was that my Government had received, in full, the submissions of the Metropolitan Adelaide Transportation Study before it left office. The Attorney knows that that is not true, and that it is not has been made clear to this House on several occasions. The facts relating to the report to the Labor Government on the M.A.T.S. Report have been specified to this House many times, and it would not be necessary to specify them again but for the action the Attorney took yesterday in endeavouring to misrepresent them. The position was that at the time the Labor Government was in office it received from the study's steering committee a series of recommendations which, subsequent to the minute that the Attorney quoted, were outlined in broad to Cabinet in November, 1967. However, at the time of the minute the recommendations in broad were in the hands of the Minister without explanations and detail, and it was

possible at that time to check any proposal for a specific transport development against the recommendations of the steering committee. The Minister of Transport at that time was informed both by the Municipal Tramways Trust and by the Railways Commissioner about the position in relation to recommendations for transport from Elizabeth, and that occasioned his minute to me and the minute that I signed expressing considerable dissatisfaction with the proposals. At no time during the course of the Labor Government had we received the M.A.T.S. Report as it has been published, and the present Government did not receive that report until some months after it had taken office.

Mr. Jennings: As it has admitted.

The SPEAKER: Order!

The Hon. D. A. DUNSTAN: I even asked the Premier several questions before the publication of the report about statements he had made during the election campaign accusing me of having suppressed the report, and he was not then able to specify when it would be ready for him to see. The Attorney-General knew perfectly well that what he was saying yesterday was a sheer misrepresentation, and the spasm that he had in the House yesterday was as disingenuous as it was ersatz.

## QUESTIONS

### GERMAN INDUSTRY

The Hon. B. H. TEUSNER: In the July issue of *Ulster Commentary* the Minister for Commerce (Mr. Roy Bradford) is reported to have said that during a recent industrial promotion tour of West Germany he found industry there very expansion-minded. He also stated that his visit revealed that discussions with Olympia Werke A.G. of Wilhelmshaven, about the establishment of a branch factory in Belfast to manufacture electro-mechanical adding and calculating machines, were at an advanced stage. As the Premier visited West Germany on his industrial promotion tour overseas, will he say whether he agrees with what Mr. Bradford has said about West German industry being expansion minded and whether there is a regular contact by him, by officers of his department, or by the Agent-General in London, with industry in West Germany to inquire whether industries can be established in South Australia, as I understand that several industries that already exist here have come from West Germany?

The Hon. R. S. HALL: The honourable member would be aware that when I last travelled overseas I spent about two and a half days in Germany, one day being a holiday, and I visited the principals of the firm of Wender & Duerholt, which operates in South Australia and which has been closely associated with the Housing Trust. I also visited the large firm of Bayer with which I had some discussions. Having seen certain activities there in the sphere in which I was interested, and from reports received from the Agent-General, I believe that German business thinking is expansionist and, as one of the wealthy nations of Europe, Germany has industries with the resources to expand in other areas of the world.

However, the day-to-day study of this position is really within the province of the Agent-General in London, who makes frequent trips to the Continent to assess the various opportunities offering there and he reacts quickly to any inquiries channelled through to the South Australian office in London. Replying to the honourable member's specific question, I followed up at that time the direct inquiries the South Australian Government had received. I repeat that the Agent-General keeps a day-to-day brief on what is occurring in Germany. Germany presents a picture of expansion, which will undoubtedly lead to the establishment of German firms outside that country.

#### BEACHPORT ROAD

Mr. CORCORAN: Several times in the past I have inquired of the Minister of Roads and Transport, by both question and correspondence, when the road between Beachport and Robe is likely to be sealed or when any programme to seal this road may be commenced. However, I have noted a report that it will possibly be two to three years before this work will commence. I know that steps have already been taken in connection with realigning this road but, as it has some bad bends, I ask the Attorney-General whether he will confer with his colleague to see whether it is possible to realign the road now, as it will eventually have to be realigned when sealing is commenced. I think this would be a good step to take at this stage concerning safety and that it would not lead to any more expenditure than would eventually be involved in the eventual realigning and sealing of the road. Will the Attorney-General refer this matter to his colleague?

The Hon. ROBIN MILLHOUSE: I shall be happy to do that.

#### MANNUM HIGH SCHOOL

Mr. WARDLE: I believe that plans for tree planting at the Mannum High School are in the hands of officers of the department of the Minister of Works. As the Minister may agree that the hour is getting late concerning this matter, will he ascertain when plans will be completed and the trees are likely to be planted?

The Hon. J. W. H. COUMBE: I will get a reply for the honourable member by Tuesday next.

#### SOUTH ROAD WIDENING

Mr. VIRGO: My question relates to that part of South Road south of Margaret Street. As the Attorney-General will undoubtedly know, South Road carries much traffic, the flow of which is impeded tremendously because of the various bottlenecks on this road. These bottlenecks exist because, although the road in some places has been widened, in others it is the old width.

Mr. Broomhill: Cars still park on the side of that road, too.

Mr. VIRGO: Yes. A constituent of mine has informed me that in 1968 the Highways Department notified residents in the area concerned that land would be acquired in 1970 in order to proceed with widening the road. However, subsequent inquiries now reveal that the Highways Department is working at the Torrens Road end of South Road, and it may be many years before it reaches the section to which I refer. Therefore, will the Attorney-General ask the Minister of Roads and Transport to find out if and when the additional land will be required and, if it will be required, whether it is still intended to take only the 7ft., as previously announced?

The Hon. ROBIN MILLHOUSE: What the honourable member has said in the long explanation to his question simply underlines again the need for the Metropolitan Adelaide Transportation Study proposals.

Mr. Virgo: It does just the reverse: it shows the stupidity of the M.A.T.S. proposals.

The Hon. ROBIN MILLHOUSE: I am certainly not going to debate the matter, but that is the clear indication.

The SPEAKER: Order! This is Question Time and not debating time.

The Hon. ROBIN MILLHOUSE: Yes, with very great respect, Sir, it is. I shall be happy to discuss the matter with my colleague, bearing in mind what I have already said.

#### LOTTERY

Mr. EVANS: My question relates to a report stating that the Premier's personal view is that a lottery conducted to help finance the proposed festival hall is not desirable, as it would tend to take money away from the Hospitals Fund. Can the Premier say whether he or Cabinet has obtained any information about the position in New South Wales, where I believe that State's opera house lottery does not affect smaller lotteries there, as much of the money for the larger lottery is coming from other States? As this would possibly be the case in South Australia, will the Premier take the matter to Cabinet with a view to having a large lottery conducted so that it can be seen whether this has an effect on the smaller lotteries?

The Hon. R. S. HALL: The Government's intention has been not to copy the example of the New South Wales opera house, because of the difficulties encountered in regard to that project. I must remind the honourable member that the views I gave were personal views and not those of Cabinet. To me it seems inconceivable that we could superimpose on the lottery habits of South Australians a large new lottery without this having some detrimental effect on the investments made in the normal lotteries. If that is the case, as I said in the remarks to which the honourable member referred it would be of little use for the Government to take out of one pocket and put into another. However, I shall be happy to obtain an expert opinion on the matter for the honourable member. I will see what is the opinion of those involved in conducting lotteries in South Australia as to the likely effect on existing lotteries of a special lottery for the festival theatre.

#### ROSEWATER BRIDGE

Mr. RYAN: Over a long period the Port Adelaide council has asked the Railways Commissioner for improvements to the Red Hill bridge, which spans the railway line at Rosewater, and which is in an advanced state of disrepair. On August 13, 1968, the council wrote to the Commissioner the following letter, which was signed by the Town Clerk:

I desire to advise that at its meeting held on August 8, 1968, the council resolved that the South Australian Railways be requested to place and retain filling material on the slopes

of the embankment of the bridge in order to enable the council to carry out satisfactorily footpath repairs on the bridge. Council also resolved that the railways be requested to repair and replace the boundary fence where necessary across the bridge at the top of the embankment.

During the last week or so I have again been approached by the council and the school committee and staff of the Port Adelaide Primary School, for these people are greatly concerned lest severe physical injury be sustained by children using the bridge on their way to and from school. As representations have been made over a long period, will the Attorney-General tell his colleague of the need to do this urgent work and will he also obtain a report on when this work may take place?

The Hon. ROBIN MILLHOUSE: Certainly.

#### FRUIT JUICE

Mr. GILES: Has the Attorney-General, in the absence of the Minister of Education, a reply to my recent question regarding the possibility of supplying fruit juice to schoolchildren?

The Hon. ROBIN MILLHOUSE: Earlier this year the matter of providing fruit juices to schoolchildren as an alternative to milk was referred to the Commonwealth Government. The Commonwealth Minister for Health (Dr. A. J. Forbes) in reply said that this proposition had been considered from time to time but that it had been decided that the scope of the Act should not be extended beyond the supply of milk. In these circumstances, Dr. Forbes said that he was unable to support the present request for the extension of the provisions of the Act to permit the supply of fruit juices in areas where pasteurized milk was not available.

#### MOUNT GAMBIER SEWERAGE

Mr. BURDON: I submit to the Minister of Works an urgent request for the provision of sewerage facilities for houses in a rapidly developing area in the northern section of the city of Mount Gambier, particularly in Betula Road, Linden Court and Lasiandra Crescent. If necessary, I will make available the names of the people seeking this service. I believe that, if this amenity were provided, the development of this area would accelerate.

The Hon. J. W. H. CUMBE: If the honourable member supplies me with the names of his constituents who have requested this service, I shall be happy to look into the matter.

## SHOW EMPLOYMENT

Mr. JENNINGS: A recent edition of the *Advertiser* states that a woman has complained about her son being employed at a sideshow at the Royal Adelaide Show. The article states, in part:

He had worked for 15 hours with less than an hour's break in a sideshow where he stood in a confined space surrounded by blaring loud-speakers and was supposed to scare people. He had been repeatedly punched in the head and kicked by patrons he was supposed to scare.

As a result of the article, the member for West Torrens asked a question on this matter in a slightly more responsible vein, and the Minister of Labour and Industry promised that he would ascertain the position. My question to the Minister is the result not of any press publicity but of an approach from one of my constituents. This gentleman said that two ladies who had been employed by O'Brien Caterers were sacked for what we are told is a popular pastime and which is sometimes, perhaps euphemistically, called "tickling the peter", and that on the next day eight other casual employees had been sacked also, but they were told that it was for inefficiency. They suggest (and I am inclined to believe it) that the reason for dismissal was the bad weather at the show. As these employees are casuals, I realize that the Minister has not much control in the matter. They should have joined a union, anyway. However, will the Minister inquire of O'Brien Caterers and the Secretary of the Royal Agricultural and Horticultural Society so that such incidents will not break down the good relationships usually enjoyed by patrons with the society or the general enjoyment of people who attend the show in fine weather?

The Hon. J. W. H. COUNBE: I was intrigued by the honourable member's description of the terms of employment and occupation of the person (I understand he was a young lad) and the description reminded me very much of that of the occupation in this place at times. However, I listened with much interest to the honourable member's rather lengthy and detailed explanation of the point. Although I am not sure what jurisdiction I have in this matter, I shall be pleased to adopt his suggestion that I examine the matter as far as I can, and I shall do that when I am considering the matter already raised by the member for West Torrens (Mr. Broomhill). Of course, I point out that each year many juniors look forward eagerly to obtaining employment at the Royal Show, and I think

that within reason this is good, but we must ensure that no exploitation occurs. I will examine the matters the honourable member has raised.

## GRANGE PRIMARY SCHOOL

Mr. BROOMHILL: Has the Attorney-General, in the absence of the Minister of Education, a reply to my recent question whether the Government is considering urgently the construction of a new primary school at Grange?

The Hon. ROBIN MILLHOUSE: It has not been possible to include the replacement of the Grange Primary School on the list of works to be carried out during the 1969-70 financial year but it is hoped it may be possible to include it in the 1970-71 list.

## WHYALLA REGISTRY OFFICE

The Hon. C. D. HUTCHENS: Has the Attorney-General a reply to the question I asked some weeks ago consequent on my receiving a letter addressed to the member for Whyalla (Hon. R. R. Loveday) about the possibility of establishing a registry office in Whyalla?

The Hon. ROBIN MILLHOUSE: In view of the present size and probable future growth of Whyalla, it appears that the appointment of a person authorized to perform civil marriage ceremonies in that town is warranted. Consideration is at present being given to such an appointment.

## GAUGE STANDARDIZATION

Mr. McKEE: Can the Premier say whether the committee appointed to report on the standardization of the railway line between Port Pirie and Adelaide will submit a report to this Parliament, and when he expects to receive the report?

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

## PETERBOROUGH ROAD

Mr. CASEY: Last year, after completing the sealing of the Broken Hill to Adelaide road, the gang moved to the Peterborough-Ucolta road. Unfortunately, there seemed to be a division of opinion between the Highways Department and the Railways Department regarding a certain crossing, necessitating the cessation of work on this section, and since then the gang has moved to the Peterborough to Black Rock road. It is expected that as soon as the two Government departments agree about what type of crossing will

be provided, the gang will complete the Peterborough-Ucolta section. Will the Attorney-General ask the Minister of Roads and Transport whether the two departments have agreed on the type of crossing to be provided or, if they have not so agreed, when they are likely to do so?

The Hon. ROBIN MILLHOUSE: I will ask the Minister about the position.

#### WALLAROO HOSPITAL

Mr. HUGHES: I have received from the Wallaroo Hospital Advisory Committee a letter about Public Buildings Department projects to be carried out at the hospital, asking whether I will take up these matters again. The first item to which I refer is the planting of lawns at the hospital. In his letter to me of July 10 last the Minister of Works stated:

It is further proposed to plant native shade trees and shrubs in order to achieve a more attractive setting for the hospital buildings. It is intended to divide the scheme into two parts, namely, (1) "Earthmoving works" for which separate contract documents will be prepared and tenders called; (2) "Reticulation, lawn, ground cover, shrub and tree planting works" which will be carried out by varying the existing suspended contract, if possible, or if necessary, by calling new tenders. Action is now in hand to arrange for these matters to be carried out, in sequence, as soon as possible.

Can the Minister say whether it has been possible to obtain a tender for all the landscaping work at the hospital and, if it has, when work is expected to proceed?

The Hon. J. W. H. COUMBE: Obviously, I have not the details with me, but I will examine the matter immediately to ascertain the position. Unfortunately, a series of delays seems to have occurred in this matter and I will find out whether these can be overcome.

Mr. HUGHES: I refer to a letter received from the Minister of Works, dated June 30 last, in connection with the installation of a new operating theatre light at the Wallaroo Hospital. The Minister was good enough to tell me who was the successful tenderer and went on to say:

The contractor placed an order on June 5, 1969, for the new light. The delivery period is eight to 10 weeks, and the installation is expected to commence immediately the equipment becomes available.

I understand from a discussion I had with the Minister that this light had to come from another country. As the hospital advisory committee is anxious to know whether the light

has arrived and, if it has, when it will be installed, will the Minister obtain a report on this matter?

The Hon. J. W. H. COUMBE: I will find out for the honourable member.

Mr. HUGHES: In a letter to me dated July 23, the Minister of Works stated:

I wish to advise that on July 21, 1969, Cabinet approved of the expenditure of \$30,000 to enable urgent action to be taken to prepare detailed documents and to call tenders for the provision of temporary accommodation for resident nursing staff, Wallaroo Hospital. Provision for this work is being made on the Loan Estimates for 1969-70.

As the Wallaroo Hospital Advisory Committee has asked me to find out whether tenders have been called and processed and when it is expected that this urgent work will be commenced, can the Minister give this information?

The Hon. J. W. H. COUMBE: I will obtain a progress report for the honourable member.

#### SENIOR CITIZENS CLUBS

Mr. HUDSON: Yesterday, when asking the Treasurer a question about the subsidy granted to senior citizens clubs, I pointed out that since payment of this subsidy commenced in 1963 the maximum amount payable for the erection of a club had been \$6,000 and I said that, as building costs had increased recently, there was probably a case for increasing the maximum amount of subsidy that could be granted. In reply, the Treasurer said he would consider raising the upper limit of the subsidy. My attention has been drawn to the actual sums paid to these clubs since the inception of the subsidy and, as the Treasurer is to consider increasing the limit of the subsidy, I draw his attention to the following details. In 1963-64, the initial year of the subsidy, \$5,576 was paid, and that was an under-spending of the Budget provision by \$14,424. As that was the initial year of the scheme such under-spending could well be understandable. In 1964-65, the sum of \$23,064 was paid, an over-spending on the Budget provision of \$3,064; in 1965-66 the sum spent was \$17,375, which was \$2,625 under the Budget provision; in 1966-67 the sum of \$22,171 was spent, being \$2,171 above the Budget provision; in 1967-68 the sum spent was \$26,259, or \$1,741 below the Budget provision; and last financial year \$8,074 was spent, being \$11,926 below the Budget provision. Last year, for the first time, there was a substantial reduction in the sum spent on

senior citizens clubs and a considerable under-spending of the Budget provision. Last evening I attended the meeting that inaugurated an appeal for funds to establish the Brighton Senior Citizens Club, and it was clear that to establish a decent building, on land that had been donated by the council at a cost to it of \$11,000, would cost local citizens more than \$20,000. Because of the problems that will be experienced in establishing senior citizens clubs in the future, and the fact that the evidence from last year shows that the initial momentum of the scheme has been spent and some change is now necessary to keep the momentum going to establish these clubs, will the Treasurer, when considering this matter, take into account the points I have raised?

The Hon. G. G. PEARSON: When replying yesterday, I suggested that it might be advisable to hold the limit of the subsidy for this financial year at the present figure of \$6,000. This morning I sent a copy of the honourable member's question to the Under Treasurer for his consideration and report but, as he is absent from Adelaide today, I cannot take the matter further than I took it yesterday. Most applications that I have dealt with since becoming Treasurer have been, I think, fairly amply catered for by the \$6,000 limit: indeed, several applications have not requested anything like the full sum of \$6,000. This morning I saw another application of modest proportions for a metropolitan club that would not attract anything like the subsidy of \$6,000 but, on the other hand, the honourable member has now referred to one that will cost a total of about \$30,000.

Mr. Hudson: It could be up to \$50,000.

The Hon. G. G. PEARSON: From the details quoted by the honourable member I thought that that would be about the figure. However, I suggest that the honourable member invite the people concerned to submit their claim to me; I should be glad to consider it, talk to Cabinet about the matter of the upper limit of the subsidy, and see whether anything can be done to assist.

#### TELEVISION MAINTENANCE

Mr. JENNINGS: In explaining my question, I read from a letter I received a couple of days ago, which states:

The maintenance policy on my television expired during the week and as I am an old man and not as active as I used to be—

which would probably apply to all of us, even the Attorney-General—

and Canberra Television have an office in Hindley Street that would be a convenient place to pay an account, and I had heard their advertisement which seemed a bit better than where we had always insured, I rang their office last Monday and asked for an explanation of their maintenance policy. The first thing, they sent a technician out to inspect the set, which I fully expected them to do. He came in the afternoon and after taking the back off etc., he said, "That will cost \$6." I said, "What for? All I asked for was an explanation of your maintenance policy." At no time did I ask them to do anything to it.

The SPEAKER: Order! I wonder whether the honourable member can ask his question without reading the correspondence. The House is pretty busy without the honourable member reading it all.

Mr. JENNINGS: Sir, I am trying to edit the letter as much as I can, and I have cut out about three-quarters of it. I will hand the rest of it to the Attorney as soon as I have finished giving the salient points. The letter continues:

When I objected to paying the \$6 he went to his van and said he spoke to town and the \$6 would be refunded or deducted when I took out the policy. They then sent me a copy of their company contract and after reading it I decided not to sign it, and then I was told that I was to be charged \$6 for dusting the back of the set.

I have edited the letter considerably as I promised you, Sir, but I would not do it for any other Speaker.

The SPEAKER: I think the honourable member has made his point.

Mr. JENNINGS: If I give the Attorney this letter will he discuss this matter with the company concerned? The letter also contains a certain political allegation, which I hope a broad-minded man like the Attorney will overlook.

The SPEAKER: Does the Attorney-General desire to reply?

The Hon. ROBIN MILLHOUSE: Yes, I should reply. The answer is "Yes".

#### STAMP DUTIES

Mr. NANKIVELL: A report in today's *Australian* states:

A senior Victorian Treasury official said last night that the Perth ruling meant the receipts tax applied on the turnover of manufactured goods was an excise. Under the Constitution, the States do not have the power to levy excise. It is a Commonwealth jurisdiction. This would leave the States with a receipts tax only on farm produce and wages and salaries.

As wages and salaries in this States are not taxed, I should like to know whether the ruling means that this tax is, in fact, a sectional tax on farm produce. If it does mean that, can the Premier say whether the Government will consider repealing this legislation?

The Hon. R. S. HALL: The whole subject of stamp duties is under intensive review at present. The honourable member will know from reading what is contained further in the report to which he has referred that the Under Treasurers are meeting in Melbourne today following consultations between the various Treasurers. I personally have contacted three other Premiers on this matter and have discussed briefly the immediate implications of the judgment in the Western Australian case. However, it would be wrong for me at the moment to express an opinion prior to completion of the detailed study now taking place. The honourable member may rest assured that the Government will take the necessary action in this matter and will be fair in applying whatever the residual tax may be.

#### MILLICENT RETURNING OFFICER

Mr. CORCORAN: Has the Attorney-General a reply to the question I recently asked about the appointment of a returning officer for the District of Millicent?

The Hon. ROBIN MILLHOUSE: At present the electoral commission is considering the redistribution of districts within South Australia.

Mr. Corcoran: There's a Commonwealth election coming up.

The Hon. ROBIN MILLHOUSE: Well, the honourable member did not advert to that in his question. The position, so far as we are concerned here, is that the District of Millicent and the District of Light are both without returning officers at present, and it is intended, barring an unexpected by-election in either of those districts, not to make appointments pending the receipt by His Excellency the Governor of the report of the electoral commission and any subsequent action by this Parliament.

#### GOVERNMENT HOUSE

The Hon. D. A. DUNSTAN: Has the Minister of Works a reply to my recent question about carpet to be laid at Government House?

The Hon. J. W. H. COUMBE: The Leader asked about contracts for work undertaken at Government House and suggested they might not be going to local firms, but the contract for the refurbishing of Government

House did not include provision for the supply of floor coverings. The Supply and Tender Board called tenders in the *Advertiser* on September 8, 1969, for the supply of 900yds. of carpet for Government House. The tender call, which closes on September 22, is open to all suppliers.

#### WHITE THISTLE

Mr. RODDA: Has the Minister of Lands obtained from the Minister of Agriculture a reply to my recent question about the noxious weed, white thistle?

The Hon. D. N. BROOKMAN: The Director of Agriculture, who is also Chairman of the Weeds Advisory Committee, states that the need to proclaim this weed noxious in the Lochaber agricultural bureau area, which covers some of the South-Eastern seed-growing areas, was examined by that committee last year, and, because the weed was restricted to particular soil types and did not show evidence of being aggressive in seed-growing paddocks, the committee decided to recommend against proclaiming the weed noxious. Since that investigation, further evidence has been examined by weed control officers in the field, and a further report will shortly be considered by the Weeds Advisory Committee. The matter will also be referred to the Naracoorte District Council to determine whether that council is prepared to support the legislation requested.

#### SCHOOL CROSSING LIGHTS

Mr. BROOMHILL: Has the Attorney-General obtained from the Minister of Roads and Transport a reply to the question I recently asked about school crossing lights and the responsibility for determining their hours of operation?

The Hon. ROBIN MILLHOUSE: The operating times for school crossing lights are set by the Road Traffic Board and are established from the local council's preliminary investigations which indicate where and when schoolchildren cross the road. It should be noted that the times selected cover the period when the majority of children cross the road and that some early and late comers are not protected by the flashing lights. Some consideration is given to the effect on motorists, although child safety is the prime objective. Operating times for the lights are set automatically, and the operation and maintenance of the facility are the responsibility of the local council. The lights may be operated outside normal times for special occasions, when a

switch is used to convert the signals to manual control. The time clocks used for the school crossings are subject to changes, and the council is required to keep a check on the times of operation. A review of all crossings is carried out by the Road Traffic Board at regular intervals to assess the validity of the operating times, and recommendations for alterations are forwarded to the council for consideration in conjunction with the headmaster of the school concerned.

#### RUTHVEN MANSIONS

Mrs. BYRNE: In Pulteney Street, between Rundle Street and North Terrace, there is the building owned by the State Government known as Ruthven Mansions. Seats, which are placed under the verandah of this building, are used by people who wait at this point to catch buses, including buses going to the outer-suburban sections of the Barossa District. As I have been informed that this building has been condemned and that its verandah is to be demolished at any time now because it is not safe, I ask the Minister whether this information is correct. I raise the matter, because people who board buses at this point have expressed concern lest they lose the shelter at present existing there. Can the Minister of Works outline the Government's intentions regarding this building and the land on which it is situated?

The Hon. J. W. H. COUMBE: The honourable member may know that I have expressed concern in this House previously about the unsafe condition of Ruthven Mansions, which at present is occupied only on the ground floor, namely, by the Public Health Department's chest clinic, the upper floors having all been vacated. The Government is at present actively considering measures to replace this building, and I had discussions on the matter only this morning. Although no finality has yet been reached, I hope that a decision can soon be made. I have authorized steps to be taken to make the building safe and, in fact, any projections which may have been dangerous have been made safe, so that they cannot injure in any way people working in the building or moving about in the street below. That work has now been completed. The honourable member having referred to the shelter under Ruthven Mansions, I shall be glad to consider that in regard to any plans there may be for the future of this site.

#### HARDWOODS

Mr. GILES: Has the Minister of Lands obtained from the Minister of Forests a reply to my recent question about plantings of certain selected hardwoods in the Adelaide Hills?

The Hon. D. N. BROOKMAN: The Conservator of Forests reports that the Woods and Forests Department has areas of various hardwood species planted at most forest reserves, including the Adelaide Hills. Several eucalypts have been tried but, generally, are not a commercial timber proposition compared with radiata pine. The department will, however, continue to maintain these areas of hardwood, which are of considerable interest.

#### FISHING

Mr. CASEY: Some time ago the Commonwealth Minister for Primary Industry (Mr. Anthony) announced that much money would be forthcoming from the Commonwealth Government for research into fisheries resources around the Australian coast. I understand that one of the prime objects is to find out what exactly is taking place in regard to prawn fishing in the Gulf of Carpentaria. Will the Minister of Lands ask the Minister of Agriculture whether or not any representation has been made by the South Australian Fisheries and Fauna Conservation Department to the Commonwealth Government for part of this money for research and, if it has, what sum will be available and what type of research work is contemplated?

The Hon. D. N. BROOKMAN: I will ask my colleague.

#### PORT PIRIE HOUSING

Mr. McKEE: As I have raised the matter in the House previously, the Minister of Housing is aware that there is a steady demand at Port Pirie for Housing Trust rental houses. About 12 months ago I was told by the General Manager that the trust intended to build about 28 terrace-type houses for rental at Port Pirie, but as yet no start has been made on building these houses. Recently, the Minister announced that 15 trust houses for purchase would be constructed at Port Pirie. In view of the demand for trust rental houses at Port Pirie, will the Minister ask the General Manager about the rental houses which I understood the trust intended to build at Port Pirie? Will the Minister do this as soon as possible, so that the demand for houses in Port Pirie can be satisfied?

The Hon. G. G. PEARSON: I will put the inquiries in hand at once.

### ANCILLARY STAFF

Mr. HUDSON: In explaining the Budget, the Treasurer said:

In an endeavour to ensure more effective use of the department's—

that is the Education Department's—

most valuable resources, the professional teaching staff, it is proposed that funds be allotted for the employment of ancillary staff equivalent to 246 full-time appointments.

My question arises out of a possible ambiguity in that statement whether it means that the total funds allotted will enable a total of 246 ancillary staff to be employed in the Education Department or whether the new funds allotted will enable an additional 246 ancillary staff appointments to be made. Can the Treasurer say what is the position and, in the absence of the Minister of Education, will he take up with his colleague the matter of providing a detailed statement on how and where the additional staff will be employed? Will additional ancillary staff be available in all schools or will a limit be set on the employment of additional ancillary staff, depending on the number of children attending a school? What will be the break-up of extra staff made available in infants, primary, high, technical high, and area schools?

The SPEAKER: Order! Previously I raised the matter of asking questions about the Budget or the Loan Estimates. In this case, for instance, later this afternoon we will be in Committee of Supply, during which time the Treasurer can explain the position more fully. If he does not get a satisfactory answer, the honourable member can raise the matter again in Committee. That is the appropriate time to deal with matters affecting the Budget. Does the Treasurer desire to reply now to this question or would he prefer to reply in Committee of Supply?

Mr. HUDSON: Can I raise a point of order?

The SPEAKER: Let us see what the Treasurer has to say.

Mr. HUDSON: What I have to say may influence the Treasurer's decision. When we come to debate the actual lines on the Estimates, which may not be for weeks yet, the immediate information for the purpose of debate is often not available. The only way we can get the information we need for the purpose of debate is by way of the sort of question I have asked. That is particularly why I have asked it.

The SPEAKER: I do not want to stop members asking for information if I can avoid doing so. In reply to the point of order raised by the honourable member, the question he has raised comes within the ambit of what I have been talking about regarding replies in Committee. I cannot see why the honourable member, if he had raised his question on the first line, could not have obtained a reply. Does the Treasurer wish to reply?

The Hon. G. G. PEARSON: I think the best answer I can give at the moment is that I will get the information from my colleague in good time so that the honourable member will have it early next week.

### OAKLANDS PARK

Mr. VIRGO: On August 5, I asked the Minister of Immigration and Tourism whether he would take steps to ensure that the red gums in the vicinity of the Sturt Road, south of Oaklands Road, were preserved during the passage of work in widening and laying the Sturt River. As the Minister has told me he now has a reply, will he give it?

The Hon. D. N. BROOKMAN: The Minister of Roads and Transport states that he has received an assurance from the Commissioner of Highways that his department will use every reasonable endeavour to avoid removing red gums in Oaklands Park during the straightening and concrete lining of the Sturt River.

### RABBIT FREEZER

Mr. WARDLE: My question concerns the Tailm Bend railway yard and the wreckage of a rabbit freezer that had been used there for many years. About 12 months ago the Railways Department required the owners of the freezer to dismantle it, presuming that it would be taken off the site but, although it was dismantled, the wreckage covers five or six times more than the area originally covered by the freezer and is far more unsightly than was the original building. Will the Attorney-General ask the Minister of Roads and Transport when the wreckage is expected to be removed completely?

The Hon. ROBIN MILLHOUSE: Yes.

### NUMBER PLATES

Mr. BURDON: My question concerns the retention of the old motor vehicle registration plates by people who have low vehicle registration numbers. Requests have been made to me on behalf of people who wish to be allowed to retain their low registration numbers (usually four figures and below). These

people are prepared to pay \$5 or more to retain such numbers instead of having to have *alpha numero* numbers placed on any new vehicles they may buy. Will the Attorney-General ask the Minister of Roads and Transport whether he can accede to this request, which I believe has been made previously?

The Hon. ROBIN MILLHOUSE: I think that we are all in the same position in this matter. Indeed, I am about to dispose of the car I bought in 1955, as it is now worn out. It has the number 16-039, which has been in my family continuously, I believe, since 1920.

Mr. Burdon: I meant numbers of four figures and below.

The Hon. ROBIN MILLHOUSE: I know that, but I am very much attached to my number because it belongs to the first car I ever bought (which I still use, which I have now paid for, and which has now almost paid for itself). It is a good car which I bought when I came to Parliament and which I have had ever since. Such a request has been made many times, even to the Hon. Frank Walsh, and he turned it down. When we came into office the present Minister of Roads and Transport considered this matter at some length and it was decided not to accede to the request. I will put this request to him again, but I do not think there is any chance of his having a change of heart.

#### POLLING BOOTHS

Mrs. BYRNE: Has the Attorney-General a reply to my recent question on the replacement of pencils by ballpoint pens in polling booths?

The Hon. ROBIN MILLHOUSE: We have considered this. In fact, possible improvements in electoral matters are kept under constant review. Officers of the department are issued with ballpoint pens now to facilitate the casting of postal votes, but it is considered that, in the circumstances of an ordinary polling booth, a pencil with a fairly soft point is preferable. The honourable member from her own experience will know that when one votes one has a fairly flimsy ballot-paper which one puts on a piece of plain wood in the polling booth, and it is easy to tear it by using a pencil that is too sharp, and a ballpoint pen would have the same effect, probably more markedly so. Therefore, for the present we feel that a soft lead pencil is the most effective and efficient way of facilitating voting by electors, but this matter will be kept under review.

#### SOIL TESTS

The Hon. D. A. DUNSTAN: Has the Minister of Works a reply to my question of last Tuesday concerning the drilling that is going on north of the City Baths?

The Hon. J. W. H. CUMBE: I have been advised by the Town Clerk of the Corporation of the City of Adelaide that drilling for soil testing in the area north of the City Baths is being carried out by Messrs. K. W. G. Smith, Schumann and Associates. This firm, which specializes in soil testing, is carrying out the work under the direction of Messrs. Hassell, McConnell and Partners, who are architects for the Adelaide festival theatre. The results of the tests will be evaluated by Messrs. Kinnaird Hill de Rohan and Young, consulting engineers, to determine some aspects of the structural requirements for the theatre. In addition, the firm of Messrs. Pryce, Goodale and Duncan is undertaking seismic survey tests for research purposes in connection with acoustics.

#### HORTICULTURAL ADVISER

Mr. GILES: Recently, the Adelaide Hills area lost Mr. John Steed, its horticultural adviser, on transfer to Renmark. People in my area were extremely pleased with the work Mr. Steed did for them and they all appreciated his efforts. Can the Minister of Lands, representing the Minister of Agriculture, ascertain when a horticultural adviser will be appointed to replace Mr. Steed? This matter is now urgent because we are now entering the growing season in the fruit industry and it is important that we have such an adviser to assist us at this time of the year.

The Hon. D. N. BROOKMAN: I will take this matter up with my colleague. Although I know that the Agriculture Department has difficulty in filling positions, I point out that the Horticulture Branch is well staffed, and I think that the horticultural industry receives very good attention from the department.

#### SOUTH-EAST HOUSES

Mr. CORCORAN: Has the Minister of Housing a reply to my recent question regarding the progress that has been made on the reassessment of house rentals at Mount Burr and other localities of the Woods and Forests Department in the South-East?

The Hon. G. G. PEARSON: The reassessment of rentals has been completed and the officers expect to submit their report to the Public Service Board within a week.

## AIR POLLUTION

Mr. BROOMHILL: I quote from an article in the *Advertiser* of September 11, 1969:

Urgent planning and action are needed to combat air pollution in Australia, according to a Senate Select Committee recommendation tonight. An air pollution problem exists in Australia today. The potential dangers will be far greater and more costly to remedy unless urgent co-ordinated action is taken immediately.

A week or two ago the Premier, when replying to a question asked by the member for Hindmarsh (Hon. C. D. Hutchens) about the activities of the Clean Air Committee in this State, said that that committee had met only 20 times in the last five years. Will the Premier consider the report to which I have referred and find out whether the Government is taking sufficient action in relation to clean air?

The Hon. R. S. HALL: I will get a suitable reply.

## GULNARE RAILWAY SHEDS

Mr. VENNING: Recently one of the bagged-grain railway sheds at Gulnare was dismantled because it had been damaged by storm, and a new shed has been constructed since for use in the coming harvest. I understand that, although several constituents have submitted prices for the salvage of the old shed, it is some time since these were lodged, and much of the equipment is lying around, some being under water, and the persons concerned desire this matter cleaned up. Will the Attorney-General ask the Minister of Roads and Transport whether the matter can be finalized?

The Hon. ROBIN MILLHOUSE: I shall be pleased to do that.

## REID MURRAY

Mr. LANGLEY: The winding up of the Reid Murray company has been in progress for about seven years. A constituent has told me that about \$4,000,000 is being held, pending agreement being reached by Reid Murray and David Murray Holdings, for distribution to preference shareholders. I understand that meetings are held twice a year, at a cost of about \$700 each, but that no finality has yet been reached. As many elderly persons in the Unley District have invested their life savings in the company, will the Attorney-General find out whether finality is expected to be reached soon in this matter?

The Hon. ROBIN MILLHOUSE: I do not know what I can do about this matter, but I will do anything that I can.

## PAECHTOWN MILL

Mr. EVANS: My question refers to the tourist potential of an old mill on the south-east side of Hahndorf and of the German architecture in the small town of Paechtown, near Hahndorf. If the plan of a proposed freeway is accepted, these tourist attractions will be separated in such a way that people will have to travel many miles to visit both of them, although they are only about half a mile apart. I understand that the National Trust at Mount Barker has written to the Minister of Roads and Transport about this matter. Will the Minister of Immigration and Tourism also take the matter up with the Minister, because the old German architecture at Paechtown is unique and the National Trust, as well as people in the Hills area, think that it should be preserved for tourists to be able to see readily?

The Hon. D. N. BROOKMAN: I take the complaint to be that the freeway may divide the two areas. Although I will ask the Minister whether there is any possibility of altering the route of the freeway, such an alteration for the purpose mentioned may be difficult to justify. However, if it can be done easily I am sure that it will be considered.

## FIAT MOTOR COMPANY

Mr. HUDSON: On September 4, I quoted an extract from the *Australian* indicating that the Fiat company of Australia was not considering local car assembly but that it was expanding its truck division and had purchased additional land at Moorabbin, in Victoria, for that purpose. When I asked the Premier whether that report meant that there was no possibility of getting the Fiat company to come to South Australia, he said that he would contact his department again and get the latest information. Has the Premier further information now?

The Hon. R. S. HALL: I remind the honourable member that I said much more when I replied to his original question: I detailed once again the efforts of my department and me since the Fiat company first showed an interest when I was overseas earlier this year. The honourable member would also have noticed a newspaper report regarding the activities of the company in Australia. Since the original inquiry was made on September 4, 1969, regarding the intentions of the Fiat company, it has been reported in the *Advertiser* on September 11 that the company could not see its way clear to establish

a motor car assembly plant in Australia at this stage. It was reported that to have a viable proposition for an assembly factory, using a proportion of Australian content, the company would have to produce about 15,000 units of any particular model a year, and at the time none of the Fiat cars being sold in Australia looked like reaching this mark: the matter would be reconsidered when public reaction to a new model had been gauged, the report stated. It is known that Fiat Australia Limited is presently concentrating its activities on assembly and part manufacture of Fiat tractors and that the enlargement of the Moorabbin premises, in Victoria, has been designed for this purpose and to assemble the larger truck chassis, which will be imported in knocked-down condition. This week one of my officers will meet Mr. Angelo Ricca, Managing Director of Fiat Australia Limited, but it is expected that no alteration will be made to the decision. The Fiat company will not be joining the many other companies that have announced their intention to enter South Australia since this Government has been in office. If the honourable member wishes to ask me how many industries have come to this State, and the names of the companies, since the Government has been in office, I shall be pleased to prepare a lengthy report for him.

#### SOUTH ROAD JUNCTION

Mr. EVANS: At the junction of Chandler Hill road and South Road, the speed limit on South Road is restricted to 55 m.p.h. Motorists from Chandler Hill road trying to cross South Road to join city-bound traffic have to cross three lanes of southbound traffic on South Road. Some motorists travelling on South Road have been timed at a speed of 90 miles an hour, and fatalities have occurred in the past at this junction. At times it is virtually impossible for motorists travelling from Chandler Hill road to gain access to the traffic lanes carrying city-bound traffic, without virtually risking their lives. Will the Attorney-General ask the Minister of Roads and Transport to take action to make this junction more safe than it is at present?

The Hon. ROBIN MILLHOUSE: I know the junction well and, with respect, I should not have thought that it was quite as dangerous as the honourable member has said it is. I shall be pleased to discuss the matter with the Minister, but if the honourable member has

any specific proposal to improve the safety of the junction I shall be pleased to have it so that I can relay it to my colleague.

#### TEXTBOOKS

Mr. VIRGO: Having asked many questions about the non-availability of textbooks at high schools, on September 3 I again pointed out that one textbook was still outstanding for this year. In the absence of the Minister of Education, has the Attorney-General a reply to my latest question?

The Hon. ROBIN MILLHOUSE: The Headmaster of the Daws Road High School has informed the department that the outstanding home science textbook has been delivered to the school as promised and is in the hands of the students.

#### SOUTH-WESTERN DISTRICTS HOSPITAL

Mr. HUDSON: Has the Premier, in the temporary absence of the Treasurer, a reply to the question I asked some time ago about establishing a medical school and teaching hospital at Flinders University? The Australian Universities Commission recently made an announcement about this but, as I understand that the Treasurer has further information about the administrative arrangements to be adopted, will the Premier give the details?

The Hon. R. S. HALL: Approval has been given for Flinders University to proceed with the establishment of a School of Medicine. It is envisaged that a building to house the school will be commenced in 1972, and that first-year teaching will begin in 1973. A new teaching hospital, to be associated with the School of Medicine, will be built on the university site and is expected to be completed in 1975. The university council is now inviting applications for the position of Chairman of the School of Medicine who will advise the council on all matters associated with the development of the new school, including planning of buildings, recruitment of staff, course structure and relationships between the medical school and the teaching hospital. The Chairman will also be a member of advisory committees involved in the planning of the hospital.

The Government has established three planning committees for the hospital, with joint representation of the Hospitals Department and the university. The three committees are the joint planning committee, which will supervise and control the whole project: the professional planning subcommittee, which will formulate proposals for the range of services

to be provided, the professional staffing structure, and the relationships between the School of Medicine and the hospital; and the administrative planning subcommittee, which will formulate proposals regarding administrative services and non-professional staffing structure. The Chairman of the School of Medicine will be the university's main representative on each of these committees.

Whilst the Commonwealth Government will make a major contribution to the cost of the medical school, which is a university project, the amount which would be made available from Commonwealth funds for the teaching hospital would be relatively of a minor nature, being restricted to areas and facilities directly related to the clinical teaching of undergraduates in medicine and which are located in the hospital building.

#### BRAEVIEW SHOPPING CENTRE

Mr. EVANS: When replying to my recent question about traffic conditions at the Braeview shopping centre, the Attorney-General said that advisory signs had been placed on the service road leading to South Road at this shopping centre indicating a speed limit of 35 m.p.h.. As concern was expressed at a recent progress association meeting about the dangerous situation in this area, will the Attorney-General ascertain how many motorists have been apprehended on the service road at this shopping centre for road traffic offences and whether this area is policed by police officers at any time?

The Hon. ROBIN MILLHOUSE: I am confident that the area is policed. I do not know whether it is possible to obtain the statistics requested by the honourable member, but I will ask the Chief Secretary whether he will ask the Commissioner of Police for this information.

#### BRIGHTON HIGH SCHOOL

Mr. HUDSON: On September 2, when replying to a question I had asked on July 30 about the assembly hall at the Brighton High School, the Minister of Works said:

A submission is now to be made to the Education Department for consideration of the proposal and negotiation with the high school council regarding the apportionment of costs. On receipt of advice that the high school council is in a position to meet its share of the cost, the total cost of the project would be considered and, subject to approval, arrangements would be made to call tenders for the project. I do not have before me that likely apportionment of costs for this project, but as soon as the information is available I will let the honourable member know.

Can the Minister say whether that information is now available?

The Hon. J. W. H. COUMBE: I do not have it with me, but I will ascertain whether I can get it for the honourable member next week.

#### INDUSTRIAL PROMOTION

Mrs. BYRNE: Can the Premier say what the Industrial Development Branch does to encourage industries to establish in fringe areas, such as the city of Tea Tree Gully, where land has been zoned for this purpose?

The Hon. R. S. HALL: Of course, the Government does a substantial number of things to encourage industry, and I am sure that the honourable member will be aware of this, because the Government's activities in this regard have been fairly standard within the State for some years. The honourable member will know that so-called fringe industries can be helped individually through factory construction and provision of land, and by guarantee following a reference to the Industries Development Committee. Support is also given in regard to housing and all services. In addition, various negotiations with Commonwealth Government departments may be involved, and at times the Industrial Development Branch plays a leading part in presenting an industry's case to that Government.

The type of representation made or assistance given often varies according to the industry concerned, and some things that are undertaken for one industry may not be undertaken for others. It may involve the obtaining of reports on Commonwealth contracts in order to ensure that an industry receives proper attention from the Commonwealth Government. If the honourable member has a specific inquiry regarding an industry interested in operating in her district, I will indeed be happy to take up the matter personally with my departmental officers and to obtain the best information possible for that industry.

Mrs. BYRNE: I think the Premier must have misunderstood my question. I am aware of the work undertaken by the Industrial Development Branch encouraging industries to establish in South Australia. However, I am specifically interested in what this department may do to encourage industries to establish in fringe areas such as in the city of Tea Tree Gully and also possibly Salisbury into which areas are moving many migrants who at present have to go elsewhere for work.

The Hon. R. S. HALL: Over the years, the Government, through the Housing Trust, has purchased large tracts of land, and the member for Gawler (Mr. Clark) will be aware of the significant promotion of activities in his district. One of the bases of that promotion has been the early purchase of land when it was cheaper than it is today and when it was available in large quantities to offer to industries at rates that could not be matched by authorities in other States. When it comes to a specific area, I am not sure what area the Housing Trust may have in the district to which the honourable member has made a vague reference. It may not have much land there; on the other hand, it may have a significant area. I do not know, but I can find out for the honourable member.

However, my point is that the Government, through the Industrial Development Branch, gives all assistance possible both to industries wishing to expand within the State and to those coming here. The Government does not take a parochial attitude and suddenly decide to concentrate on a particular area: it first ascertains the requirements of the industry concerned and tries to have as many industries as possible established in the country. Some of its activities in this regard have been successful, and two recent industries that have been developed in conjunction with my department's activities and as a result of some of my own personal work are Panelboard at Mount Gambier and Pict Frozen Foods at Millicent. This has been as a direct result of the negotiations undertaken by my department, which does not set out consciously to choose a certain council area and suddenly build it up. The department asks the industry what it wants, ascertains the area where it would be best suited to establish, and helps it establish there. The department has in mind at all times the Government's desire to achieve a balanced development.

#### SOUTH-EASTERN FREEWAY

Mr. EVANS: The South-Eastern Freeway, which is planned to pass on the southern side of Hahndorf, will cut the oval and cemetery off from the main town. The Echunga Road serves this area from the main town at present. Will the Attorney-General ask the Minister of Roads and Transport whether his department intends to leave this road open to serve the oval and cemetery or whether it intends to

provide another road nearby so that the people of Hahndorf do not have to travel an extra mile or more to reach their local oval?

The Hon. ROBIN MILLHOUSE: Yes.

#### HOME FOR INCURABLES

Mr. HUDSON: The Budget provision this year for maintenance of the Home for Incurables has been reduced from \$630,000 paid last year to \$135,000, but in Appendix II to the Estimates of Expenditure we are informed that, whereas last year \$186,000 was made available from Consolidated Revenue and \$444,000 from the Hospitals Fund, this year the home will receive only \$135,000 from Consolidated Revenue and nothing from the Hospitals Fund. Can the Treasurer explain why such a huge change has taken place? Is this as a consequence of the home's becoming eligible for the \$2-a-day payment by the Commonwealth Government?

The SPEAKER: Does the Treasurer desire time in which to reply?

The Hon. G. G. PEARSON: I will seek the information required so that the appropriate Minister may furnish it to the honourable member during the debate on the line.

#### SUPERANNUATION

Mr. HUDSON: Over the years the State Government has been rather reluctant to improve superannuation payments to former State Government employees in view of the fact that, for so many of them, a rise in superannuation would mean only a reduction in the pension payable by the Commonwealth Government. This would be so because of the way in which the Commonwealth Government means test is applied. However, the Commonwealth Government, in its latest Budget, has announced that the operation of the means test will be changed, so that once a person's earnings exceed the permissible limit the pension payable to that person will be reduced by only 50c for every \$1 by which earnings exceed the limit, instead of by \$1 as was the case previously. This means that if former State Government employees are granted additional superannuation benefits there will be a net benefit to them: they will not, as they did in the past, lose out altogether if they receive a part pension from the Commonwealth Government. Can the Treasurer say what legislation the State Government intends to introduce to amend the Superannuation Act in order to take advantage of the change in the Commonwealth Government's means test and thus provide a much needed benefit for those former Government employees who are subsisting on

superannuation and who, because of the currently rising cost levels, are having great difficulty in making ends meet?

The Hon. G. G. PEARSON: In his preamble to the question, the honourable member has misconstrued the situation. The Government has not deliberately refrained from paying additional benefits to pensioners merely because such increases may affect their entitlement to age pensions. The reason why the Government has not been able to make specific increases in payments to superannuants is that the fund will not bear such increases. We made some adjustments recently because we had an opportunity to do so, as funds at that time permitted it. We used some reserves, applying them to benefit existing superannuants. We could do that because the small reserves that were then in the fund met the cost. However, if we are to increase payments to superannuants it must now be done either at the expense of the Budget (or of the taxpayer) or at the expense of those who are presently in the service and will qualify for a pension at some future time; or we must increase the ratio of contributions from the public purse to the Superannuation Fund above the present 70-30 ratio. The reason for not increasing the payment to superannuants is not primarily, at any rate, that it would affect their age pension but rather that the fund is not able to carry such an increase.

#### SCHOLARSHIPS

Mr. HUDSON: There has been an announcement in the press that the State Government intends to discontinue certain scholarships, exhibitions and bursaries previously awarded, which were based on the Intermediate examination. Regulations have now been gazetted and laid on the table of the House toward this end. In the absence of the Minister of Education, will the Attorney-General ascertain how many scholarships, exhibitions and bursaries have been discontinued, and also how the means test provisions apply in relation to any of these awards? In obtaining this information, will he be so kind as to say whether any scholarships are now made available for children in Government schools either by the Commonwealth Government or the State Government that have a means test provision applying to them?

The Hon. ROBIN MILLHOUSE: I will ask my colleague whether she is prepared to supply the information.

#### THE BUDGET

The Hon. G. G. PEARSON (Treasurer) moved:

That the Speaker do now leave the Chair and the House resolve itself into a Committee of Supply.

The Hon. D. A. DUNSTAN (Leader of the Opposition): I rise on a matter which is causing grave concern and which may lead to considerable industrial unrest in South Australia if it is proceeded with. A question in this House earlier related to a study that apparently has been taking place in the South Australian Railways on a reduction in the suburban services. Subsequent to the question's being asked here, the Minister of Roads and Transport yesterday made a statement, which was reported in the press this morning, that a study was taking place, but that he had not asked for it and that he did not support the idea of a reduction in services. That is a most extraordinary thing. If the Minister does not support the making of a particular study, it is very hard to see why the study is being made.

As a result of inquiries and complaints that have come to the union, I have obtained a copy of a circular which has been sent to some people in the Railways Department and which specifies the present study that is going on. Anyone reading this can only view the matter with the gravest alarm. It relates to suburban services, and the proposal for Mondays to Fridays is as follows:

North line: Last down train No. 843 (7.15 p.m.) to North Gawler. Last up train No. 808 *ex* North Gawler arrive Adelaide 7.45 p.m.

Therefore, there will not be any train out to Gawler after 7.15 p.m. and no train arriving from Gawler after 7.45 p.m. The circular continues:

South line: Last down train No. 837 (7.05 p.m.) Adelaide to Bridgewater (instead Belair). Last up train No. 788 *ex* Belair arrive Adelaide 7.43 p.m.—

so the Attorney-General will not be able to get home—

Outer Harbour—Grange—Semaphore line: Cancel No. 795 (6.50 p.m.) Adelaide to Grange. Last down train No. 773 (7.05 p.m.) to Outer Harbour connects at Woodville with No. 773 for Grange, connects at Glanville with No. 773 for Semaphore. The last up train No. 828 *ex* Outer Harbour arrive Adelaide 8.26 p.m. No. 812 (7.32 p.m.) Grange to Adelaide works. No. 826 (7.45 p.m.) Semaphore to Adelaide works.

No-one who uses the Outer Harbour, Grange and Semaphore service will be able to go home late at night. The circular continues:

Marino line: Last down train No. 843 (7.10 p.m.) to Marino. Last up train No. 818 *ex* Marino arrive Adelaide 8.20 p.m.

#### SATURDAYS

North line: Last down train No. 843 (7.15 p.m.) Adelaide to North Gawler. Last up train No. 798 *ex* North Gawler arrive Adelaide 7.35 p.m.

If anyone from that area wants to come to Adelaide to a function on a Saturday night he will have to walk home to Gawler. The circular continues:

South line: Last down train No. 837 (7.05 p.m.) Adelaide to Bridgewater. Last up train No. 788 *ex* Belair arrive Adelaide 7.43 p.m.

Outer Harbour—Grange—Semaphore lines: Last down train No. 773 (7.05 p.m.) Adelaide to Outer Harbour connects at Woodville with No. 765 for Grange, connects at Glanville with No. 773 Semaphore. Last up train No. 828 *ex* Outer Harbour arrive Adelaide 8.26 p.m. No. 812 (7.32 p.m.) *ex* Grange will work to Adelaide. No. 828 (7.45 p.m.) *ex* Semaphore works to Adelaide.

Marino line: The last down train No. 843 (7.10 p.m.) Adelaide to Hallett Cove. The last up train No. 836 *ex* Hallett Cove arrive Adelaide 8.35 p.m.

Then we get to Sunday, and this takes the cake. The circular states:

#### SUNDAYS

North line: All down and up suburban services cancelled.

South line: All down and up suburban services cancelled.

Outer Harbour—Grange—Semaphore line: All down and up suburban services cancelled.

Marino line: All down and up suburban services cancelled.

People who use the suburban rail services will be staying home on Sundays.

Mr. McAnaney: Oh!

The Hon. D. A. DUNSTAN: The member for Stirling does not live in the suburban area of Adelaide (when he is in the area he travels by motor transport), and his constituents do not use these services. At any rate, he has not minded the cancellation of services in his own district. At present, we have before us proposals, which this Government says it has accepted, for alterations to suburban services with the aim of encouraging people on to suburban lines. At the moment, there is a study going on quite evidently for the purpose of cancelling night services on week days and all services on Sundays. The loss of passenger support for the public transport system that must result from that kind of system is enormous.

In addition, what is to happen to the railwaymen now involved in providing these services, and what is to happen to the returns of pay to those who are involved in overtime payments at present in providing these services? We have been told in this matter, as in so much else to do with the transport Ministry, that there will be no reduction in services, but we have seen that that has not been borne out in other areas. What will be the result to members of the Australian Railways Union as a result of this, as well as to services to the public? If there is no intention by the Government to institute these cuts in services, why is time and money being spent on a study aimed at investigating the cuts? It is pointless in doing the work if the results are not to be put into effect. If they are to be put into effect, how does the Government justify its action to the public?

Mr. HUDSON (Glenelg): I am interested in this matter, as I represent an area that would be badly hit by proposals such as this should they be introduced. The area I represent might already be hit by the proposal in the M.A.T.S. Report to discontinue the Glenelg tramline, although the Government has not given a decision on that matter. However, so far as train services are concerned, this proposal will mean that anyone in my area who does not have access to a car will be completely immobile every night and on Sundays. This is a completely unsatisfactory proposition. The people in my area who travel by train have as much right to the same standard of service as those in other areas who travel by bus, and I for one indicate that if this sort of proposal is proceeded with the Government can expect the strongest possible opposition to it.

It is a short-sighted proposal. Here we are wanting to encourage the use of public transport; in fact, the M.A.T.S. Report assumes that there will be a considerable expansion in patronage of public transport over the period of the study. Apart from that, no-one can tell me that further losses in patronage, over and above the loss of patronage through the elimination of night services and Sunday running, will not follow as a consequence of this kind of decision, because again and again the younger people in the community, those who are able to afford any sort of private transport, will have to get private transport, whereas those who do not have it and who cannot gain access to it will have to stay at home. Can the Premier say that this study will be discontinued immediately, because if the Government is not going to proceed with the proposal

there is no point in continuing the study and wasting money on it? That is the kind of assurance we should be able to get immediately from the Government on this matter.

The Hon. R. S. HALL (Premier): The Leader and the member for Glenelg could have obtained that information by means of a question and, as far as I am concerned, I will treat it as a question and obtain the information for them.

Mr. VIRGO (Edwardstown): The statement the Premier has just made is a deliberate lie. On Tuesday, I asked the Premier for this information, and the Minister's reply was published in this morning's *Advertiser*. Not one word has been given in this House. The Premier treats the House with disdain and contempt; he is a contemptible man. Frankly, the matter raised by my Leader is one of the gravest importance, yet the Premier wipes it off as though nothing had ever happened.

*Members interjecting:*

The Hon. D. A. Dunstan: The Premier has asked for it with that kind of reply. We have been trying to keep the railwaymen quiet on this one so that you might have a chance to give us a reasonable reply for them.

The SPEAKER: Order!

Mr. VIRGO: For the Premier's benefit, I repeat the question I asked in the House on Tuesday, together with the Premier's reply:

Several constituents are extremely concerned about an investigation being held to determine whether metropolitan train services should cease at 8 p.m. on week days and should not run on Sundays. As I understand that this investigation is being conducted at the behest of the Minister of Roads and Transport and Cabinet, will the Premier table the report and recommendations so that this House may make any decision arising therefrom?

The Premier replied:

I will get a reply for the honourable member.

Mr. McKee: And you read the reply in the press today.

Mr. VIRGO: That is right. Is this House to be treated as a place to which we come occasionally to be treated like dust, because that is obviously the way the Premier treats his position. Then came the article in the *Advertiser* in which the Minister of Roads and Transport said that the investigation had been initiated neither by the Government nor by himself. That is also a deliberate lie.

The Hon. R. S. HALL: Mr. Speaker, I think I have been rather tolerant, and I do not mind being called a liar myself.

The SPEAKER: Does the Premier rise on a point of order?

The Hon. R. S. HALL: Yes. I can take insults from the member for Edwardstown, but I see no reason why my colleague should be called a liar. I ask that the honourable member withdraw the remark.

The SPEAKER: As the Premier has taken an objection, will the member for Edwardstown withdraw his remark?

Mr. VIRGO: In deference to you, Mr. Speaker, I withdraw it and say that the Minister's statement in the *Advertiser* this morning is completely untrue.

The Hon. R. S. HALL: I believe that that is only another way of stating the same thing, and I object to it.

The SPEAKER: Order! The remark by the member for Edwardstown was that the Minister was a liar and, objection having been taken, the honourable member now says that the statement is untrue. The honourable member's statement is within Standing Orders. A member's statement that something is untrue is acceptable: it has been accepted in the House many times, and it is an entirely different matter.

Mr. VIRGO: I hope that the Premier is prepared to accept a few home truths because, frankly, I am absolutely fed up to the back teeth with being treated in the way the Premier and, in particular, the Minister of Roads and Transport and most of his other front bench colleagues treat the Opposition. I understood that Question Time was a time when a member could obtain information from Ministers, but we have never been able to get information from the Premier. My Leader has detailed the trains that are to be cancelled or the times from which it is proposed there shall be no further trains. However, I have been able to look further at this information, and I am sure members will be astounded to learn that the proposition now being considered is to cancel no fewer than 102 trains now running between Monday and Saturday. I have not been able to get information about how many trains that now run on Sundays are involved, but I suppose that the number would be about 30 or 40. Does the Government intend to close down the railways and hand them to private enterprise? The people who normally travel on these trains still require transport, but where will they get it?

There is only one way the Government can provide this transport, and that is by telling private bus operators, "You can run, in lieu of the railways." These private companies

will need financial assistance, so the Government will pay them a subsidy, as it is paying subsidies now to other private enterprise. It is ridiculous that this Government provides in the Budget for a handout of \$150,000 of taxpayers' money to Adelaide Steamship Company Limited, which this morning announced an 8 per cent dividend. This Government is using taxpayers' money to feather the nest of private enterprise, and it is doing the same thing with the railways.

If the Minister's statement in this morning's press is correct (that he knew nothing about the matter) why has he not taken steps to prevent the study's being made if he does not want to give effect to the findings? The plain fact is that he is using officers of the Railways Department to cover up the sins of omission of the Hall Government. It is tragic that this Government has set out on a deliberate course of smashing one of South Australia's best assets. As the Leader has said, Government members tried to tell us in the debate on the M.A.T.S. plan that public transport was an essential part of the transport system of this State. How hypocritical can they get! On one hand they say that it is essential and, on the other, they smash it as quickly and as hard as they can. Who will cater for these people who move around after 7 o'clock or 8 o'clock in the evening?

Mr. Hudson: The Adelaide Steamship Company I suppose.

Mr. VIRGO: That company will not be able to run a boat service to Outer Harbour, Marino, North Gawler, or Bridgewater.

The Hon. D. A. Dunstan: Perhaps they intend to sail up Dry Creek!

Mr. VIRGO: That may be so. I am particularly concerned about the shift workers who knock off at 11 p.m. and travel by train from the General Motors-Holden's plant at Woodville and other plants to Adelaide.

Mr. Ryan: What about the wharfies? They'll have to walk home.

Mr. VIRGO: Yes. A few days ago the Minister of Works gave members a nice pamphlet about apprentices that was addressed to "Mr. Employer". Has the Minister thought about how these apprentices will get home after attending evening classes? After all, he has not followed the Labor Government's lead of providing day training. What about university students who attend evening lectures and travel home at 8 p.m. or 9 p.m.? What does the Attorney-General think about that? Or, can he not get the smirk off his face?

Mr. Hudson: He used to argue that the students should have transport concessions.

Mr. VIRGO: He is prepared to give the concessions now, because giving them will not cost him anything.

Mr. Hudson: That's how he is honouring his promise.

Mr. VIRGO: I know that our society is becoming reasonably affluent. However, if one of the Ministers condescends to go to a railway station on a Sunday in summer, he will be amazed at the number of parents with families who still use the railways to go to the beach for a pleasant afternoon. Yet, regardless of how hot the day is, these people will have to catch the train that leaves Marino about 7.30 p.m., because the only alternative is to sleep on the beach. I hope that the Attorney, instead of cackling, tells us what is the position. He represents the Minister of Roads and Transport and must accept equal responsibility for that Minister's action.

The Government cannot get away with brushing the matter off as the Premier has sought to do. It is interesting to consider what has happened regarding the railways. I have jotted down quickly the railway lines that have been closed, and I may well have missed some lines. The Angaston line has been closed, but we did not hear a word on this from the member for Angas (Hon. B. H. Teusner). Again, although the Kapunda line has been closed, the member for Light (Mr. Freebairn) had the light out and we did not hear a word from him about the matter.

Mr. Broomhill: He wants to close them all down.

Mr. VIRGO: That is right. The last section of the Northfield line has also been closed. The Willunga line has been completely closed beyond Hallett Cove. The next on the list is the Moonta line, and we have heard plenty from the member for Wallaroo (Mr. Hughes) about that. Further, the Peterborough to Port Pirie line has been closed, and the last on my list is the Brinkworth-Kadina line. I wrote those in a few minutes, and members opposite may be able to add a few more. The Government tried to close the line from Naracoorte to Kingston but I think the member for Millicient (Mr. Corcoran) may have frightened the Government about that.

Mr. Corcoran: It's still going, anyway.

Mr. VIRGO: Yes. This House is entitled to a positive statement as to the Government's intentions on this all-important matter. The Government cannot deprive railwaymen (and I use the term in its widest sense, including

daily-paid employees as well as officers) of their livelihood in such an off-hand way as the Premier has sought to do this afternoon. This House is entitled to a full and proper explanation of this all-important matter.

Mr. CORCORAN (Millicent): I support what my Leader has said this afternoon. I wonder whether the Premier realizes the gravity of the situation. It seems to have escaped him. The Leader has said that we are raising this matter this afternoon (and it is an opportunity which is available to us) to tell the Premier that the employees of the South Australian Railways are extremely concerned about the information they have obtained regarding the curtailment of railway services, which curtailment directly affects their livelihood. I think the Leader has also said that this matter is so serious that any statement the Premier might make that would allay their fear might prevent either industrial action or other industrial strife. Does the Premier care whether there is industrial strife in the Railways Department? Will he find out from the Minister of Roads and Transport whether there is any substance in what we have said today? It would not be difficult for him to find out from the Minister whether the Minister knows anything about the survey that has taken place. If the Minister knows nothing, and stands by his statement as reported in this morning's *Advertiser*, it would be simple for him to tell the Premier that he has no knowledge of it and that he would not subscribe to it, and that would be sufficient assurance for the Opposition to keep quiet on this matter.

It would also allow employees of the Railways Department to carry on with their normal work, because their fears would be allayed. That is all we are asking the Premier to do: if he will not do this, and does not realize how grave the situation is, he is the one who will be blamed by people who are inconvenienced by industrial strife. Obviously much thought must have been given to this survey, and it seems to me that no officer of the Railways Department (not even the Commissioner) would initiate such a survey. In effect, it would be concerned with Government policy, and the Minister of Roads and Transport or the Premier or another Cabinet Minister should be able to tell us something about it. One of them should give an assurance now that the survey will not be continued.

Mr. Hudson: Perhaps the Parliamentary Under Secretary could tell us something about it.

Mr. Rodda: He could do that, too.

Mr. CORCORAN: Then he should get up and say something. Employees of the Railways Department are concerned about this matter, because they realize (as do Opposition members) that moves are being made by this Government to run down the railway system in this State. If this is not so, the Premier has only to say so. The Opposition does not wish to delay the proceedings of the House unduly: the Leader wanted to say a few words and only the member for Edwardstown would have followed him, because we were confident that when the Premier heard what the Leader had to say he would reply and give us the assurance for which we were asking.

If the Premier wants to delay the proceedings of the House and upset people whose livelihood may be affected as a result of this survey, he need only remain seated and keep quiet. However, he should tell us that he knows nothing of the survey (if that is the case), that the Government does not subscribe to it, and that it will be discontinued. If he is not prepared to say that, the suspicions of railway employees and of Opposition members are well founded and our action is justified.

Mr. McKEE (Port Pirie): Surely the Premier or someone else will give some explanation to the House. I did not intend to speak—

The SPEAKER: Order! The Treasurer did rise, and if he speaks again he closes the debate. That is why I called on the honourable member for Port Pirie.

Mr. McKEE: If someone is prepared to give an explanation—

The Hon. D. A. Dunstan: Can't someone else answer it?

Mr. McKEE: I think it is the duty of the Premier of the State. Surely to goodness he knows what is going on in the State, or is he not the real Premier? Who is the Premier?

The SPEAKER: Order! For the honourable member's benefit, I point out that the Premier has already spoken and I cannot allow him to speak again.

Mr. McKEE: But he said nothing. He has given no explanation to the House. If what the member for Edwardstown said is true, namely, that more than 100 trains a week will be cancelled, apart from Sunday operations, surely many employees and members of the public generally will be affected. There must

be some explanation for this. I will not accept the Premier's getting up and saying he will get a report on the matter. Someone must know the information for the press to have reported it. If the Premier has gone away for the report, I shall be pleased if he will hand it to the Treasurer in order that the information can be given to the House.

Mr. HUGHES (Wallaroo): I support the Leader of the Opposition in this contentious matter, which seems to be the case of a stone rolling downhill and gathering momentum as it goes along. I have had experience of the cancellation of rail services in my own district, and these cancellations by the Government have been for no good reason. Despite the challenges I have made in this House at various times that the Government prove that it was uneconomic to continue at least one Bluebird on the Wallaroo-Moonta service, I have not yet received the reply that it was not economic. I will keep agitating for the Government and for the Minister of Roads and Transport to reply to my repeated requests and say that the service between Moonta and Adelaide was uneconomic. Until such time as I receive this reply, I will continue to raise the matter. I can imagine the chaos that will be created among rail services in the State if the survey is allowed to continue.

What amazes me is that in a few words the Premier indicated to the House that this matter could have been answered by way of question. Well, he had the opportunity to answer the representations made by the Leader of the Opposition. Why do we have the innuendo by the Premier that he could have answered it in reply to a question perhaps earlier in the day? If the Premier were genuine, he would have answered our queries while he was on his feet just now.

Mr. Virgo: The question was asked of him last Tuesday.

Mr. HUGHES: Of course it was, and he tried to tell the House he knew nothing about it. Of course he knew about it. If a Cabinet Minister does not keep his Premier informed on what is taking place, it is time the Premier sacked that Minister. In fact, if this is the way Cabinet is allowed to function, it is time the people sacked it, and that is exactly what will happen in the future. The Government will bring about its own downfall, because its Ministers are not keeping one another adequately informed of the measures they are introducing. I am vitally concerned about this matter because its effect is that of an

octopus spreading out its tentacles. The situation will deteriorate if the survey is allowed to continue, with its one purpose being to throw away our railway system.

It is strange that the very man responsible for this situation is a great believer in private enterprise and one who, I think we can safely say, through his family dealings has a hand in road transport. If the present situation is allowed to continue, I can see that many railway employees will be retrenched, at a time when the Government, through the Minister of Works, has been boasting week after week about full employment. If we are enjoying a time of plenty, why is there this need to take it out on the poor railwaymen?

Mr. Freebairn: Oh!

Mr. HUGHES: I suggest that the member for Light should be quiet on this matter, because he does not know anything about it. What is more, I will give him a little advice: I suggest that he does not go down among the railwaymen to try to make his point clear on this matter, because they already know about him from interjections he has made when I have been speaking previously about railway matters in this House.

Mr. Casey: He would sack the lot.

Mr. HUGHES: Yes. The matter now being considered is nothing new: the member for Light advocated this very thing in his Address in Reply speech. Therefore, he knew, as a Parliamentary Under Secretary, that this survey was to be carried out; otherwise, he would never have referred to it. I guarantee that he was put on the carpet after making his previous statement, because it was never intended at that juncture that he should release the information to the House. We thought he was just talking out of the back of his head then, but now we know that the matter had been discussed in full not only by Cabinet but also by the Parliamentary Under Secretaries as well as by the Liberal Party in general. Apart from railway employees being affected, what about the general public? Is the Government not going to provide any public transport on which the people concerned can travel? Oh no! The Government is always talking about the underdog and how it looks after the people in the lower income bracket. However, every day that this Government is in office it is undermining the position of the poor person who is on the basic wage, trying to rear a family, and using the railway system because it is convenient. Literally hundreds of people will be penalized because of this

move. I will be the first to apologize to the Treasurer if, when he gets up to speak, he will show that what we predict will not occur and that the survey will be withdrawn.

Mr. CLARK (Gawler): This situation is too absurd to believe. Having had the opportunity only to examine the matter hurriedly, I may be speaking about it only from a parochial point of view. However, as I see it, only railway employees and those speaking on the matter today in the House know about the survey. Railway employees are consternated today, but by tomorrow many people in my district (in Gawler, Elizabeth and Salisbury) will know about what is occurring, and there will be almost a revolution. It seems that on week nights after 7.15 p.m. no train will leave Adelaide for northern areas as far as North Gawler. How this will affect men on shift work who normally use the trains now operating in order to get home, I do not know.

Mr. Broomhill: Or anyone else.

Mr. CLARK: That is so, although I am naturally concerned with the line affecting people in my own district. Some of the men using the line have been on shift work for years and have been using the same train; indeed, one sees them night after night on that train. How will these men get on? If the Government's proposal is implemented, the only way in which people will get to Elizabeth is by bus.

Mr. Casey: How will you get to Gawler?

Mr. CLARK: I do not know; possibly, one goes as far as Elizabeth by bus, but what happens from then on? Frankly, I do not know. Dealing with electoral matters in this House, the Government previously decided that Gawler should be thrown right out of the metropolitan area. Now it has decided to throw Gawler out of existence, if it can. This is downright criminal, and I think we are entitled to hear the real answer and to know just what is meant. On Sundays, no train will run to my district; a person apparently buys a motor car or catches a bus; or, if he lives in Gawler and does not have a car, he walks. If a person wants to go to a show or to an important engagement, that is too bad; or if I want to return home from the House in the evening but not by car, I take a taxi. This is beyond the bounds of common sense.

I know that from now until next Monday, if no sensible statement is made on this matter, I will be bombarded with calls from railwaymen; and so I and other members

should be, for we represent those men, who are honest workers and who have been in their particular employment for years. Anyone with any common sense at all will realize that the inevitable result of this proposal will be to throw railwaymen out of employment. But what about the passengers? Have we lost all sense of decency in regard to meeting the obligation to the paying travelling public who have been using this Government service for many years? It will be a tragedy if the measure is instituted. We must stop the move and obtain a statement from the Minister which will at least show some common sense in the matter.

At the moment, everyone is up in the air. Nothing is worse for a man who must travel to his employment than just not knowing how he will get there. Surely at least one of the Ministers can come to the Premier's rescue, if the Premier does not know what we are talking about, and explain the position for the benefit of everyone concerned. I shudder to think what will happen industrially if the proposal is put into practice; if it is, the State could well have the biggest industrial upheaval it has ever seen.

Mr. LAWN (Adelaide): I expected to speak this afternoon on the Budget. I did not expect, as bad as I know this Government to be, that I would be faced with this particular situation. I could say I was surprised at it, but I know, of course, how inept and inexperienced this Government is.

Mr. Ryan: And incapable.

Mr. LAWN: Yes. As a matter of fact, last session the Premier introduced in this House a Bill on behalf of his colleague, the Minister of Health, seeking to impose charges on patients in mental institutions, but he could not tell us a thing about that measure. We kept the debate going while he went out to meet his colleague to discuss the matter. However, when he returned to give us the information, he could not tell us what his colleague had asked him to tell us. Today, the Premier had a similar opportunity while the Leader of the Opposition was speaking; if he did not know what was going on (and it seems to me that he does not) he could have met his colleague, the Minister of Roads and Transport, because the Legislative Council was not sitting at the time. Even if it had been sitting, his colleague could have come out and informed him of the position. I am reminded of what we said last

year: Ministers in this House and Ministers in another place do not speak to each other. What a laughing stock this Government is this afternoon.

The member for Wallaroo (Mr. Hughes) said that the people should sack this Government. Actually, the people never elected this Government, because it had a minority of the votes. One man, the member for Ridley (Hon. T. C. Stott), who likes to strut around as Speaker and as a big man, offered to throw out the Labor Government, which had been returned; at least, no-one can deny that the Labor Government was not defeated at the polls. One man, because he liked the power and glory of being the deciding man in the Chair, threw out of office the Labor Government, which believed in socialization. Why the honourable member hates the Labor Party I do not know, because in the 1930's this Party saved him from being thrown out of this House.

Mr. Ryan: It made a great mistake.

Mr. LAWN: Yes.

Mr. Freebairn: Which Party was that?

Mr. LAWN: In the 1930's the Parliamentary Labor Party kept the Hon. T. C. Stott a member of this House when the Party of the member for Light wanted to throw him out because he had become bankrupt, and a bankrupt is supposed to retire and recontest an election. Because of the Hon. T. C. Stott's hatred he became an ally of the Liberal Party and he has put it in office and kept it in office ever since. He has been like the member for Light, who likes to charge us with being Socialists and who claims that his Party is anti-Socialist. Part of his Party's policy is anti-Socialism and therefore to get rid of State railways and State enterprises. Some months ago it closed down some railway lines, including one in the member for Light's district, but that member did not protest about it. In fact, as the member for Wallaroo has said, the member for Light advocated closing even more lines.

Possibly the Government's latest move is the result of the advocacy of the member for Light—get rid of Socialist enterprises in favour of private enterprise, irrespective of the unemployment, chaos and inconvenience that will be caused. As honourable members know, in such matters, and in businesses of any kind, once a pattern is changed not all the people patronize it again when it is changed back.

The people who will be lost to the railway system either as employees or as passengers will not all return when the railways are reinstated in a proper and workable way by a future Labor Government. We will have the job ahead of us to restore the railway system to its present capacity. The present Government is definitely anti-South Australian. I notice that the two Parliamentary Under Secretaries to the Premier are frowning and looking at each other.

Mr. Rodda: You are nothing but a rude clown.

The DEPUTY SPEAKER: Order!

Mr. LAWN: One could call the honourable member a boneless wonder, but this is a serious matter. Obviously, the Parliamentary Under Secretaries to the Premier are treating this matter as a joke: they are regarding this matter of a complete stoppage of trains on Sundays and the curtailment of railway services after 8 p.m. as justified. They consider that the discussion on this matter is a waste of time, because they evidently believe that the Government's action is justified. This is not the only matter they have attempted to wreck. Just prior to the election the Premier said he would build the Chowilla dam with his own hands, but no sooner had the present Government taken office than he sold out on Chowilla, a project that the Playford Government, the Walsh Government and the Dunstan Government had been working towards for years.

I can well remember Sir Thomas Playford and the Hon. Frank Walsh saying that we had to have that dam very early in the 1970's, yet the present Government completely sold out to the other States and got nothing for it—unless it counts the \$6,000,000 it got for the Keith main. The other States are getting \$20,000,000 or more for any enterprise they want. My Party is distributing a little leaflet, on the outside of which are printed the words "Inside are the details of what the Gorton Liberal Government has done for State schools". The inside of the pamphlet is blank! I am sure that my Party could issue a similar pamphlet, on the outside of which would be the words "Inside are the details of what the Stott-Hall dictatorship is doing for South Australia". Of course, the inside of this pamphlet, too, would be blank.

Mr. Hudson: You could have the State of South Australia floating off the Antarctic.

Mr. LAWN: This is the most ridiculous position in which I have seen this Parliament

since 1950—a Minister could not give information in reply to a question posed here this afternoon. The situation is particularly ridiculous when we recall that the member for Edwardstown (Mr. Virgo) asked a question on this matter only two days ago and the Premier promised to reply, yet today when this motion was moved the Premier frankly admitted to the House and to the people of South Australia that he just did not know what his colleague, the Minister of Roads and Transport, proposes. I am only sorry that the Speaker is not in the Chair; I always seem to strike you, Mr. Deputy Speaker, when I have to speak. It is not that I do not like you, Mr. Deputy Speaker, for I do, but I would have liked the Speaker to be here to see what the people he put on the Government benches of the State are capable of. By his vote he threw out the Don Dunstan Labor Government, which at least had not been defeated by the people. I will leave it to the railways union and to the passengers of the railways to say what they will say in the next few days.

Mr. HURST (Semaphore): This is a shocking affair. As representatives of various districts elected to this Chamber, we should be entitled to know Government policy on matters such as this. The contempt with which members are treated by most of the Ministers is absolutely disgusting. The charges made by the member for Edwardstown were justified, because an outright refusal to answer questions of importance industrially and to the people of South Australia has been made. At one time, a Government might have been able to slide out from under a question such as this by pleading that it did not know what was going on, but most of us realize that the Labor Government amended the Act so that the Minister would be in charge of the Railways Department. Most of us who have had dealings with the Railways Commissioner and the higher officers of the department appreciate that a survey such as this would not have been undertaken without consultation with senior members of the Government. We have asked legitimate questions about matters of public interest, and yet the answers we have received would not have satisfied a child in grade 7. Ministers beat around the bush, but they have been caught up with on this question.

The Government intends to cut out transport to centres where no alternative transport is provided, and that is utterly ridiculous

and means a waste of public money. This is frustrating for employees of the Railways Department. I believe this is an attempt by this present incompetent Government to try to create industrial disputes (which it will no doubt do) before the Commonwealth election, so that the Government can try to cover up its sinful actions, misdemeanors and mistakes of which the South Australian people are aware. If the Government had had any self-respect, it would have acknowledged the opinion of the majority of the people at the election. On questions such as this, it should realize that it does not have the support of the majority of the people, and the sooner the Premier realizes this, quits his job and lets the State get back into the hands of a competent Government, the better it will be for the people of South Australia.

I want to know what transport is to be available to Outer Harbour. The schedule proposes that the rail service be cut out during certain hours, but ships do not run to any set time table. Is the Government attempting to sabotage further the district of Port Adelaide by cutting out transport to Outer Harbour? Is it trying to force the few ships that now come to that harbour to go to harbours in other States, thus depriving Port Adelaide of the trade that has been its livelihood over the years? If the Government is attempting to do this, it is in for a shock soon. I believe the Government's action is completely mischievous. It knows that its term of office will end at the next election so it is attempting to sabotage Government departments by creating completely chaotic situations in them. Then, when they are in Opposition, the Attorney-General and some other backbenchers will nibble at our men, who will be getting down to straightening out things for the benefit of the State. This is a shocking position.

The member for Edwardstown referred to the concern of the men. I have no doubt that this matter will concern not only the day workers but also the officers of the department, who will be affected just as much. Those officers can see the Government's intention. Because of the complete contempt shown by Ministers for the elected representatives of the people in this Parliament, the Opposition has been forced to take up time dealing with this matter, when much more important things should be dealt with. The contempt of Ministers in not stating their

policy, or in not having the ability to tell us what their policy is, has caused the debate this afternoon and has prolonged it, and these Ministers deserve censure for their action.

Mr. JENNINGS (Enfield): I shall speak briefly on this matter. I was most astonished to see the circular that was distributed to certain employees of the Railways Department, but I was not at all astonished that the matter was raised in the House today in the way it was. However, I was completely astonished at the cavalier attitude taken by the Premier.

Mr. Virgo: He always takes a cavalier attitude.

Mr. JENNINGS: I am an incurable optimist, and one of these days I shall be favourably surprised at what the Premier does. I do not know whether that will be when he hangs himself or when someone else hangs him. Perhaps I should not have expressed myself in that way, but it is only a figure of speech. I was certainly astonished at what the Premier said because he acted today as he has acted on innumerable occasions—like a little schoolboy.

Mr. Virgo: An arrogant schoolboy.

Mr. JENNINGS: Most little schoolboys are arrogant. He completely overlooked the fact that here were the seeds of great industrial discontent in South Australia.

Mr. Clark: Not only industrial discontent, either!

Mr. JENNINGS: That is true. The Premier probably had a couple of other things in mind. I am concerned about not only the whole of the State but what happens in the northern suburbs—7.15 down, 7.35 up, but what happens in the meantime, afterwards or before? On Sunday, services will be closed all day. I am reminded of Mr. McLeay (now Sir John McLeay), then Lord Mayor of Adelaide, who said that all decent people in Adelaide arrived home before 11.30 p.m. on Sunday. Mr. McLeay's son is now the member for Boothby.

Mr. Virgo: He might not be after October 25.

Mr. JENNINGS: He is not nearly as good a man as his father is, and I sincerely hope that he will not be the member for Boothby after October 25. He certainly did not do very well when he stood against the present member for Unley (Mr. Langley) on one occasion. This is all relevant, because there is an election on October 25 for the Commonwealth Parliament. I think that we should support what the Leader has done today and what the

Government has failed to do: to justify anything at all in favour of something it knows nothing about. The Minister of Roads and Transport has been looking for the Premier to inform him of the position, but the Premier has not been available to him. The Leader and the Deputy Leader have said that they would be happy to get a reasonable reply from some responsible member of the Government, but they have not received it.

Mr. CASEY (Frome): I register my disgust at the measure before the House and, contrary to what members opposite may think about our wasting the House's time, I emphasize that the Government knows little about how people outside feel. As members of this Chamber we have an obligation to people outside, irrespective of those we represent, and to the State as a whole, and this is one reason why I feel justified this afternoon in speaking to the motion, which affects three-quarters of the people in the metropolitan area and just outside of it, although Gawler should be classified as part of the metropolitan area.

Mr. McAnaney: Give us some facts and figures!

Mr. CASEY: I do not have to give figures. If the member for Stirling has some figures that he can substantiate, why does he not get to his feet, as he has had ample opportunity to do this afternoon, and explain the whole business? No member opposite so far has made any attempt to justify the survey that is contemplated. Members of the Opposition this afternoon have stated quite clearly the ramifications that will affect the people in the metropolitan area and just outside it. If the member for Stirling agrees with it, why does he not get up and say so? Apparently, every member opposite agrees with this measure. I do not think the Premier knew that this measure was contemplated. This is the whole stupid part of it.

Mr. Hudson: Except that the member for Stirling is in favour of it.

Mr. CASEY: He must be in favour of it. To restrict all forms of rail transport on any day of the week to Gawler, for example, would be absolutely stupid. I cannot see any sense in it. I know many people who have lived in retirement in Gawler for many years and who go visiting to the metropolitan area on Sundays. They even come from places I have been to on Sundays, and they travel by train.

Mr. McAnaney: I have a letter here from Gawler.

Mr. CASEY: I do not care what the honourable member says; I am stating the facts. What happens when railway services are discontinued? They have been cut in my own district over the years. I have seen the rail passenger service eliminated from Quorn to Peterborough, and what a shambles it was when that was done! It was a complete shambles because, if people today want to travel north from Peterborough, they have to get out at Peterborough at about 11.30 p.m. and wait for a goods train. I have raised this matter in the Chamber and taken it up with the department generally, that people have had to wait for three hours to catch a goods train to go north from Peterborough, at 2 o'clock in the morning. Is that a service to the people of this State? It is absolutely ridiculous. Any Government that puts itself in the position in which this Government has put itself in respect of passenger services ought to be tipped out on its ear tomorrow. It seems to me that the policy of this Government is to concentrate on freight traffic only—"Go for freight as much as possible; cut out all the passenger services!"

Could not this snowball in the years to come? Could not road transport start to muscle in on the railway freight services? Will there be the concessions for super-phosphate and livestock that are given to primary producers in the outside areas by the railways in South Australia today? I know for a positive fact that the railways are cutting freight rates on livestock to such an extent that road transport is finding the going very tough at present, but with more economical road transport services the boot might be on the other foot in the near future. What would happen then? Could we go to the road transport services and ask for concessions? Like fun we could. We should be told to go and jump in the lake. That is exactly where we are heading today and, the sooner members opposite realize it, the sooner we shall introduce some stability into the thinking that is needed in this Chamber.

I am disgusted with this measure; I cannot voice my opinion strongly enough against it. If this does apply, as is stated in this brochure, I think the people of South Australia will in the near future show the Liberal and Country League exactly where it will go. I condemn this measure wholeheartedly.

The Hon. G. G. PEARSON (Treasurer): This debate could have been worth something if it had been based on any premises at all, but the fact is that it is not.

Mr. Virgo: That is a fairy tale.

The Hon. G. G. PEARSON: When the Leader of the Opposition rose to discuss this matter, he had a document in his hand, and so did the member for Gawler. The member who has just resumed his seat referred to "a measure". I say categorically that, whatever the document is, I have never seen it.

The Hon. D. A. Dunstan: Do you want the circular number? I have it here.

The Hon. G. G. PEARSON: That may well be.

Mr. Casey: You can have a copy of it if you want it.

The Hon. G. G. PEARSON: It may well be it is a document emanating from the department; I am not disputing that. What I am saying is that it is a document that I have never seen, that Cabinet has never seen, that the Minister has never seen.

Mr. Virgo: How can you say that the Minister has never seen it?

The Hon. G. G. PEARSON: Because the Minister told me.

Mr. Virgo: And you believe him?

The Hon. G. G. PEARSON: Of course I believe him.

Mr. Virgo: Then you are the only one in South Australia who would.

The SPEAKER: Order! The member for Edwardstown has made his speech.

The Hon. G. G. PEARSON: I am stating the facts as given to me. I repeat that I have never seen it, Cabinet has never seen it and the Minister informs me that he has never seen it. Furthermore, I say that no instruction was given to the Railways Commissioner to make this study by the Minister or by any Government member.

*Members interjecting:*

The Hon. G. G. PEARSON: Just shut up and let me state the facts of this matter! The debate this afternoon has been generated on a basis that does not exist.

Mr. Corcoran: What about the document I have here.

The SPEAKER: Order!

The Hon. G. G. PEARSON: The Opposition apparently has obtained possession of what is a normal working paper within the department. This is the fact of the matter, and let honourable members deny that.

Mr. Corcoran: It is a study.

The Hon. G. G. PEARSON: Yes, a study—precisely. Under his Act, the Commissioner is responsible for the management and conduct of his railways system.

Mr. Virgo: And the Minister is responsible for the Commissioner, too.

The Hon. G. G. PEARSON: The Minister is not responsible for the Commissioner in respect of a matter of this sort in conducting a normal departmental internal study. This is the Commissioner's responsibility, and he accepts it. Indeed, he made such a study and keeps on making them all the time. What sort of a Commissioner would he be if, charged with the administration of a department as large as his, he did not constantly make studies of the operations within his department? He made such a study during the lifetime of the previous Government in regard to certain rearrangements of country train services. It was not a study that dealt with metropolitan lines at that stage, but he did make a study. He is constantly making them, and he must do so.

Mr. Hudson: What will the Government do in regard to this matter?

The Hon. G. G. PEARSON: If the honourable member will hold his peace I will tell him the position. The Commissioner is carrying out his proper and normal responsibilities. As I have said, this matter has not come to Cabinet and has not come to the Government. Several members, including the member for Semaphore (Mr. Hurst), have said that this Government is deliberately curtailing services in order to provoke an industrial dispute before the Commonwealth election. That is absolute rot.

The Hon. R. S. Hall: And a disgraceful remark.

Mr. Virgo: You have no room to talk about disgraceful remarks.

The Hon. G. G. PEARSON: The member for Edwardstown can give it but he cannot take it.

Mr. Virgo: I will give it and I can take it, don't worry about that.

The Hon. G. G. PEARSON: The honourable member is used to getting on a stump at a factory gate and telling people all sorts of things. The member for Semaphore knows that his statement was utter nonsense.

Mr. Hurst: It wasn't, and you ought to know that.

The Hon. G. G. PEARSON: The Government has taken no action about this matter.

The matter has not come near the Government. Cabinet has never seen it, and I have said that the Minister has not seen it.

Mr. Corcoran: Do you repudiate it?

Mr. Hurst: You refuse to answer. You have refused to look at it.

The Hon. G. G. PEARSON: No, we have not.

The SPEAKER: Order! This is not a conversation. The honourable Treasurer.

The Hon. G. G. PEARSON: I think I have made my point. The Opposition does not want to accept it, because it knows that this afternoon it has raised a howl on a matter that is without foundation.

Mr. Corcoran: That is to say, none of the things we have spoken about will take place at all? Is that right?

The Hon. G. G. PEARSON: I did not say that at all. How can the Government decide on a matter that has not come before it?

Mr. Corcoran: I want to know.

The Hon. D. A. Dunstan: Are you going to let the study continue and then make up your mind?

The Hon. G. G. PEARSON: I cannot say what the Government will or will not do, until it gets the document. I do not know the purpose of the study. I do not know whether it is with a view to doing one thing or another. I suggest to the honourable member that, if this document had contained a proposal to increase services substantially, we would not have had this debate this afternoon.

Mr. Corcoran: That's right.

The Hon. D. A. Dunstan: That would have given service to the public.

The Hon. R. S. Hall: This debate was brought on for political purposes.

The Hon. G. G. PEARSON: Honourable members opposite assume that this study is being made with a view to curtailing services.

Mr. Virgo: What else is it being made for?

The Hon. G. G. PEARSON: I do not know. I have not seen it.

The SPEAKER: There is too much conversation.

The Hon. G. G. PEARSON: The member for Semaphore also said that the Government had decided to cut services where no alternative transport was available. The member for Gawler also made a song and dance on this point.

Mr. Clark: No, not a song and dance: I made a statement.

The Hon. G. G. PEARSON: All right, I will dignify his remarks by saying the honourable member made a statement.

Mr. Clark: I wasn't even political about it, either.

The Hon. G. G. PEARSON: I have done my best for the honourable member. The whole basis of this rather noisy argument is a supposition of Government policy that does not really exist.

Mr. Virgo: Do you deny you are cutting out trains?

The SPEAKER: Order! There is too much conversation.

The Hon. G. G. PEARSON: I conclude by repeating that the document which the Leader of the Opposition has used and which has been quoted by other members and apparently is in circulation on the other side of the House is a normal internal working paper within the department. Apparently, it has been prepared by officers of the Railways Department to carry out what is the normal and continuing function of the Railways Commissioner in administering his department. That being the case, until this matter goes (if it does) through the hands of the Commissioner and to the Minister and Cabinet, the Government will have no knowledge of it. Therefore, the accusations levelled at the Government this afternoon are utterly and completely without foundation.

Motion carried.

In Committee of Supply.

The Estimates—Grand total, \$328,261,000.  
(Continued from September 17. Page 1592.)

#### THE LEGISLATURE

Legislative Council, \$45,615.

Mr. LAWN (Adelaide): After the storm comes the peace. We have heard the Treasurer's reply but we are still not too sure about what is the position.

Mr. Clark: He hasn't seen the document.

Mr. LAWN: That is obvious, although members on this side have offered it to him. I even suggested that he ask for leave to continue his remarks so that he could study the document at the weekend. He is not too sure what the Government may do. He will not commit the Government.

The CHAIRMAN: The honourable member is speaking in Committee. I suggest that he link up his remarks.

Mr. Corcoran: It is the Budget debate.

The CHAIRMAN: I am not ruling that the honourable member is out of order, but I do not know what he is referring to.

Mr. LAWN: I am referring to the Railways Department.

The CHAIRMAN: I think the honourable member appreciates that, in Committee, he cannot refer to a debate in the House.

Mr. LAWN: I am speaking on the Budget and about the Railways Department, and that includes internal instructions given with or without the Government's knowledge or approval. The Ministers cannot tell us what will be the results of this study and what the Government will do. They cannot tell us whether what is being done is in accordance with Government policy. When the press records the Treasurer's reply, there will be thousands of uncertain and unhappy people in South Australia.

However, when I rose to speak I intended to pour oil on troubled waters. I desire to refer to the provision of \$44,750 for the Law Society of South Australia, which is referred to on page 46 of the Estimates of Expenditure. During this session I have asked the Attorney-General several questions about a dispute between a constituent of mine and the Law Society of South Australia. Since my question of September 3, my attention has been drawn to suggestions that, as a result of my raising the matter of legal assistance given to one of my constituents, mention of the names of the two women practitioners who had advised her has adversely affected them. I make it clear that my complaint has been against the system and not against these practitioners, and I did not suggest that they were not able, nor did I suggest that they have acted improperly in any way. If I have caused them or their families any distress I am sorry, because I did not intend to do that.

Actually, it was the report of the councillor of the Law Society, given me on September 2 by the Attorney-General, that upset me and caused me some concern, with the result that I asked a question on September 3. Since September 3, two friends of mine, both legal practitioners, have informed me, separately, that the advice of the Law Society's councillor that my constituent had no grounds for divorce had been given her by the two solicitors concerned, a fact of which I was not aware. My friends assured me that the second solicitor handed her brief back to the society, because my constituent absolutely and persistently refused to accept her advice. These facts were

unknown to me, and I am sorry if I have said anything to affect the business of these solicitors, or caused them any distress.

Mr. McKee: To whom did you cause distress?

Mr. LAWN: The two women solicitors. When my constituent brought a letter to me and informed me that she had previously had an application for divorce refused, I wondered how a solicitor would accept the brief to take the case into court again unless there were new grounds for the application. My two legal friends have informed me that the advice given to my constituent was similar to the advice from the Law Society councillor given by the Attorney-General in the reply to my question. However, that clarification does not make me any more favourably disposed to the present system. When asking questions, members are allowed a brief explanation but cannot give a lengthy one. My practice, as far as is practicable, concerning complaints, as distinct from seeking information, is that if I have a complaint I write to the Minister instead of asking a question. In this instance, on April 2 I wrote to the Attorney-General enclosing a copy of a letter from my constituent but, apart from an acknowledgment, I heard nothing further until I raised the matter in this Chamber on June 17. I admit that the Attorney-General was overseas when I wrote the letter, but I expected the wheels of Government to keep turning even though Cabinet meetings were being held in London.

Mr. McKee: And they were well attended, too.

Mr. LAWN: Of course, and I have referred to that matter before. I thought that the wheels of Government would keep turning while these gentlemen were away and that the complaint would be investigated and a report available for the Attorney-General to give me on his return. As he had returned a few days before Parliament met, and as I had heard nothing, I asked the question. Time passed and I still received no reply, until I eventually received information that a councillor of the Law Society had been asked to investigate and report on the matter. I sympathize with him because I understand that he had to read 300 pages of evidence in the court proceedings which my constituent lost (incidentally, the husband counter-petitioned and he lost also), and another 200 pages on her claim for a property settlement, and then make a report. It was that part of his report in which he said that, although my constituent had no

grounds for applying for a divorce, he thought she had a claim for a property settlement (as the property is at present in joint names) that caused me to make the unfortunate statement I did on September 3.

I am not happy with the set-up of rendering legal aid to poor persons, first, because we have to rely on an outside body to do the job on the cheap; secondly, because when we seek information we have to await its pleasure, and thirdly, because this organization sets its own means test. When I asked a question on this matter the Attorney-General asked me what I could suggest to improve the situation, and I and two of my colleagues said that a public solicitor, similar to the officer in New South Wales, should be appointed. I believe that the office of a public solicitor would partly meet the position: I do not say that it would solve all the problems, but at least there would be an officer to set a means test in accordance with Government policy, and it would not have to be set by an outside body.

I have read the complete memorandum forwarded to members by the President of the Law Society in which is stated that the society deals with thousands of applications each year. It seems that a public solicitor, even if he had an assistant, would probably not be the complete answer to the need to provide legal assistance for poor persons. However, if there was a public solicitor who could decide who was entitled to this legal aid, who could assess the means test in accordance with Government policy, and from whom information would be available to members of Parliament as they sought it, this would be a first step. Then, if it was found that so many applications were being made to the public solicitor that he and his staff could not handle them—

Mr. EVANS: Mr. Chairman, I draw your attention to the state of the Committee.

*A quorum having been formed:*

Mr. LAWN: The work of the public solicitor could be farmed out among members of the legal profession as it is at present by the Law Society, although I would not suggest that work be undertaken for nothing. I and members of my Party believe that justice should be available to all, irrespective of means. We also believe that medical attention and hospitalization should be available to all, irrespective of means. I am not satisfied with the present system, but I am living in hopes. I do not know what the Attorney-General

meant earlier when he asked what was being suggested. I hope that he is examining a way of improving the present system.

The CHAIRMAN: Order! I ask the honourable member to resume his seat. I have counted the number of the Committee and, there not being a quorum present, I ask the Clerk to turn the glass and ring the bells.

*A quorum having been formed:*

Mr. LAWN: I ask that progress be reported. Progress reported; Committee to sit again.

**PUBLIC PURPOSES LOAN BILL**

Returned from the Legislative Council without amendment.

**ADJOURNMENT**

At 5.36 p.m. the House adjourned until Tuesday, September 23, at 2 p.m.