

## HOUSE OF ASSEMBLY

Tuesday, October 7, 1969.

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

### PETITIONS: ABORTION LEGISLATION

Mr. CORCORAN presented a petition signed by 765 persons stating that the signatories, being 16 years of age or older, were deeply convinced that the human baby began its life no later than the time of implantation of the fertilized ovum in its mother's womb (that is, six to eight days after conception), that any direct intervention to take away its life was a violation of its right to live, and that honourable members, having the responsibility to govern this State, should protect the rights of innocent individuals, particularly the helpless. The petition also stated that the unborn child was the most innocent and most in need of the protection of our laws whenever its life was in danger. The signatories realized that abortions were performed in public hospitals in this State, in circumstances claimed to necessitate it on account of the life of the pregnant woman. The petitioners prayed that the House of Assembly would not amend the law to extend the grounds on which a woman might seek an abortion but that, if honourable members considered that the law should be amended, such amendment should not extend beyond a codification that might permit current practice.

Mr. HUDSON presented a similar petition signed by 13 persons.

The Hon. B. H. TEUSNER, at the request of the member for Ridley (Hon. T. C. Stott), presented a similar petition signed by 59 persons.

Petitions received.

## QUESTIONS

### EDUCATION ACT

Mr. CLARK: Last week two constituents telephoned me as a result of their being informed, on seeking a copy of the Education Act from the Government Printing Office, that copies were not obtainable. To verify this, I sought a copy myself this morning and was informed that, pending consolidation, this Act and possibly others were not obtainable. This could cause inconvenience to people, particularly those seeking copies of such Acts. Will the Premier ask the Chief Secretary to find out when copies of the Education Act are likely to be available again?

The Hon. R. S. HALL: I will have the matter examined.

### NURIOOTPA HIGH SCHOOL

The Hon. B. H. TEUSNER: Several times in the past I have asked the Minister of Education whether she could keep me informed of the progress made in connection with plans for a new high school at Nuriootpa. On July 1 the Minister, in replying to a question, said:

A new schedule is being prepared to include a library of at least 5,000 sq. ft., with provision for the use of audio and visual aids. It is expected that as a result of the building consultancy with Peter Falconer and Partners Limited further significant improvements will be made to the design of secondary school buildings. It is believed that Nuriootpa High School should be one of the first secondary school projects to be undertaken as a result of the consultancy.

Can the Minister say whether any further progress has been made in connection with providing a new high school for Nuriootpa since I received that information?

The Hon. JOYCE STEELE: The schedule of requirements for major solid construction additions to the Nuriootpa High School has not yet been completed and will not be completed for several months. The preliminary step of developing new concepts of secondary school buildings must be completed before the Nuriootpa High School schedule can be written.

### MOUNT BURR RENTALS

Mr. CORCORAN: A little more than a week ago the Minister of Housing told me that the reassessment of rental increases at Mount Burr would be presented to the South Australian Housing Trust Board, which I understood would present it to the Public Service Board on the next day. Because about a week has elapsed since I was told that, can the Minister say whether the Public Service Board has made a decision as a result of this reassessment and, if it has, what the decision is?

The Hon. G. G. PEARSON: As I indicated to the honourable member, the trust inspectors had completed their inspections and were submitting their report to the trust board, I thought on last Monday or Tuesday. I saw a copy of the report, and early last week I forwarded it to the Public Service Board. The report contained a detailed list of, I think, all houses in Mount Burr and Nangwarry, and it might have dealt with other houses. Several variations in rental, mostly downward, were suggested as a result of the detailed inspection. The Public Service Board has not yet told me whether it intends to adopt wholly or in part the recommendations of the trust officers, but I will check that and let the honourable member know tomorrow.

## TELEPHONE CALLS

Mr. EVANS: Has the Minister of Works a reply to my recent question about the number of telephone calls made in Government departments since the subscriber trunk dialling system was introduced?

The Hon. J. W. H. COUMBE: Following the honourable member's question, I had this matter investigated. The Public Buildings Department is responsible for many switchboards. In this respect, by far the major switchboard is the Victoria Square P.A.B.X. service, 28 4811, which serves about 30 departments or branches of departments. Comments are therefore related to that switchboard as the best representative sample. Subscriber trunk dialling facilities are available to all the departments connected to the Victoria Square P.A.B.X. switchboard, and were progressively introduced for calls to Eastern States and to certain South Australian country centres from January 14, 1967, to December 18, 1968. On the introduction of S.T.D. facilities, a circular was issued to all departments concerned advising of the use of the facility and requesting that suitable senior officers be nominated to supervise calls made. It is pointed out that modern P.A.B.X. equipment, with indialling facilities, precludes the use of switchboard operators to make or record S.T.D. or trunk calls for individual officers. During the past four years telephone charges have necessarily increased due to several factors, including the progressive increase in the capacity of the P.A.B.X. system, the increase in the cost of metered calls, which includes S.T.D. charges, and the modern trend to increase the use of automatic equipment to provide more efficient administration. It is not possible to indicate the proportion of S.T.D. charges to metered costs. However, a study of costs to date indicates that the proportion of costs of trunk calls to metered calls, which include S.T.D. calls, has decreased as expected. No indication has been received from the departments concerned on the abuse of S.T.D. calls.

## SCHOOL BUS ACCIDENT

Mr. VIRGO: A newspaper report published in the latter part of last week referred to an accident in which a school bus was involved. From the newspaper photograph it seemed to be a private bus that had turned over on its side, and it was extremely fortunate that no school child was seriously injured, with which statement I am sure the Minister of Education would agree. However, this incident raises the question of the possibility of a more

serious accident occurring. As I understand that buses, including those of private operators, used as school buses are required to be certified as being roadworthy, and as the newspaper report suggested (although it has not been proved) that the brakes on this bus failed, can the Minister say whether this bus had been certified as being roadworthy and, if it had, when?

The Hon. JOYCE STEELE: Like the honourable member, I was most relieved to know that there were no serious results from this accident, but I have not heard about the reported suggestion that the brakes on the bus were not in the state that they should have been in.

Mr. Virgo: That was a newspaper report.

The Hon. JOYCE STEELE: However, I think it would be best if I obtained a report, which, because it concerns an accident to a school bus, is probably being prepared for me, and I will bring it down when I have it.

## GAOL RELEASES

Mr. VENNING: Has the Attorney-General a reply to the question I asked on August 6 concerning prisoners released from country gaols being at a disadvantage compared with those released from metropolitan gaols?

The Hon. ROBIN MILLHOUSE: It is departmental policy to provide prisoners with a travel warrant to return to their home towns in South Australia, so that, unless they come from a country town in which a prison happens to be (namely Mount Gambier, Port Lincoln, Port Augusta, Gladstone or Cadell), they move on in any case. In many instances where local prisoners are discharged, the keepers and prison staff have attempted to assist with jobs and/or accommodation, but their time and opportunities are limited, and much of this assistance has been in their own time. Some other prisoners would strongly resent prisons or probation staff having anything to do with them after discharge, and these people are encouraged to go to voluntary agencies if they seek assistance.

## BRIGHTON HIGH SCHOOL

Mr. HUDSON: Has the Minister of Works a reply to the question I asked on September 18 about the estimated cost of the Brighton High School assembly hall?

The Hon. J. W. H. COUMBE: The estimated cost of this project is now likely to be about \$95,000. This increase is due in part to a general increase in building costs generally

since the time of the original estimate (some modifications that were not foreseen at the stage of sketch plans and some modifications requested by the school council). The council was informed earlier that its contribution would be \$42,000 and it is now proposed that, despite the overall increase in the cost of this project, its apportionment will be \$42,000 and the Government's contribution will be \$53,000.

### LOANS

Mr. McANANEY: Has the Treasurer a reply to my question of October 2 regarding the extent to which the Commonwealth Government underwrites the amount of Loan moneys used by the State each year; also, what proportion is raised in borrowings from the public and what proportion is provided by the Commonwealth Treasury?

The Hon. G. G. PEARSON: I think the best I can do is to refer the honourable member to a Budget Paper presented by the Commonwealth Treasurer subsequent to his recent Budget explanation. This important document is no doubt available in the Parliamentary Library and I commend it to the honourable member. Page 60, setting out the total works and housing programmes of the States from 1951-52 to 1968-69, shows the percentage of the total Loan programmes of works and housing that have been undertaken by the States and the amount of Commonwealth assistance expressed as a percentage of the total programme. By "Commonwealth assistance" I mean the sum provided by the Commonwealth Government from revenue in order to underwrite the total borrowing programmes of the States. Members will see that, whereas in 1951-52 and 1952-53 the total percentage of Commonwealth assistance was as high as 67 per cent and 69 per cent, it then fell rapidly to 37 per cent, 27 per cent and 46 per cent and, in more recent years, it has fallen to a much lower percentage. This indicates that the Commonwealth Government has been able to borrow, mainly from Australian lenders, most of the money required by the States for their works and housing programmes. In 1964-65, the Commonwealth Government was required to provide only 23 per cent of the total; in 1965-66, 28 per cent; in 1966-67, 14 per cent; in 1967-68, 28 per cent; and in 1968-69, 16 per cent. Those figures vary considerably because in some years several loans mature, and these must be either paid out in cash to the original lender or converted to a further loan. The extent to which those conversions vary from year to year determines

how much the Commonwealth Government is required to underwrite the total programme from revenue. As I believe that the table would be of interest to members, I ask leave to have it incorporated in *Hansard* without my reading it.

Leave granted.

### COMMONWEALTH ASSISTANCE

	Commonwealth assistance \$'000	Works and housing programmes \$'000	Commonwealth assistance as per cent of programme Per cent
1951-52 ..	305,730	454,120	67
1952-53 ..	263,060	380,364	69
1953-54 ..	148,706	400,000	37
1954-55 ..	98,946	360,000	27
1955-56 ..	176,490	380,000	46
1956-57 ..	183,771	384,000	48
1957-58 ..	166,242	400,000	42
1958-59 ..	6,906	420,000	2
1959-60 ..	60,955	440,000	14
1960-61 ..	176,729	460,000	38
1961-62 ..	13,985	495,000	3
1962-63 ..	—	510,000	—
1963-64 ..	—	544,000	—
1964-65 ..	133,800	580,000	23
1965-66 ..	168,760	605,000	28
1966-67 ..	89,922	645,000	14
1967-68 ..	192,550	677,000	28
1968-69 ..	111,443	710,000	16
Total ..	2,297,995	8,844,484	26

### WHEAT STORAGE

Mr. HUGHES: Has the Minister of Lands obtained from the Minister of Agriculture a reply to my recent question about wheat storage facilities in the area near Wallaroo?

The Hon. D. N. BROOKMAN: South Australian Co-operative Bulk Handling Limited has reported that the company has decided to construct a 2,000,000-bushel horizontal shed-type storage for over-quota wheat at Wallaroo. This proposal is subject to approval of the authority's application for the closure of a road existing on land owned by it at Wallaroo, to ensure that the shed is as close as possible to the existing terminal facilities there.

Mr. CASEY (on notice):

1. How much wheat was held in storage in this State by the Australian Wheat Board at September 30, 1969?

2. What is it expected will be the total permanent and temporary wheat storage available to South Australian farmers at March 31, 1970?

3. What is the estimated wheat harvest for the 1969-70 season?

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

1. 50,775,000 bushels (including bagged wheat).
2. 90,000,000 bushels.
3. The preliminary estimate is 75,000,000 bushels.

#### BARLEY

Mr. EDWARDS: Bearing in mind the large acreage of barley sown this year, will the Minister of Lands ask the Minister of Agriculture what is the procedure for the marketing of barley? Further, as I understand that the Barley Board issued cards to barleygrowers last season, will the Minister find out what are the chances this season, concerning growers who have sown barley for the first time, of their procuring a card to deliver barley?

The Hon. D. N. BROOKMAN: I will get a reply from the Minister of Agriculture.

#### KINDERGARTEN FINANCE

Mr. BURDON: I have received a letter from Mae Dunstan, Honorary Secretary of the Umpherston Pre-School Play Centre, stating that the mothers club is concerned at the lack of finance which it believes is warranted in Mount Gambier and for pre-school education generally. Referring to the letter, can the Minister of Education say what assistance the Government gives to pre-school centres, what action is taken in areas needing pre-school facilities, and what is the future policy in regard to pre-school education? Further, does the Commonwealth Government help at all in this regard and, if it does not, does the South Australian Government intend to ask for Commonwealth aid in this field of education?

The Hon. JOYCE STEELE: The State Government makes a considerable grant to the Kindergarten Union of South Australia (Incorporated) whose responsibility it is to make teachers available to kindergartens throughout the State. However, we have no control over the way these funds are used. The Commonwealth Government entered the field of pre-school education last year, making grants for the establishment of training colleges in this field. In fact, the South Australian Kindergarten Union received one of the biggest grants (\$675,000) made to any State of the Commonwealth. It can therefore be seen, first, that the Commonwealth Government makes funds available for pre-school education and, secondly, that the State Government makes

a considerable grant to the Kindergarten Union, which assumes responsibility for kindergartens and pre-school centres in South Australia.

#### OPEN-SPACE EDUCATION

Mr. RODDA: Can the Minister of Education say what progress is being made in connection with the flexible open-space education method that was announced some months ago?

The Hon. JOYCE STEELE: Considerable progress has been made in this regard: I announced earlier that eight of these so-called experimental units in open-space teaching were to be erected throughout South Australia: five in the country and three in the city. The three city schools are at Cowandilla, Blackwood and Burnside. The Burnside school, the first to be built, has been progressing over the last few months. This morning I visited that school to see this experimental unit, and it presents a most exciting experiment in modern education. The children in grades 6 and 7 are using the new classroom, which is most attractive and set in part of the school grounds that makes use of well established trees as part of the overall design. There are two classes in occupation and the children spent some time together earlier this year so that they could get used to one another and could work together, and they went into the new classrooms in the last week of the second term. They are now properly established, and it is a most fascinating experience to see these classes in operation.

The honourable member may be interested in the history of this entirely new method in South Australian education and, as he asked me what progress was being made, I will give him some information. The decision to go ahead with these experimental schools resulted from a visit which the Director-General of Education made to England at the beginning of last year and as a result of which a consultancy was established. One of the significant results of this development was the establishment of a liaison committee, which comprised members of the teaching service, administrative officers of the Education Department, and architects from the Public Buildings Department. This committee conferred with a visiting representative of the English firm that specializes in this new development in school architecture, and this resulted in the designing and planning of what is known as the flexible open-space unit that will meet the requirements in this State in introducing modern and progressive techniques of teaching. These new

classroom units, significantly different from the conventional fixed type of classroom, are designed specifically to provide the space and facilities required to meet the changing objectives of education.

The training of the headmasters and the staff to work in these schools has been progressing throughout this year. The project that began in the field of primary education is being extended so that it will influence the design of secondary schools and, to a lesser extent perhaps, that of the tertiary colleges. The plans that were evolved, through this liaison committee, with the Public Buildings Department, involved much work on the part of those concerned including architects of the Public Buildings Department and the staff of the Education Department. These details have already been incorporated in plans for new schools so that the influence of this new concept in education is already finding its way into the plans of schools of the future. At the Burnside school it is fascinating to see the way the children are responding to this new type of education. The way they work in small groups or large groups, some under the supervision of a teacher and some entirely on their own initiative and the freedom in which the children are learning in these classrooms will, I believe, be an eye-opener to all who visit these schools as they become available. I believe that tenders are to be called for the remainder of the schools and it is hoped they will be ready for occupation at the beginning of the 1970 school year. An entirely new era in progressive education to meet the changing needs is being provided for by these flexible units.

#### TIMBER

Mr. GILES: On the radio news this morning, I heard that Australia's second largest import is timber, on which \$200,000,000 a year is spent. As a previous Liberal and Country League Government initiated a campaign to try to make South Australia self-sufficient in timber, can the Premier say whether the programme of planting 6,000 acres of softwood timber a year is sufficient to meet South Australia's needs, and whether the 200,000 acres planted will be sufficient to meet our needs in perpetuity?

The Hon. R. S. HALL: I should think that the short answer would be "No", because "in perpetuity" connotes the needs of Australia as it grows to a large nation, as it will. I remind the honourable member that, during the term of this Government, I have had to refuse

at least two inquiries for additional chips because of the projected use of South Australia's output of chip and log wood that is tied up in the expansion of firms also involved in the production of various types of paper and board made of South Australian softwood timber. Only in the last few days, I have announced continued expansion by Softwood Holdings Limited near Mount Gambier and, earlier in the year, as the honourable member would be aware, Panelboard Proprietary Limited announced a most significant expansion of output after my department and I had been able to furnish, with the reorganization of attention to output, the projected requirements of that company for that output.

The honourable member must realize that land is somewhat difficult to get and that at times, when the Government does get it, people in certain areas resent that the Government has bought land for afforestation. The honourable member has raised one of the problems that devolves on local government when large areas are bought by a Government for afforestation. Therefore, the Government is keen to increase the plantings of softwood. Of course, it is faced with the depletion of land resources and, if it is to increase its plantings significantly, it must increase its land purchases greatly. I believe the department has enough land for its projected planting programme for the immediate future. As the community and the Government value their softwood forests very highly, the Government intends to see that it supplies the logs and chips needed for the valuable industries already existing and for the expansion those companies have in mind for the future.

#### LAMBS

Mr. CASEY: Several months ago the Minister of Agriculture said that the Government would guarantee 14c a pound for lamb exported to the United Kingdom market. No doubt this was prompted by the sheep numbers in South Australia at that time, and I am sure that the announcement was well received by all interested parties. However, as the local fat lamb market has been particularly buoyant since then, it appears that little notice is being taken of the programme the Government initiated. In the absence of the Minister of Lands, will the Premier ask the Minister of Agriculture how many lambs have been processed by the Government Produce Department for export to the United Kingdom under this scheme, whereby the Government pays 14c as the first payment, and the second and

final payment less charges and so on is received after the lambs have been sold in the United Kingdom; how many owners have been involved in this scheme; and how long the Government intends to continue the scheme?

The Hon. R. S. HALL: I shall be pleased to try to obtain a reply to that rather comprehensive question asked by the honourable member.

#### HOSPITAL EQUIPMENT

Mr. McKEE: Has the Premier a reply to my recent question about the Chief Secretary's visit to Japan and the type of medical equipment he intended inspecting there?

The Hon. R. S. HALL: I have the following report:

The Chief Secretary will spend six days in Japan—

I may say that some of those days have already been spent, and I understand that he returns on Thursday—

as a guest of Japan Airlines on the occasion of that company's inaugural flight between Japan and Australia. The Minister will visit an Institute of Experimental Animals and will inspect and study the operations of a linear accelerator used in cancer treatment. There is some interest in purchasing this particular type of machine. The Minister is accompanied by Dr. Bonnin, Director of the Institute of Medical and Veterinary Science.

I understand that for this purpose the Chief Secretary arranged to take two days off from the rather tight schedule already arranged by Japan Airlines.

#### POLICE FORCE

Mr. BROOMHILL: Has the Premier a reply to my recent question about the present strength of the Police Force?

The Hon. R. S. HALL: I have received the following information:

On June 30, 1968, the active strength of the Police Force was 1,777 and there were 436 cadets in training. On June 30, 1969, the comparative numbers were 1,845 and 410. I doubt whether there is any Police Force in the world that does not consider it desirable to have more men. However, properly qualified men are required and there is now a steady increase in the number of trained personnel coming through our cadet system each year. I believe that our present system is the most satisfactory method of obtaining the personnel necessary to combat the increase in crime.

#### MODBURY SOUTH SCHOOL

Mrs. BYRNE: Has the Minister of Works a reply to my question of September 24 about the need for a canteen at the Modbury South Primary School?

The Hon. J. W. H. COUMBE: Tenders are expected to be called next month for the enclosing of the shelter shed at the Modbury South Primary School to form a canteen. The work should be completed early in the new year.

#### FISHING SURVEYORS

Mr. FERGUSON: After receiving some advice from a surveyor of the Marine and Harbors Department, a person built a boat in which to go fishing. When the boat was completed, another surveyor from the department surveyed it and would not pass it. Can the Minister of Marine say how many persons are engaged by the department to survey fishing vessels and what qualifications a person must have to become a surveyor of such vessels?

The Hon. J. W. H. COUMBE: We are presently trying to increase the number of surveyors engaged by the department. However, I will obtain the specific information requested by the honourable member.

#### BARMERA T.A.B.

The Hon. D. A. DUNSTAN: Has the Premier a reply to my question about the Totalizator Agency Board facilities at Barmera?

The Hon. R. S. HALL: A sub-agency of the board was established at 8 Barwell Avenue, Barmera, on May 28, 1969. The board has not to this date received any complaints regarding the location of the agency. Where a service can be provided in selected areas at an economic return, the board has progressively opened more sub-agencies. In general, the facilities available to investors at sub-agencies are similar to those available at a full agency of the board. Telephone betting facilities are not available at sub-agencies but people in the upper river area have telephone betting facilities available at Renmark, which is a local call from Barmera and other intermediate towns.

#### NORTHFIELD SCHOOL

Mr. JENNINGS: As reported at page 2066 of *Hansard*, on February 25, 1964, the then Minister of Education (Sir Baden Pattinson), in reply to a question I had asked about the Northfield Primary School, read a report from the then Director of Education, stating:

A longer range plan, however, is, I consider, required at this school. For this purpose I suggest that consideration should be given to the provision of a new infants school building in solid construction with eight or 10 classrooms. A recommendation along these lines will be submitted for your consideration . . .

Nothing has been done along those lines, although much patchwork has been carried out, and the school committee has been extremely patient. As the school generally, both the primary and infants sections, has deteriorated greatly since 1964, will the Minister of Education inquire about what has been done as a result of the statement to which I have referred?

The Hon. JOYCE STEELE: Knowing how assiduously the honourable member follows up the interests of schools in his district, I am rather surprised that he did not pursue this subject during the term of office of the previous Government. However, I will obtain a report for the honourable member and find out the priority of a new solid construction primary school for Northfield. I will let the honourable member know as soon as possible.

#### SOUTH ROAD INTERSECTION

Mr. EVANS: Has the Attorney-General, representing the Minister of Roads and Transport, a reply to my question about the intersection of South Road and Chandler Hill road?

The Hon. ROBIN MILLHOUSE: The redesigning of the Chandler Hill Road and South Road intersection is at present being undertaken by the Highways Department. Ultimately a major improvement will be necessary at this site and a possible solution, entailing a grade separation structure at Major Road and South Road junction, was included in the Metropolitan Adelaide Transportation Study Report. However, the interim proposals entail widening of South Road by the addition of one lane on the western side and provision thereby of a butterfly island and a fully protected storage lane for traffic entering and leaving Chandler Hill road. This action should considerably improve traffic operation at this junction.

#### GOODWOOD PRIMARY SCHOOL

Mr. LANGLEY: Recently, when I was visiting the Goodwood Primary School with the school committee, the committee and I discussed many matters affecting the school, one being the poor lighting in the classrooms of this old building. Will the Minister of Works arrange for an officer of his department to visit the school to find out whether the lighting can be improved?

The Hon. J. W. H. COUMBE: I will take the matter up immediately for the honourable member.

#### RED SCALE

Mr. ARNOLD: The Berri-Barmera Red Scale Committee has written to me about the sale in Barmera of a small quantity of malathion, which is used largely for the treatment and control of red scale. In one instance in which the chemical was used for this purpose, the red scale infestation worsened. The Agricultural Chemicals Act provides for a three-month period in which the purchaser of a chemical has the right to protest or appeal if the chemical proves to be substandard. However, the result of the treatment of red scale is sometimes not known for six or nine months after the treatment is given. Will the Minister of Lands ask the Minister of Agriculture to consider introducing an amendment to the Act to provide for a period of nine months or 12 months, instead of the three months now provided, and will the Minister ask his colleague whether the Agriculture Department will give persons who desire to purchase chemicals a list of approved and registered chemicals to help safeguard the grower?

The Hon. D. N. BROOKMAN: I will take this matter up with the Minister of Agriculture. However, I believe that, if it is not possible to determine the efficacy of a spray within nine months, it would be difficult to prove anything after that time elapsed. Nevertheless, I will ask my colleague to comment on these questions.

#### GULNARE RAILWAY SHEDS

Mr. VENNING: Has the Attorney-General a reply from the Minister of Roads and Transport to the question I asked some time ago concerning the dismantled grain sheds at Gulnare?

The Hon. ROBIN MILLHOUSE: The Railways Department wheat shed at Gulnare was damaged by a freak storm in January, 1969, the shed subsequently being demolished and the material stacked on the ground. Offers were received for this material and, in July last, approval of the Supply and Tender Board was sought for the acceptance of one of the offers. The board sought fresh tenders, and acceptance of offer was made by the Chief Storekeeper on September 17 for the purchase of this material. The Railways Department is at present awaiting payment of the purchase price and the removal of the material by the successful tenderer.

## BRIGHTON ROAD

Mr. HUDSON: Has the Attorney-General a reply from the Minister of Roads and Transport to my recent question about commencement of work on the reconstruction of Brighton Road?

The Hon. ROBIN MILLHOUSE: Work of reconstructing Brighton Road is expected to commence at the southern end, either at the end of this month (October) or early next month. The gang scheduled to do the work is at present engaged on other work, and the exact date of commencement is not known.

## GAUGE STANDARDIZATION

Mr. FREEBAIRN: Can the Premier say whether the Commonwealth Government has appointed consultants to advise on the standardization of the rail link between Port Pirie and Adelaide?

The Hon. R. S. HALL: Consultants have been appointed—

Mr. McKee: Why didn't I get a reply? You didn't tell me you had one in your bag.

The Hon. R. S. HALL: I thought that the member for Port Pirie might like to hear this.

Mr. McKee: I asked a question and that's why I would like to hear about it.

The Hon. R. S. HALL: Independent consultants have been engaged to carry out a study of the route and the work required to achieve a standard gauge connection between Adelaide and the east-west standard gauge railway. The Commonwealth Minister for Shipping and Transport (Hon. Ian Sinclair) and the South Australian Minister of Roads and Transport announced these arrangements today. The consultants responsible for the study will be Maunsell and Partners, consulting engineers, who have had considerable experience in Australia in the design and construction of standard gauge railways. On financial and economic matters and transport movements related to the proposed study, they will be assisted by P-E Australia Proprietary Limited, management consultants. The Ministers emphasized that agreement had already been reached between the Governments that the standard gauge railway link to the east-west railway will be built.

Mr. Corcoran: When?

The Hon. R. S. HALL: The task of the consultants will be to advise on the route to be taken, the manner of construction of the railway, and the best ways of integrating the new line into the existing South Australian railway system.

Mr. Hudson: When will work commence?

The Hon. R. S. HALL: According to a previous statement, four months was the time given to allow the consultants to report, but I understand from information I have received today, that they have asked for an additional month, because of the Christmas holidays that will intervene in the time allotted, so that we can expect a report early next year after the expiration of five months.

Mr. Hudson: When will work commence?

The Hon. R. S. HALL: This is good news for South Australia—

The Hon. D. A. Dunstan: You knew these people would be appointed.

The Hon. R. S. HALL: I am surprised to hear that Opposition members (particularly the Leader), by interjections, are already starting to knock the proposal.

*Members interjecting:*

The Hon. R. S. HALL: This seems entirely consistent with their attitude to the proposals that the Government has been able to negotiate on this subject.

Mr. Hudson: When will work commence?

The SPEAKER: Order! The question must not be debated.

Mr. HUDSON: From the negotiations that have taken place, can the Premier tell the people of South Australia when work is likely to commence on constructing a standard gauge Adelaide to Port Pirie railway line?

The Hon. R. S. HALL: It cannot be said yet just when the starting date will be, because the report is not yet available. The consultants who will compile the report have only just been appointed, so it is not possible to specify a starting date. However, I expect that the date will be known soon after the report has been accepted by both Governments.

Mr. HUDSON: The Premier said that he thought work could commence very soon after the consultants' report had been accepted by the two Governments. The problem that now arises, in terms of the Premier's answers at least, is whether any significant delay is likely in the acceptance of the consultants' report, which presumably should be available in about five months' time. If there is not to be any significant delay, can the Premier promise us that work will start on the standardization of the Adelaide to Port Pirie railway line before May or June, 1970?

The Hon. R. S. HALL: I do not expect much delay. The Government must reserve the right not to proceed with the report if it



is completely unacceptable. However, the Prime Minister and the Commonwealth Government have accepted the responsibility for building the link to Port Pirie. I think the honourable member knows that the contention has been with regard to what effect there would be on associated lines directly connected with this link. That is one of the questions that will be looked at by the consultants. I think there is slight chance that any delay will occur.

Mr. HUDSON: The Premier has run for cover, so I will direct my question to the Treasurer.

The Hon. D. N. Brookman: He hasn't run for cover.

Mr. HUDSON: Well, he has a duty to be here at Question Time, but he is not here.

The Hon. J. W. H. Coumbe: What is your question?

Mr. HUDSON: Has the Government sought assurances from the Commonwealth Government that there will be no delay in calling tenders for the construction of the Adelaide to Port Pirie standardization project, and has the Commonwealth Government given an assurance that tenders can be called for such work immediately after, or soon after, the consultants have reported?

The Hon. G. G. PEARSON: Negotiations on this matter are being undertaken by the Premier on behalf of the Government. I cannot give the honourable member the information for which he asks, because I am not in possession of it.

#### KONGORONG FOREST

Mr. CORCORAN: Last week a constituent living in the Kongorong district asked me whether the Government had purchased a property known as Karoona, adjacent to the township of Kongorong and consisting of about 1,100 acres, and if it had, whether the Government intended to plant pines on this property and when this development was likely to take place. My constituent expressed concern at the time (and I believe he was speaking on behalf of people living in this area) about the fire hazard that this could create in this area. The Minister of Lands is no doubt aware that people in the Kongorong district were the victims of a severe bush fire 10 years ago and that this incident would be fresh in their minds. Will the Minister of Lands ask the Minister of Forests to confirm or deny the statement about the purchase of Karoona estate, as I have agreed to meet representatives of landholders in this area next weekend?

The Hon. D. N. BROOKMAN: The Minister of Forests states:

The property on the south-western side of the township of Kongorong was purchased by the Woods and Forests Department at a recent auction sale. This area will be planted to pines, except the corner nearest the town where there are houses and buildings. There should be no pines within about half-a-mile of the township of Kongorong. There have been pines to the west and north of the township for many years. The Woods and Forests Department will adopt its usual fire-protection measures and the new area should not create a fire hazard to the town or to nearby properties if proper protective precautions are taken by property holders. The organization of fire protection and suppression has been greatly improved since 1959 when the last fire occurred in this locality, and there are instances elsewhere where such proper precautions have been adopted by towns and property holders in proximity to pine forests. I point out that officers of the Woods and Forests Department and the Bushfire Research Committee are always available to advise on protective measures for both townships and properties.

From my experience as a former Minister of Forests and my personal experience of forests, I am sure that the Woods and Forests Department's organizing of bush fire protection and fire fighting has made more progress than have similar organizations, and I believe that the department's actions would add to the safety of the district rather than cause additional danger, because of the wonderful organization and the care taken by the department. Although there is not much natural scrub in the lower South-East, what there is would be infinitely more dangerous than planted pine forests. A map from the Minister of Forests that I will give to the honourable member shows the existing plantings. A large private forest is shown to the west of Kongorong, and the department's intended plantings are also shown. Because of my colleague's reply to this question residents of Kongorong should be more at ease about this matter, despite their grievous experience of the fire 10 years ago.

#### FESTIVAL HALL

Mr. VIRGO: Has the Premier a reply to my recent question about the resiting of the festival hall?

The Hon. R. S. HALL: The drawings accompanying the report of the Festival Theatre Site Committee were compiled to illustrate the feasibility of locating the festival theatre at Elder Park and to illustrate the concept of constructing a pedestrian plaza from the rear of Parliament House to surround the theatre. No attempt was made to show the final form of the hall. In determining

site feasibility it was regarded as necessary, and subsequently found possible to establish, that the underground railway proposal did not preclude feasibility. This was established on the basis of maximum area requirements because at that stage the theatre had not been designed and site limits could not be defined. Recently, railways officers have been examining requirements of the underground railway proposal. They advised the festival theatre architects of the possibility of the construction of additional underground railway tracks instead of the two included in the Metropolitan Adelaide Transportation Study Report. To allow for this eventuality the architects considered it prudent to locate the theatre about 20ft. north of the site they were contemplating.

**SEED IMPORTS**

Mr. EVANS: Has the Minister of Lands a reply from the Minister of Agriculture to my question of September 23 regarding seeds imported into Australia?

The Hon. D. N. BROOKMAN: My colleague has supplied me with a report setting out the quantities and values of seeds imported into Australia and, as it is a long report and contains statistical information, I ask leave to have it incorporated in *Hansard* without my reading it.

Leave granted.

	SEEDS	
	Quantity lb.	Valued at \$
Bermuda grass . . . . .	481,265	185,000
Brown top and bent grass . . . . .	533,294	248,000
Chewings fescue . . . . .	377,809	90,000
Clover:		
Red clover . . . . .	564,731	134,000
White clover . . . . .	1,013,632	457,000
Other clover . . . . .	58,767	25,000
Cocksfoot . . . . .	400,593	99,000
Kentucky blue grass	439,493	112,000
Rye grass:		
New Zealand . . . . .	4,852,359	
United States of America . . . . .	391,900	430,000
Total rye grass . . . . .	5,254,998	473,000
Other . . . . .	311,198	53,000

Vegetable Seed  
Imports into Australia  
1967-68: 622,824 lb. (Latest available figures). Value—\$276,000—44.3 cents/lb.

Imports into South Australia  
1967-68: 157,403 lb.  
1968-69: 83,752 lb.

The chief types of vegetable seed imported are lettuce and peas, both of which are mainly from New Zealand.

**WALLAROO HOSPITAL**

Mr. HUGHES: Has the Minister of Works a reply to my question of September 18 about work on the grounds of the Wallaroo Hospital?

The Hon. J. W. H. COUNBE: Detailed documents have been prepared and tenders are currently on call for the earthmoving works to form low banks and for the construction of pathways at the Wallaroo Hospital. Following the closing of tenders on October 21, every effort will be made to let a contract and have the work put in hand at the earliest possible date. Documents have been upgraded for the remainder of the landscaping work, which includes a water reticulation system, planting of lawns, ground cover plants, and trees. It is considered desirable to approach the contractor for the original suspended contract to undertake this work by variation to the contract. An approach is to be made to the contractor shortly so that this work may be carried out in sequence with the earthmoving works.

**SADDLEWORTH SCHOOL**

Mr. FREEBAIRN: A member of the Saddleworth School Committee approached me in Saddleworth last Saturday concerning the installation of a rainwater tank at the school. I understand that several requests have been made to the department for this facility but that they have been refused. Finally, the committee offered to pay the cost of the tank and its installation if the department would agree to this, but the department would not agree. As the committee is prepared to pay the full costs, will the Minister of Education again take this matter up to see whether the committee may be permitted to go ahead with this work?

The Hon. JOYCE STEELE: As there must be some complexities in this matter, I will obtain a report at the earliest opportunity.

**MOUNT GAMBIER OFFICES**

Mr. BURDON: On occasions so numerous that I have lost count, I have raised the matter of public buildings and courthouses in Mount Gambier. It is now a month or two since I last raised this matter, and the Minister of Works indicated then that he was having inquiries made into certain aspects of land acquisition in Mount Gambier. Will the Minister say what developments, if any, have taken place since I last raised this matter?

The Hon. J. W. H. COUNBE: Recently, I arranged for the Director of the Public Buildings Department to visit Mount Gambier to

look into this matter. He has made his visit and is preparing a report for me. I will study the report and inform the honourable member without delay.

#### MEAT

Mr. VENNING: Some time ago the Meat Board was successful in breaking into the Japanese market for pig meats (I think the quota was 6,000 tons), and it has been rumoured that a contract has been negotiated with Japan. Will the Minister of Lands ask the Minister of Agriculture to confirm or deny the rumour and to ascertain how much meat the contract involves?

The Hon. D. N. BROOKMAN: Yes.

#### PORT PIRIE OVER-PASS

Mr. McKEE: Will the Attorney-General ask the Minister of Roads and Transport what are the Highways Department's plans for the approaches to the over-pass now being constructed at Port Pirie and what it intends to do in respect of land between Esmond Road and Kingston Road?

The Hon. ROBIN MILLHOUSE: Certainly.

#### POTATOES

Mr. McANANEY: Will the Minister of Lands ask the Minister of Agriculture what quantity of potatoes was imported into South Australia from other States with the authority of the Potato Board in September, what quantity was imported by the South Australian distribution centre, and what quantity was sent to other States by the board for the same month?

The Hon. D. N. BROOKMAN: Yes.

Mr. BURDON: Last Friday's *News* contained a photograph of potato growers from Virginia selling their potatoes at the East End Market and outside the jurisdiction of the Potato Board. Some of the men say that a new form of classification introduced by the Potato Board has caused resentment among the potato growers and, because of this, they decided to sell their potatoes direct to the shopkeepers. The growers claim that the price of \$1.60 for a 56 lb. bag is less than they should get for potatoes of that quality, namely, \$2.45. They claim that they are denied this price because of the reclassification. As the retention of the Potato Board is essential for the future of the majority of potato growers in South Australia, and as the action of the growers to whom I have referred could disrupt the activities of the board and cause difficulties

to potato growers generally, will the Minister of Lands, representing the Minister of Agriculture, say what action the Government is taking in this matter and whether it has obtained the services of a new chairman of the board consequent on Mr. Miller's resignation?

The Hon. D. N. BROOKMAN: It seems to me that most people in the industry agree about the desirability of retaining the Potato Board but that that is about where agreement stops. However, I will ask my colleague about the first matter raised by the honourable member and also about the appointment of a chairman of the board.

#### NOARLUNGA FREEWAY

Mr. VIRGO: Has the Premier the information I recently sought concerning the number of allotments affected by the 1962 and the 1968 Noarlunga Freeway routes?

The Hon. R. S. HALL: The figures applying to the 1962 (Town Planning Committee) route are based on similar design standards as adopted in the Metropolitan Adelaide Transportation Study. This represents some variation of the original 1962 proposals, but it is necessary if both routes are to be evaluated on a similar basis. Allowance has also been made for connections between the Town Planning Committee's route and South Road and the deferred Foothills Expressway. Not included in the figures applying to the Town Planning Committee's route is the effect of additional widening of South Road which, it appears, would be necessary if the Town Planning Committee's route is adopted in lieu of the M.A.T.S. route. This matter is currently being further investigated.

#### SERVICE STATIONS

Mr. HUDSON: Has the Minister of Labour and Industry a reply to my question of September 30 concerning higher licence fees charged by the Department of Labour and Industry for service stations requiring licences to store inflammable liquids?

The Hon. J. W. H. COUMBE: Regulations in force prior to October, 1968, under the Inflammable Liquids Act, 1961, required the volume of every underground tank to be 10 per cent in excess of the quantity of inflammable liquids stored therein at any time, and the amount which could be so stored was deemed to be the registered capacity of the tank. Thus the registered capacity was calculated at  $\frac{10}{11}$ ths of its actual capacity. This

restriction on the amount of inflammable liquids which can be stored in a tank is for safety purposes, because the volume of inflammable liquids varies with the temperature. With the modern practice of storing petrol underground in much larger tanks, it was apparent that the 10 per cent margin was unnecessarily restrictive and in October, 1968, an amendment was made to the regulations to require that the volume of tanks with a capacity between 2,000gall. and 5,000gall. is to be at least 200gall. in excess of the amount stored, and in the case of tanks, the capacity of which exceeds 5,000gall., the "ullage" is at least 300gall. Consequently, the registered storage capacity of many tanks was increased, and in 120 out of a total of about 5,000 registrations the increased storage permitted brought the installations into the next higher storage bracket on which registration fees are assessed.

#### FOXES

Mr. CORCORAN: Has the Minister of Lands a reply to my recent question regarding the aerial baiting of foxes and the success or otherwise of the experiment carried out in the Caroline State Forest of aerial baiting with carrots impregnated with 1080?

The Hon. D. N. BROOKMAN: The Conservator of Forests reports that no direct baiting for foxes is being undertaken or is being planned by the Woods and Forests Department but, per medium of the control measures continuously being employed for control of rabbits by ground application of 1080, some control of foxes is in fact being achieved. Dead foxes are found in areas which have been baited, death presumably being due to their having eaten 1080-killed rabbits. Aerial spreading operations were carried out in the autumn of both 1967 and 1968 at Caroline Forest Reserve, and in 1968 at Mount Gambier Forest Reserve. The 1967 treatment proved very effective, as far as could be gauged by pre- and post-poisoning population assessments but the 1968 treatment was considered slightly less successful. This was at least partly due to departures from the desirable free feeding and poisoning sequences being forced by weather conditions which prevented flying operations for a period.

#### SCHOOL TRANSPORT

Mr. CLARK: I have a letter which contains the first petition I have received that is not signed by adults: it is signed by at least 200 girls who attend the Elizabeth Girls Technical High School. The letter states:

The girls that go by Transway buses to the Elizabeth Girls Technical High School would like to bring to your attention that more than 10 girls have been told to step off the bus, causing them to be late for school.

I understand that, because they are over 15 years of age, they are required to pay adult fares and some of the girls are reluctant to pay. This is largely the gist of their petition. The letter continues:

Most of the girls on these buses are over 15 therefore must pay 20 cents each way. This totals up to \$2 a week. We have the school backing us up and we are trying to get it reduced back to 10 cents (We realize that it is up to the Government but someone told us that if you want something you have to fight for it, so we intend to). Some girls can't afford to pay 20 cents as they are not so fortunate as others and the Government wants us to go to school so the fares should be reduced.

Our Headmistress (Miss Heritage) kindly suggested writing to you. If the fares can't be reduced couldn't a member from Transway come and collect the money and then we could receive bus passes for \$2.60 a month. We have done this previously through the school but the teachers are there to teach not to collect money and do all the clerical work. These are the names of people who agree with us.

The letter contains some other matters to which it is not necessary for me to refer. Although this matter was brought to my notice by the girls attending the Elizabeth Girls Technical High School, I understand that it is a bone of contention generally among students attending various secondary schools in the Elizabeth area. If I hand this letter to the Minister of Education or to the Minister representing the Minister of Roads and Transport, will the appropriate officers have this matter investigated to see whether any assistance can be offered?

The Hon. ROBIN MILLHOUSE: If the honourable member hands the letter to me, I shall be happy to discuss it with the Minister of Roads and Transport.

#### RUBBISH DUMPING

Mr. VENNING: I viewed with much interest and disgust last Saturday evening the *Four Corners* programme, a segment of which dealt with the dumping of rubbish throughout the Commonwealth. Indeed, we have seen photographs in the newspaper showing what happens at the Adelaide Oval when people attend football matches and other events there. This matter is difficult to control and I am concerned particularly with the dumping of rubbish on our rural roads. Can the Attorney-General

say what provision in the relevant Act deals with the unauthorized dumping of rubbish in various places and what punishment can be imposed?

The Hon. ROBIN MILLHOUSE: My recollection is that the power to control the dumping of rubbish is given to local government bodies pursuant to the Local Government Act. I understand that there is to be a national drive to try to persuade Australians to be tidier than they have been in the past. We are not alone, as a nation, in being untidy and in dumping stuff on the side of the road and in other places. I commend to the honourable member's attention the campaign known as Kesab which is a jolly good thing, designed to keep South Australia beautiful. However, I cannot at the moment give the honourable member any more precise information.

#### TOTALIZATOR FRACTIONS

Mr. HUDSON: Has the Premier a reply to the question I recently asked about totalizator fractions and whether or not the Government intended, as the result of comments made by the Chairman of the Totalizator Agency Board in the annual report, to modify the present position regarding fractions?

The Hon. R. S. HALL: Fraction amounts are dependent on the method of dividend calculation employed. Investigations are proceeding into alternative methods of dividend calculation used in Australia and overseas.

#### GUN LICENCES

Mr. CORCORAN: Has the Premier a reply to my recent question about the licensing of daisy air guns?

The Hon. R. S. HALL: The exemption of smooth bore air guns from the requirement to be registered under the Firearms Act and regulations will be considered by the Government. However, any such amendment will be deferred until a meeting of Ministers responsible for firearms legislation in the various States has been held. In the meantime, incidents such as that described by the member for Millicent can be dealt with under section 51 (1) of the Police Offences Act which makes it an offence to discharge a firearm so as to injure, annoy or frighten any person or damage any property, or so as to be likely to do any of these things. The definition of "firearm" in this section extends its control to any type of air gun.

#### TORRENS DUMP

The Hon. D. A. DUNSTAN: On September 3, I asked the Premier a question about dumping occurring alongside the Torrens River between Walkerville and St. Peters, and the Premier undertook to obtain an urgent report from the Minister of Health. As I have not heard of it, I should be grateful if the Premier would see whether any report is available.

The Hon. R. S. HALL: As I do not have that reply with me today, I will inquire.

#### RUST

Mr. VENNING: Unfortunately, rust is showing up in cereal crops in certain areas of the State. In the Ceduna area and the Port Pirie, Port Germein and Baroota areas, it is fairly prevalent among early crops. The Hon. Harry Kemp recently warned that rust spores were in evidence throughout the State and said he was concerned that it could have an effect on our cereal crops. Will the Minister of Lands ask the Minister of Agriculture to watch this situation closely (not that the department can perhaps do much about it) so that growers throughout the State might receive a guide concerning wheats they should sow in the future? I know that it is early yet and that many crops are still green, but time passes quickly, and I believe it is necessary that early advice be given in connection with this matter, so that growers may retain the varieties of grain that are still rust-resistant. Some of our wheats that have previously been understood to be rust-resistant are showing signs of rust and I think it is most necessary that the department examine this situation and, after watching the season develop, recommend to growers the varieties that should be used in future. Will the Minister of Lands ask the Minister of Agriculture to examine this matter?

The SPEAKER: Does the Minister of Lands wish to supply this information? The honourable member has apparently already supplied it.

The Hon. D. N. BROOKMAN: The honourable member asked whether the department would watch the situation closely: I think I can safely say that it will do so and that it will consider this whole matter, which has a bearing on future plantings. I am informed by the Treasurer that one cannot actually assess the effect of rust until the machine is put into the crop.

#### CAPE JAFFA RAMPS

Mr. CORCORAN: About a fortnight ago I visited the township of Kingston and had discussions with the fishermen there, some of

whom use the facilities at Cape Jaffa. The Minister of Marine will be aware that a jetty is currently being constructed at Cape Jaffa, and the people concerned are grateful for this. The Minister of Marine may recall that when the jetty was being constructed at Grey (we prefer to call it South End) the department's attention was drawn to the need for dinghy landing ramps, and these were provided. A similar request has been made by people who would use this facility at Cape Jaffa. Therefore, as the construction of the jetty at Cape Jaffa is now at an advanced stage, will the Minister consider having provided at Cape Jaffa dinghy landing ramps similar to those provided at Grey?

The Hon. J. W. H. COUMBE: Senior officers of the Marine and Harbors Department carried out extensive investigations at many ports in the South-East and discussed several topics; all those matters referred to are being discussed together. The matter to which the honourable member has referred was one matter on which officers of the department reported to me briefly on their return. I have requested that each of these matters be investigated in depth and that a report be made to me. I will see whether I can expedite the report so that I can reply to the honourable member.

#### HOSPITAL TREATMENT

The Hon. D. A. DUNSTAN: Has the Premier a reply to my recent question about appointments for pensioners at the Royal Adelaide Hospital?

The Hon. R. S. HALL: The delay in obtaining appointments at the eye clinic at the Royal Adelaide Hospital has arisen in part because of previous governmental decisions to provide spectacles free of charge at the Royal Adelaide Hospital, when prescribed by a medical officer, to pensioners with medical entitlement cards, and partly by the increase, which has followed the Commonwealth Government's policy for the easing of the means test, in the number of pensioners eligible for this service. These factors have had the effect of more than doubling the demand on the clinic in the past eight years; the number of attendances at the eye clinic in 1968-69 was 33,323 compared with 14,421 in 1960-61. Unfortunately, the effect of this large increase in attendances has been accentuated by a decrease over the same period in the number of eye surgeons from 13 to nine because of resignations.

The board of management of the hospital is conscious of this problem and is most con-

cerned both from the point of view of the patients and of the remaining eye surgeons, who are undoubtedly over-worked. In attempting to rectify the position, the board has undertaken extensive advertising for eye surgeons both currently and in previous years with little success. However, a recent advertisement has resulted in an application being received from an eye surgeon in the United Kingdom, which is now being actively investigated. The re-employment on a sessional basis of senior eye surgeons who have completed their period of honorary duties at the hospital has also been recommended as another measure to cope with the increasing patient numbers in the eye outpatient department, and this suggestion is also being actively pursued. Whilst the board of management will continue to make every endeavour to improve the situation, there appears to be little possibility of effectively reducing the waiting time for appointments to the eye clinic until additional eye surgeons become available.

#### MODBURY SCHOOL

Mrs. BYRNE: On July 10 this year I visited the infants section of the Modbury Primary School and my attention was drawn to a section of the yard near a temporary timber classroom over which section water from a downpipe flooded so that the yard there became muddy and practically unusable in wet weather. Members of the mothers club present expected that work to overcome this difficulty would be carried out, but I have now been informed that this has not been done. Therefore, will the Minister of Education investigate the matter with a view to having this section of the yard asphalted or rubbled?

The Hon. JOYCE STEELE: I will take up the matter with a view to expediting it.

#### T.A.B. ROBBERY

Mr. VIRGO: Has the Premier a reply to my recent question about the employment of female managers at Totalizator Agency Board branches?

The Hon. R. S. HALL: Control of selling outlets is vested in 12 group sales managers, one of whom is a woman. These managers are responsible for the co-ordination of staffing in the outlets under their control and for such matters as staff security, service to the public and economic operation. Group sales managers are themselves in charge of an agency. There are 25 full-time and 57 part-time female staff who have been approved to be in charge

of selling outlets as required. The senior person on duty at a selling outlet may be either male or female, depending on the day or night involved. It is normal, however, to nominate a female as the senior officer, owing to her availability and suitability for the work.

#### TUBALCO PROPRIETARY LIMITED

The Hon. D. A. DUNSTAN: Has the Premier a reply to my recent question about the Tubalco Proprietary Limited contract?

The Hon. R. S. HALL: In regard to tender No. 2193 by Tubalco Proprietary Limited, for copper piping for the Engineering and Water Supply Department, I am informed that the prices submitted by the company were 8½ per cent and 7 per cent higher than the prices offering by the New South Wales manufacturer and, in accordance with the normal preference policy, the Supply and Tender Board has accepted the tender from Tubalco Proprietary Limited. In this instance the purchase from Tubalco Proprietary Limited will incur the Government in additional expenditure amounting to about \$10,000.

#### TIMBER WORKMEN

Mr. CORCORAN: I have been informed this morning that six pine fallers and four drivers have been stood down and will be stood down for about three days because the forklift at Mount Burr sawmill has broken down. Evidently this forklift is most important at the point where the logs are received into the mill and unless it operates the logs cannot be received normally. More workmen may be stood down. As the Minister of Lands will understand, not only is this inconvenient to the people involved but it will also cause them some hardship as a result of their loss in earnings. Will the Minister confer with the Minister of Forests about what can be done if this type of situation occurs in future because, as a mechanical device is involved, we cannot know when that situation is likely to recur? The forklift is subject to breakdown at any time. Will the Minister see whether some alternative cannot be provided to prevent these people from being stood down, as they have been at present?

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

#### BEACHPORT ROAD

Mr. CORCORAN: Last week, during my absence, the Attorney-General was good enough to give the member for Hindmarsh

(Hon. C. D. Hutchens) a reply to my question about realignment of certain parts of the Robe-Beachport road to eliminate bad curves. I had asked that that work be considered even though the road was not expected to be reconstructed for about two years. In his reply, the Attorney-General said:

It is considered that there are no bends on the Robe-Beachport road dangerous enough to warrant the allocation of funds for reconstruction prior to commencement of reconstruction and sealing of the whole length. It is planned to commence reconstruction in 1971-72 . . . .

I consider that some of the curves in this road, about five or six miles from Beachport and where the road starts to move away from Lake George, are really dangerous, particularly for people who do not know the road well. As I am asking not that the road at these curves be reconstructed now but that the sections of the road that I consider to be extremely dangerous be realigned, will the Attorney-General ask his colleague to review the previous decision?

The Hon. ROBIN MILLHOUSE: Very well, Mr. Speaker.

#### TRANSPORTATION STUDY

Mr. VIRGO: Has the Treasurer, in the temporary absence of the Premier, a reply to my question about assistance being given by the Metropolitan Transportation Committee to persons who desire to make representation to the committee?

The Hon. G. G. PEARSON: Persons wishing to make submissions to the Metropolitan Transportation Committee will be supplied willingly with basic data. It is not feasible, however, to go beyond this to the extent of assisting in the formulation of submissions, because of the shortage of professional and technical officers and the programme of work to be completed. Inquiries may be made at the office of the Minister of Roads and Transport, 10th Floor, State Administration Centre, Victoria Square, Adelaide. The postal address is Box 1815N, G.P.O., Adelaide.

#### HOUSING TRUST RENTALS

Mr. CORCORAN: Last Friday evening I attended a meeting at Millicent at which many matters concerning the Housing Trust were discussed. One person at the meeting expressed dissatisfaction (and I consider he had a legitimate point) because people living in the older type of single-unit house were paying the ceiling rent on a single unit of \$12.50, although

the house may have been occupied over the years by three or four families and although persons occupying newly-completed single-unit houses were paying a maximum of only that amount. Even though it is conceded that electric stoves and hot water systems are provided in the older type of single unit, it is pointed out that the new single units have kitchen cupboards and a room divider between the kitchen and the dinette or dining room, and that these are not provided in the older type of single unit. The person concerned (and I think that other people in Millicent consider likewise) considers it unjust that the tenant of an older type of single unit should have to pay the same rent without enjoying all the facilities provided in the new units. Will the Minister of Housing ask the Housing Trust whether a programme can be drawn up to solve this problem?

The Hon. G. G. PEARSON: I will consider this matter. Of course, the honourable member will appreciate that the maximum rental of \$12.50 for double-unit accommodation is actually below the cost of providing that accommodation to the standard that the newer units of this type provide. I think he also appreciates that it is not economically possible to remodel an older house so as to provide amenities similar to those provided in more modern houses. I suppose we all pay a penalty when, having built a house, a few years later we would like something better, more modern, or perhaps more convenient. The question seems to be whether the rent for the older unit is too much at \$12.50, taking into account the amenities provided and the effort made to up-date these units. I agree that they are not strictly comparable, but for many years the trust has tried to provide rental accommodation within the reasonable capacity of people to pay, and that is why the rent for the most modern types has not risen beyond \$12.50, although from a rental point of view the cost is higher than that. Having those thoughts in mind (and I am sure the honourable member appreciates them), I will speak to the General Manager to see whether something cannot be done. However, having stated the reasons as I see them, I consider that it will be difficult to arrive at a changed policy in order to give effect to the honourable member's desires.

#### GASOMETERS

Mr. VIRGO: I am grateful to the Minister of Works for the arrangements he made last Wednesday morning for members to view the

natural gas film by courtesy of the South Australian Gas Company. Members were given a chance to ask questions, but I consider that this question should be directed to the Minister who, if he does not have the information, could obtain it. It concerns what can only be described as the unsightly gasometers that have been erected in various metropolitan districts. Can the Minister say whether these unsightly gasometers will be removed following the introduction of natural gas, or will people still have to suffer them?

The Hon. J. W. H. COUMBE: I will ask the General Manager of the Gas Company for a reply.

#### LAND ACQUISITION

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

1. Has any land been acquired by the Government from any company in which Arkaba Holdings Proprietary Limited has an interest?

2. If so what land was acquired?

3. What was the price paid for it?

4. What was the Land Board's valuation of the land?

5. Was an additional valuation obtained from an independent valuer?

6. If so, what was that valuation?

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

1. Yes.

2. Part sections 124, 124A, 125, 135, 136, 137, hundred of Noarlunga.

3. The sum of \$625,000 was paid. That amount included damages for severance, disturbance, and injurious affection.

4. The valuation was \$211,500. That amount did not include damages for severance, disturbance, and injurious affection.

5. Yes.

6. This valuation was \$234,800. That amount did not include damages for severance, disturbance, and injurious affection.

#### SUBDIVISIONS

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

1. What subdivisions have been approved this year in the hills face zone of the Metropolitan Adelaide Development Plan?

2. What is the minimum size of allotments permitted in each such subdivision?

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

1. Section 42 of the Planning and Development Act requires the Director of Planning to refer to the State Planning Authority for report any plan of subdivision over land which lies



within a prescribed locality. The hills face zone is one of the prescribed localities defined in the Act. During 1969, four subdivisions, the whole or part of which are in the hills face zone, were referred to the authority by the Director. Details of these applications are set out below:

(a) S.P.A. 6/69 P. G. and L. F. K. Manson: Part section 19, hundred of Adelaide, at Bellevue Heights. Thirteen allotments ranging in size from 8,500 sq. ft. to 16,500 sq. ft. The Metropolitan Development Plan shows only about one-and-a-half allotments within the hills face zone.

Authority decision:

(a) that part of the land lies within a prescribed locality:

(b) that the plan conforms to the purposes, aims and objectives of the Metropolitan Development Plan.

Preliminary approval in the form of Letter Form A was issued by the Director of Planning on February 3, 1969.

(b) S.P.A. 8/69 A. H. Squires: Part section 3, hundred of Onkaparinga, at Summertown. Three allotments: 16,000 sq. ft., 21,000 sq. ft., 8½ acres. Metropolitan Development Plan shows whole of the land within hills face zone.

Authority decision:

(a) that part of the land lies within a prescribed locality:

(b) that the plan would conform to the purposes, aims and objectives of the Metropolitan Development Plan if allotments have a depth of 150ft. after providing road widening required by Highways Department.

This application was subsequently approved by the Director of Planning as a plan of resubdivision on April 28, 1969.

(c) S.P.A. 9/69 Auldana Limited: Part sections 291 and 1055, hundred of Adelaide at Magill. One hundred and ten allotments ranging in size from 9,500 sq. ft. to 35,000 sq. ft. Metropolitan Development Plan shows only small part of one allotment and about one-third of a large reserve as being within the hills face zone.

Authority decision:

(a) that part of the land lies within a prescribed locality:

(b) that the plan conforms to the purposes, aims and objectives of the Metropolitan Development Plan.

Letter Form A has not been issued by the Director of Planning. An amended plan is being considered for part only of the subdivision, which is wholly in the living area.

(d) S.P.A. 132/69 Executor Trustee and Agency Company Limited (estate P. Ifould): Part sections 903 and 908, hundred of Adelaide, at Burnside. Twenty allotments, 16 of which have an average area of 9,400 sq. ft., with the other four ranging from two to five acres. Metropolitan Development Plan shows only the rear portions of seven allotments as being in the hills face zone.

Authority decision:

(a) that part of the land lies within a prescribed locality:

(b) that the plan conforms to the purposes, aims and objectives of the Metropolitan Development Plan.

Preliminary approval in the form of Letter Form A was issued by the Director of Planning on August 27, 1969.

2. The Town Planning Committee in the Report on the Metropolitan Area of Adelaide, recommended that allotments in the hills face zone should have a minimum area of 10 acres and a minimum frontage of 300ft. to a road. In the subdivisions referred to above, one allotment of about 10,000 sq. ft. was permitted in subdivision (a): two allotments, one of 16,000 sq. ft. and the other of 21,000 sq. ft. were permitted in subdivision (b): subdivision (c) has not been proceeded with in its original form: while in subdivision (b) only the rear of seven allotments are in the hills face zone.

## PETROL

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

1. Was the Government informed in June, 1969, that after consultation with the Automobile Chamber of Commerce the oil wholesalers in South Australia had agreed:

(a) to continue for another three years the rationalization of retail outlets?

(b) that computing heads would be removed from industrial pumps?

(c) that no new industrial pumps would be established for a gallonage of less than 1,000 gallons a month and that industrial pumps with a gallonage less than 650 gallons a month would be removed?

(d) that in country depots, computer heads would be removed from pumps and the pumps restricted to industrial use?

2. If so, what action has the Government taken to ensure the agreement is honoured?

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

1. Yes.

2. None, as the Government is not a party to the agreement.

### MANNUM INDUSTRY

Mr. HUDSON (on notice):

1. Is it the intention of the Government to consider the making of special grants to Mannum District Council to assist with local developmental and recreational projects, so that some stimulus can be given to business activity and employment in the town to offset the effects of the recent downturn in employment?

2. Is it the intention of the Government to open negotiations with Mannum District Council to discover what projects can be assisted?

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

1. No application has been received.

2. Any application that is received will be considered on its merits. The Government is working closely with the member of Parliament for the district and the Commonwealth Employment Service on matters affecting the industry.

### THE ESTIMATES

(Continued from October 2. Page 1958.)

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): The Attorney-General has just given me a reply concerning the purchase of land from a company in which Arkaba Holdings Proprietary Limited has an interest. I understand that in the case of this company there were mortgage interests in relation to the land in excess of its value. While that may have been the case, I should like to know from the Attorney-General on what basis any conclusions could be arrived at by the Government that would allow \$413,500 as damages for severance, disturbance, and injurious affection on a property valued by the Land Board at only \$211,500 and valued by an independent valuer at \$234,800.

While damages for severance, disturbance, and injurious affection may lie in some cases, it is extremely difficult to see how an amount of more than \$400,000 can be paid on this basis, and from the reply I have received it seems only to be on that basis. I cannot see any other basis on which the money could have been paid, given the mortgage value of the land that has confirmed a figure close

to the valuation of the Land Board. As I believe that the independent valuer in this case was a valuer of considerable note and standing in South Australia, will the Attorney-General say what was the basis for this transaction?

The Hon. ROBIN MILLHOUSE (Attorney-General): This is a difficult matter. As the honourable the Leader will remember, this acquisition started during the period of his Premiership and the Cabinet decision to issue a notice to treat was taken, I think, in March, 1968. Some widely varied valuations were obtained by both sides and the claim for the land by Arkaba Holdings was originally over \$2,000,000.

The Hon. D. A. Dunstan: Yes, but that was ridiculous.

The Hon. ROBIN MILLHOUSE: Yes, it was high and there was no settlement on that basis. In December, 1965, the value of the land was assessed by the Commissioner of Stamps and Succession Duties for the purpose of stamp duty at \$1,000,000, which was the consideration expressed to have passed between the members of the Sargent family and Arkaba Holdings Limited, so that there was a great disparity in the estimates of value.

The Hon. D. A. Dunstan: Was that an independent estimate?

The Hon. ROBIN MILLHOUSE: There was a valuation and I have seen a copy of the valuation given by an independent valuer who valued the land at over \$1,000,000. I can show a photostat of the valuation to the Leader if he would like to see it.

The Hon. D. A. Dunstan: I would appreciate that.

The Hon. ROBIN MILLHOUSE: I have it here and I can show it to the Leader. Proceedings were taken and the matter was actually taken into court and went for a couple of days. It was anticipated that if the hearing continued it would last for up to 40 sitting days. It would have been an enormously difficult, complicated and lengthy hearing. The parties were a long way apart in their estimates of values of the price that should be paid; the Solicitor-General appearing for the Government, and counsel for Arkaba Holdings and the other interests involved discussed the matter; and after a lengthy series of conferences the figure of \$625,000 was reached to include everything except the one matter of whether the company was entitled to further payment.

on account of what is known as the Chapman agreement and that matter has been reserved for decision by the Chief Justice.

It may be that, depending on his Honour's decision, a further amount will be payable but, apart from that point, \$625,000 was the figure reached in settlement. Cabinet considered this matter very carefully and decided, on advice given to it, that a settlement at that figure would be a fair and reasonable settlement in all the circumstances. I do not know whether the Leader wants me to go into the matter in any more detail now, but I shall be happy to discuss it with him and show him the valuation which was given in 1965 and which was accepted, albeit somewhat reluctantly, by the Commissioner of Stamps and Succession Duties for \$1,000,000.

Mr. HUDSON: I refer to a reply I was given today to the questions concerning the district of Mannum. The point of the questions I tried to ask, and got some information on last Thursday, related to the need to provide some stimulus in the town in order to offset the effects of the town's declining employment. To a significant extent, many of those put off by David Shearer Limited were single employees who have now left the town. One of the impacts on Mannum is that there will be a marked reduction in the purchasing power of people in the town of Mannum and, as a result, further reactions can be expected on the turnover of local businesses.

Mr. Clark: This is already evident in a letter I received this week from my niece who lives at Mannum.

Mr. HUDSON: This is also partly the product of the general feeling of farmers in the area and their worries about wheat quotas. Nevertheless, the problem that Shearers is experiencing can only add to the difficulties being experienced in the town. The whole point of my question was that, if the Government wished to assist in relation to the problems being experienced at Mannum, the best and most immediate action it could take, if it were not able to get the employment position at Shearers improved, was via the District Council of Mannum to try to get going various council projects that would provide employment for those who needed it and also to help maintain business turnover in the town.

Mr. Casey: We did this at Peterborough under the Labor Government.

Mr. HUDSON: Yes, so it is not something new. I have also pointed out that Mannum is an important tourist centre and that the Mannum recreation area, immediately by the river, is, I think (and I do not want to be rude to any other river town), the most attractive recreation area immediately adjacent to the river in South Australia, and the council, I believe, has plans for extending that recreation area. I have often been to the recreation area with members of my family and have thoroughly enjoyed my visits to Mannum for that reason. If the council has plans (and I understand that acquisition of land is currently proceeding for this expansion) and the Government wishes to provide assistance for the town, it seems to me that the best thing it could do in the circumstances would be to approach the council and work out ways of getting certain projects going.

The Minister of Immigration and Tourism will be aware that, for the last financial year and the current financial year, the council has had refused certain applications it has made to the Tourist Bureau for subsidy for the development of tourist facilities and that over the last financial year and the current financial year it has not had all of its requests for subsidy for tourist purposes accepted by the Government. In fact, the amount of subsidy it will have received, I think, over the period from June, 1968, to June, 1970, will be only about 50 per cent of the amount applied for. Although I appreciate that subsidy money through the Tourist Bureau is hard to come by, the Government has expressed concern about the problems of Mannum and, to be consistent with the concern it has expressed, I believe (and I am sure that other Opposition members believe) that it should be willing to make a direct approach to the council to see what direct assistance it can give it in the development of attractive recreation areas or any other projects, such as the development of the look-out area, so that some offset can be given to Mannum to limit the extent to which it is being adversely affected by the decline in employment at Shearers.

All the Premier has given me in answer to my question on notice is that any application received will be considered on its merits and that the Government is working closely with the member of Parliament for the district and the Commonwealth Employment Service on matters affecting the industry, whereas the whole point of my question relates to the consequences on the town of the decline in this industry, and the Government does not seem

to have considered the problems being experienced by the town. I hope that my interests in this town will be treated as genuine and that we will not be subjected to the same kind of comment we had from the Premier last week, because I think that the Premier's comment has resulted only in Cabinet members' misleading themselves as to the purpose of my inquiries. I want to see the Government make a direct and active approach to the council so that ways can be worked out with it (particularly to develop recreation areas along the river at Mannum) which will benefit not only the town but also all of the people of the State who are interested in Mannum as an attractive tourist spot.

Motion carried.

In Committee of Supply.

MINISTER OF EDUCATION

Education Department, \$60,709,390.

Mr. HUDSON: I refer to a reply this afternoon regarding the cost of the Brighton High School assembly hall, which is estimated now to be about \$95,000. The reply given was that the school council was earlier informed that its contribution would be \$42,000 and that the Government's contribution would be \$53,000. The \$95,000 referred to in the reply given me this afternoon indicates that the figure has risen partly as a result of rising building costs, and I am glad that the Government has recognized this to some extent by increasing its own contribution from the previous limit of \$38,000 to \$53,000.

However, the effect of rising building costs has an important consequence on the school, which I think has in hand about \$30,000 to \$35,000. The full sum that it is now required to pay is not in hand, and under the present arrangements the assembly hall project cannot proceed until the school council has \$42,000. The time necessary to get the additional money (probably a year or 18 months) will possibly entail a further rise in building costs and perhaps a further increase in the school's commitment. One way or another, however, a further delay will adversely affect the school and the parents concerned. I suggest to the Minister that each school committee or council should be able to establish a co-operative as a separate legal entity. Such a co-operative could then borrow directly from either the State Bank or the Savings Bank under a Government guarantee.

This would be a no-risk proposition to the bank and to the Government. In the case of an assembly hall, where the school was

required, say, to provide \$42,000, I believe it would be reasonable to require the school to have \$21,000 in hand before it could approach the bank for a loan. If this loan had to be repaid over, say, 15 to 20 years, the annual repayment, including interest, would be between \$1,500 and \$2,000. For a school of the size of Brighton High School, there would be no difficulty about meeting such an annual payment and still having plenty in hand to provide for other necessary things at the school. The annual capital and interest bill would not even take up all of the funds that the school council normally had at its disposal.

It seems to me that my suggestion is valuable, because it will do three things. First, it will bring these necessary projects forward in time. It will probably bring the Brighton High School assembly hall project forward by a year or even two years. That means that those who have contributed most to the construction of the assembly hall will get some of the benefits arising from it. If the project is delayed, those who are contributing to it will be benefiting mainly the children of other parents. Secondly, it will bring within the reach of many more schools the possibility of having an assembly hall or swimming pool, or some other major project, which previously has been completely beyond attainment.

Thirdly, it will avoid adverse effects on morale within the school which delay otherwise brings about. I adjudicated last Friday evening a public-speaking competition at Brighton High School at which one of the speakers asked what was the use, anyway, of having the assembly hall for which they were contributing but from which none of the existing students of the school would benefit; and, anyway, when it was built it would not even accommodate the whole school. This was going a little too far, but it does bring home the point that this sort of project, if it is excessively delayed, instead of giving a net boost to the school can, while the delays are occurring, have an adverse effect on the morale within that school.

The adverse effect on morale can extend down to the students themselves. It is a tremendous job for a school council, such as the Brighton High School council, to raise \$42,000, and it stands to the council's credit that it has been able to get as far as it has. Has the Minister of Education decided in principle, even at this stage without all the details worked out, on the establishment of co-operatives to enable school committees to borrow

from registered institutions? Further, how long is it likely to be before such a scheme is introduced? I assure her that if she can introduce such a scheme it will be welcomed not only in the Brighton area but also throughout the State.

The Hon. JOYCE STEELE (Minister of Education): I do not have the relevant docket here relating to the proposed assembly hall for the Brighton High School. Certain factors have led to this project's being delayed and, in consequence, to a price rise for this enterprise. The amount of subsidy which the Government at present is committed to paying regarding assembly halls is \$38,000, and it does not take much working out to realize that this will involve the Government in much more expenditure than was intended when the original limit was set.

The Government is concerned at increasing costs not only of this project but also of similar projects that have come before it in recent months. The honourable member knows (because I gave him a reply to the question he asked some weeks ago on this matter) that the financing of projects through a co-operative scheme has been put to me by an organization, whose name I just cannot recall now.

Mr. Hudson: The Brighton High School council?

The Hon. JOYCE STEELE: No, I do not think so. The matter was put to me by a body (I am pretty sure it was not the Brighton High School council), and I believe the scheme suggested was based on that operating in Victoria. If the Government decides that this is a method of financing assembly halls that it might look into and implement, it will take some time for this to be done.

As I have told the honourable member, the matter is under review. He will know that things of this type are not done overnight and that this proposal would be a major departure. Even if the Government agreed to implement a scheme of this kind (and I cannot commit the Government on this because I have not even taken the matter before Cabinet) special legislation would have to be introduced, and there would be no hope of introducing this year legislation with the idea of setting up a co-operative that could meet the expense of providing assembly halls. I believe the scheme has much merit, and I have discussed it at some length. We are awaiting further details from the people who waited on us. I have seen the plans of the

halls built in Victoria, which are certainly attractive. I hope that, when I have the full information, I can make a report that members of Cabinet can consider.

Mr. BROOMHILL: I agree with the member for Glenelg about establishing co-operatives to provide assembly halls. The Minister said the matter had been before her but that no definite decision had been made. In view of what the Minister said about the approaches made to her, perhaps there is a much more general view than she would imagine. For instance, two high schools in my area raised the matter with me in the terms used by the member for Glenelg. They spoke about increased costs occurring and the considerable time it takes to raise the large sums of money necessary. As the school councils argue, over a relatively few years they are undertaking financial drives to raise this money and the burden is falling on small groups, in some cases over the four or five years when the funds are being sought. Parents with two or three children at the school are taken advantage of, because of the number of children and the period of time that the council has to obtain the percentage of money. However, if co-operatives could be formed and the money borrowed over a long period parents of children attending over an extended period would share in the cost of what is considered nowadays to be a vital part of a school.

I believe the Minister is aware of the problem and is looking at it; I hope that she will hasten her investigation into this matter and its reference to Cabinet, so that a decision can be made as soon as possible, because the longer the decision is delayed the less certainty the school committees will have about the future. I ask the Minister to treat this matter as urgent.

Mr. McKEE: Has the Minister considered the question I raised last month about a shortage of teachers at the Port Pirie High School and about the need for ancillary staff to be appointed to relieve the teachers and allow them to do the work they were trained to do? At present they are employed in doing much work that has little to do with education. I believe they should be employed full time at teaching. I think it is important that they have ancillary staff to relieve them from doing jobs completely divorced from teaching work. I also ask the Minister whether she has considered the question I raised about the condition of the school buildings. The main building, which is old and antiquated, falls a

long way short of providing the facilities required today. I think the department would agree with that statement, because about eight or 10 years ago it had drawn up plans for and approved the construction of a new brick building. It was intended to commence that building on several occasions but, because of a shortage of finance, it was put off. The department has realized the need for a decent permanent building to be constructed at Port Pirie to provide the conditions required for modern-day teaching. The number of prefabricated buildings at the school seems to increase every year, and the older prefabricated buildings are being neglected and badly need painting. If prefabricated buildings continue to be erected, there will be no room left for playing areas.

Mr. FERGUSON: I refer to the provision for "Buses, running expenses", etc. I think we are all conscious of the contribution made by the bus system towards education in South Australia, particularly in country areas, where the buses take children a long way to larger schools, which give them a better type of education, perhaps, than they would receive in smaller schools closer to them. Several times I have been approached by bus proprietors, who are engaged by the Education Department under private contract to take children on certain routes. Last year I made investigations, on behalf of a bus proprietor, to the transport officer (Mr. Hindmarsh), but I was unable to obtain for that proprietor any increase in the mileage rate set out in his contract. He belongs to a union, and I understand that this year he applied again through that union, which passed on the matter to the member for Whyalla (Mr. Loveday) who handed it back to me. I communicated with the bus proprietor but since then I have not heard from him.

On other occasions I have been approached by private bus contractors about the mileage rate set out in their contracts for taking children to school. Bearing in mind these approaches, I suggest to the Minister that, perhaps, there is need to revise the rates paid to private bus contractors. I know that it would be difficult to obtain information for the whole State, but perhaps figures could be prepared in respect of one or two schools to show the comparison on a mileage basis between the cost of operating these buses and that for Government-operated buses.

Parents of children who travel in private buses have complained about the unroadworthiness of some buses. I know that private buses used to transport schoolchildren must

be inspected, but I do not know how often this must be done. Because some of the buses are secondhand when they are put on the run, we can understand how they can get into a state of disrepair and probably become unroadworthy quickly. I ask the Minister to inquire into the matters I have raised.

Mrs. BYRNE: When speaking in the debate on the first line on September 24 (pages 1761 and 1762 of *Hansard*) I asked the Minister to consider several matters. I refer now specifically to private business colleges. The Minister will recall that on July 18, when replying to a letter that I had written about dissatisfaction expressed by a constituent about the standards of one of these colleges, she stated that that college had been thoroughly inspected at the last examination for licensing purposes, in March, 1967. I think it is in the interests of education generally that these colleges be inspected once a year. Further, I should be pleased if the Minister would give me a reply later to my earlier detailed reference to the transfer of the present head teacher at the Marananga Primary School.

The Hon. JOYCE STEELE: In reply to the member for West Torrens, I should like to say how much I, as Minister, and the department appreciate the service that parents and school committees give to education. The strength of some schools lies in the part played by the committee, and the work done is valuable in the life of the school. It is good that parents have pride in the schools that their children attend. When something is not done as quickly as the parents or the committee would like, those concerned feel frustrated, and I know particularly how hard committees work to provide assembly halls, because the committees realize that a hall in which all the children can assemble adds much to the life of the school.

Provision for assembly shelter areas is now made in the plans for most high schools. I do not know whether the honourable member has seen any such schools, but I have seen many and they have met with almost universal approval. They serve as an assembly and activities area and save parents the expense of raising funds for this purpose.

In reply to the member for Port Pirie, I will find out what priority the new Port Pirie High School has on the list of schools projected or whether the school is in the planning stage. I think he said that provision of this school was first mooted 10 years ago.

The reason for the delay could be that priorities are altered from time to time consequent on demand. Sometimes a school is planned for a town or district and then a development in another part of the State requires us to provide immediate school accommodation, thus setting back other priorities.

I have announced plans to try to get more teachers, for which the need is recognized. We are sending an officer to the United Kingdom to try to recruit teachers, and we are particularly interested in getting mathematics and science teachers. Everything possible is being done to attract more teachers, apart from plans to take more students into teachers colleges and to provide better allowances to attract student teachers. Further, we have announced that we will appoint 246 additional ancillary staff, which goes a long way towards meeting requirements.

Mr. McKee: Will country schools get priority?

The Hon. JOYCE STEELE: This is based not on city or country but on the number of students. We realize that the appointment of ancillary staff is an important way to ensure that teachers devote all their time to teaching and do not have to do clerical duties.

The honourable member has also mentioned the wooden classrooms still in use at the Port Pirie High School. We could not dispense with these classrooms until alternative accommodation was provided. Fully transportable classrooms, which have been developed and which are being provided, have met with general approval of teachers and children. Wooden classrooms were provided in the years following the Second World War in order to cope quickly with the large increase in the number of enrolments. We are providing more and more replacement schools, and we hope that the day will come when no wooden classrooms will have to be used.

In reply to the question by the member for Yorke Peninsula concerning buses, this is an expensive item. The sum of \$1,620,000 has been provided this year, an increase of \$104,341 on the previous year's provision. The department now provides 639 transport services throughout the State—299 contract services, 49 subsidized services, and 291 using departmental buses. Provision has been made for new services and extensions to existing services. These vehicles are inspected regularly, and a section of the department controls these matters because of the large increase in the requirements. If any private contractor

considers that his contract needs to be reviewed he should apply to the department when the whole question of contracts is being reviewed.

The member for Barossa asked questions about the inspections of private business colleges and I have a report on that matter. However, I will have to obtain a report about the transfer of the present head teacher at Marananga. The member for Barossa may be interested to know that there are 17 teaching institutions licensed as private technical schools, nine of which teach commercial and business subjects and eight teach dressmaking. The present inspections staff of the Technical Division find it impossible to make annual inspections of these schools in the present circumstances, but the Director of Technical Education considers that the existing method of maintaining general oversight of these schools is sufficient. The department believes that these schools are functioning well and that the present method of inspection is sufficient.

Mr. RYAN: I was amazed several years ago when I raised with a previous Minister of Education the matter of the issue of free school books to students in certain circumstances at secondary schools, because I believed that this issue was controlled by regulation. However, after some research I found that there was no authority for this, and that for many years school councils and other parent bodies had borne the burden of supplying free school books out of funds they had raised. Later, regulations were introduced to give these children the privilege of receiving free school books when this action was authorized by the department, and that system has operated for several years. However, I am alarmed to find that, although the free books are provided on the authority of officers of the department at the opening of the school year in February, no reimbursement is made until the latter part of the year.

At the school with which I am particularly concerned, about 200 children, out of a total enrolment of 1,000, receive free books, and the school council has to use a large sum in financing the purchase of these books. When it tries to budget its financial affairs it is handicapped: although it has assets it has no ready cash, because the department has not made the reimbursement. This year, free school books were provided on the authority of the department in early February, 1969, but the reimbursement was not received until the last few days of September, 1969. It seems

to me unfair for school organizations to be placed in this position, and to be unable to use the money raised by parents because it has been used to pay for free books issued to some students. Also, when school councils purchase articles and equipment they have to pay cash, and it is generally some months before the applicable subsidy is received. The reimbursement for the payment for free school books should be received within a matter of weeks after these accounts have been paid.

In the case to which I have referred, the Minister will realize the financial plight of the school council. I hope that these matters will be rectified so that there will be no recurrence of the circumstances to which I have referred.

Mr. HUGHES: Regarding the contribution towards the cost of bringing lecturers from overseas and other States, and oversea visits of officers, while both are only small amounts they could have great impact on the future of education. Can the Minister say whether lecturers are brought from overseas for the purpose of addressing colleges or staffing them, and whether oversea visits of officers are for the purpose of gaining experience for the department in general or of attracting additional teachers to this State?

The Hon. JOYCE STEELE: I will obtain a report for the member for Port Adelaide and, if he gives me the name of the school to which he has referred, I will ascertain what is the position there. Regarding oversea and interstate lecturers, the department calls applications to fill positions at teachers colleges, and officers are sent overseas by the department to keep them abreast of modern developments in education.

Mr. NANKIVELL: The District of Albert probably has some of the longest bus runs operating anywhere in the State, and these present two problems. One of these cannot be avoided: some young children commencing school at six years of age travel about 70 miles a day to and from school and, as a result, they become fatigued and often sleep in school. This is something that is accepted. The regulations require a secondary student to travel at least five miles to a bus before being eligible for a boarding-away allowance. As a student moves further up to Leaving and Matriculation level, time becomes important in his studies and unnecessary fatigue must be considered. What happens is that, if a bus from one school links with a bus from another school, the school in either case providing teaching to the level at which the child requires to be taught,

no boarding allowance is provided, and the child is required to conform to the regulations and travel to school.

Regarding the linkage between the Tintinara southern school bus and the Keith Area School bus to the north of Keith, the position is that certain children at Leaving level from Tintinara can travel to Keith to obtain teaching to the Leaving level, and I have no quarrel with the parents of children who wish their children to do this. It is in their own interests that this service be provided, but only on the ground that the parents cannot afford to send their children away to school. However, where there are those who choose to go away at this level of education, knowing full well that they will go to a higher level of education and ultimately move to some other centre or to the metropolitan area and become adjusted to living and working under those conditions, it seems to me unfair that this restriction should be imposed on such people.

If they choose to go away (and I think in some cases that they choose rightly when the breadth of subjects taught at the local school is not adequate), it is unfair that these people should be denied a boarding allowance on the ground that there is a bus service linking the school they attend and the school at which the higher level of education is provided and obliging them to conform to the regulation that they must travel at least five miles to a bus before being eligible for a boarding-away allowance. If they live only four miles away from a bus it could mean travelling 80 miles or 90 miles a day to attend that school if there is no alternative, but an alternative should be provided and a boarding allowance should be paid to those parents who elect to send their children away to school to adjust them to the change of environment to which they must be adjusted when they attend Matriculation level and go on to tertiary level.

Will the Minister reconsider this matter? I do not relate this matter to any one case, but there will be an increasing number of cases if we continue to link the existing bus runs so that children attending one level can go to another school 30 miles away for advanced education. While the linkage exists and the regulations remain there is no alternative for the children but to go to the school to which the bus service is provided, unless the parents can provide the full resources necessary to send them away if they choose to do so. Will the Minister see what can be done to



provide assistance for those people who, of their own accord, elect to send their children away in the interests of better education?

Mr. VENNING: Regarding the sum of \$1,221,100 for pay roll tax, has any approach been made to have not only the Education Department but all Government departments exempted from paying pay roll tax? About \$3,000,000 in pay roll tax was paid last year by Government departments, and this money would be of great help to the Education Department. It is an injustice that State Government departments should have to pay this money to the Commonwealth Treasury. Will the Minister look into this matter?

The Hon. JOYCE STEELE: Replying first to the member for Albert, I point out that I, too, am concerned that young children should have to travel long distances by bus in order to attend school. A careful watch is kept on this travelling to ensure that it is not beyond the physical capabilities of the children concerned and also to see that as much as possible, a run is limited to what is considered a reasonable distance. I believe that some years ago an exercise was undertaken into fatigue occurring in children who had to travel long distances by bus, the result being that children did not, in fact, show great fatigue and that the travelling they undertook had no deleterious effect on their school work. Many country parents are faced with this problem, and I know from personal experience that it is one disadvantage experienced by people living in the country whose children attend schools some distance from their homes.

As I have said, the provision of transport services constitutes a big item, which has gradually increased over the years. This provision did not exist in the years that I went to school and probably did not exist when many other members were at school. Indeed, as a child I walked about four miles a day and travelled in a train for an hour in order to get to school. Although I am not saying that transport should not be provided for schoolchildren, I am pointing out that it has been provided by Education Departments in all the States and that the need for this item may be peculiar to Australian conditions. I believe the school transport division provides a wonderful service to parents and students alike. I do not think there is any instance of children having to travel 80 or 90 miles a day in order to attend school, unless this applies in the Far North. Great care is taken by the Transport Division to ensure that not too much discomfort is caused to students who are attending schools throughout the country.

The member for Albert having recently referred to me the provision of boarding allowances for secondary school students, I have given him a full report on the matter. Nevertheless, the honourable member is most persistent in this regard and I am sure that, as a result of the representations he has now made, we will have another look at this matter. I point out to the member for Rocky River that what he instanced regarding payroll tax has been going on for many years and that the sum involved is divided between the various departments for which the Government is responsible. As the Education Department is one of the biggest employers of labour, this accounts for the big item contained in the Estimates, amounting to \$1,221,100.

Mr. CASEY: Several months ago I asked the Minister of Education a question about the problem facing people who live in the Far North and North-West of the State and who employ governesses. The Minister previously said that she had written to Ministers of Education in other States concerning this matter and was awaiting a reply. Can she now say whether the Government intends to do anything along the lines I previously suggested?

The Hon. JOYCE STEELE: True, I said some months ago that I had written to Ministers of Education in other States, as well as to the Commonwealth Minister for Education and Science, concerning this matter, particularly bearing in mind the fact that the Commonwealth Government pays \$100, I believe, to people in the Northern Territory who employ a governess responsible for the full-time supervision of children undertaking correspondence courses. Of course, children must be undertaking such a course in order for parents to qualify for this payment. Having received all the replies only within the last two or three weeks, I will shortly be taking this matter to Cabinet for its consideration, and I may be able to give the honourable member a reply later this session.

Mr. EDWARDS: With the member for Albert, I am concerned about boarding allowances for students. In my district there are small area schools at which some students cannot study certain subjects, with the result that they must travel to another school. Although in these circumstances they have to board away from home, they cannot obtain a boarding allowance. As students who may live a certain distance from a school bus service are able to obtain a boarding allowance, it seems wrong that the allowance is not paid

to those children with whom I am at present concerned. I hope the Minister will view this matter a little more favourably in respect of those people living in the outback. During the weekend, I was talking to two headmasters in my district who were thrilled to hear that ancillary staff would be provided to help out in high schools or area schools. These headmasters were wondering whether, at some of the smaller schools, staff might be provided who could undertake not only clerical but also library work on a full-time basis. Can the Minister comment on this matter?

The Hon. JOYCE STEELE: I refer the honourable member to the table contained in the reply I gave to the member for Glenelg last week in which is shown the number of ancillary staff to which each school is entitled.

Line passed.

Libraries Department, \$1,124,765.

Mrs. BYRNE: The Auditor-General, at page 105 of his report, states:

During the year an investigation was commenced into irregularities in one section of the Libraries Department. My review of the accounts is subject to any relevant matters which may be disclosed by the inquiry which is not yet complete.

Can the Minister of Education comment on this matter and can she say whether any prosecutions are pending?

The Hon. JOYCE STEELE: The inquiry has not been completed.

Line passed.

Museum Department, \$203,855; Art Gallery Department, \$157,584—passed.

Miscellaneous, \$14,729,123.

Mr. RYAN: I refer to the provision of \$160 for the Port Adelaide Institute. This year's provision is the same as last year's. Representatives of the institute have often approached me, protesting rather strongly at the financial treatment the institute is receiving. The old building occupied by the institute was bought by the Commonwealth Government and is now the Customs Department office. The money received from that sale was used by the Port Adelaide council for another building for the institute. Because the council received the money from the sale of the old building to put towards the purchase of a new building, it has been penalized ever since as the institute has received only small grants from the State Government, compared with those received by institutes in other council areas. The services rendered by the institute

at Port Adelaide are at least the equal of those provided in other areas. Other than this \$160, the council must bear the whole cost of the institute, whereas other councils are in a more favourable position with regard to their municipal libraries. I hope the Minister will consider the matter and that in future the Port Adelaide Institute will receive a grant at least equal to that received by other institutes.

Mr. HURST: I endorse the remarks of the member for Port Adelaide. The Minister will appreciate that the cost of maintaining these facilities places a considerable burden on the council. In many places public libraries are provided at no cost to ratepayers. Therefore, residents of this district are placed at a disadvantage. I hope the Minister will consider increasing the grant to this institute so that the burden can be lightened.

The Hon. JOYCE STEELE: I will obtain a report from the South Australian Institutes Association and let the members for Port Adelaide and Semaphore have it.

Mrs. BYRNE: Provision is made under this line for the upkeep of two children's playgrounds in the area of the Hindmarsh Corporation. Can the Minister say how this grant originally came about?

The Hon. JOYCE STEELE: I will inquire.

Mr. HURST: The same sum is provided for the Workers' Educational Association this year as was provided last year. Most of us realize that this organization does much good. These classes are in such demand that the Minister could well consider increasing the sum provided.

Mr. HUDSON: The increase provided for the Kindergarten Union of South Australia is more or less in line with increases that have applied for some years past. As a result of this grant and its money-raising activities, the union is able to cater for about 14 or 15 per cent of children of pre-school age. This is an area of considerable importance for any child who might suffer an initial handicap as a result particularly of environment. The 14 per cent of children of pre-school age catered for by the union are mainly children of the better-off families. Therefore, the percentage of children of Aboriginal parents in the metropolitan area or of the children of parents on the lowest incomes who go to some form of kindergarten will be much smaller. I should like to see established an overall policy aimed initially at providing pre-school education for all those

sections of the community that are normally under some educational disadvantage or another.

As part of its federal aid programme, the United States of America has a scheme called "Head Start" which, through the use of federal money and local participation, is designed to provide pre-school training for all disadvantaged sections of the community. This programme has operated particularly amongst the racial minorities and poorer sections of the community. Of course, this sort of thing does not apply in Australia. I recommend to the Minister that she study Commonwealth Labor policy on the establishment of a pre-schools commission designed to provide Commonwealth aid in Australia to commence the same kind of programme as that existing in the United States. I particularly ask the Minister whether she will examine the Australian Labor Party's policy. If she is convinced that she cannot provide from this State's financial resources sufficient money for the Kindergarten Union to do the kind of job that is necessary in the poorer areas of the community, will she publicly support the kind of policy that the Labor Party is trying to promote?

The Hon. JOYCE STEELE: The honourable member knows that the grant we make to the Kindergarten Union is one of the biggest grants that the Government makes to any outside body. The other comparable grant is that to the Mothers and Babies Health Association which grant, I think, is the highest. These organizations were founded and have been administered over the years by women, and the large subsidies these organizations are receiving show what fine work the Government believes they are doing. The grants to the Kindergarten Union are made according to a formula that we have established, and this year there is an increase of \$47,631 over last year's grant.

Of course, the Government realizes that it will probably be called upon to contribute a greater sum because of the munificent Commonwealth Government grant of \$675,000 to the Kindergarten Union which will enable it to build another kindergarten training college. The Government realizes, too, that kindergartens in South Australia provide for a percentage of pre-school children that is not as great as it would like; education authorities are increasingly recognizing that pre-school education is very important. There is, of course, a limit to what a Government can do. The same ratio of increase was provided during the Labor Government's term of office.

During the pre-school conference here I heard of the "Head-start" programme used in the United States of America. I believe that the Government is making a very big contribution to this branch of education.

Mr. HUDSON: I am very disappointed at the tone of the Minister's reply, because at no stage did I suggest that South Australia's financial position would enable the Government to do more than it is doing. For the Minister's benefit, I point out that the Kindergarten Union grant is more than double the grant to the M.B.H.A. The Kindergarten Union itself is appalled that it is able to cater for only about 14 per cent of children of pre-school age. This information, of course, comes from the union's annual reports. The same point was made three or four years ago.

I do not see how the recurrent grant to the Kindergarten Union can be increased by, say, 25 per cent or 30 per cent unless we receive Commonwealth assistance for the purpose. I want to see developed (and I do not think it can be developed within this State's present resources) the provision of Commonwealth assistance in this area but directed toward providing pre-school education for those who are under some sort of social, physical or environmental handicap. We should provide pre-school education for all Aboriginal children in our community, because they are traditionally under-privileged. There is no criticism of the kind of assistance provided this year. Obviously, the Minister could not provide for a bigger increase without depriving some other sector, unless the Treasurer became more generous, and he is not likely to do that.

Even if we had an increase of \$60,000 or \$70,000, we would not make any significant headway at all toward increasing that figure of 14 per cent. I want the Minister to appreciate the simple fact that the figure of 14 per cent has been more or less static for probably 10 or 20 years or more and it will remain static, or change very little, until we have the kinds of programme that are followed in the U.S.A. I am disappointed, too, that the Minister had to wait for the pre-school conference she attended this year to hear about the "Head-start" programme being used there. It is also disappointing to find that, when one points out that we will not make headway without extensive Commonwealth assistance, the points one makes apparently are misunderstood. The issue involved is very important educationally. The extra advantage that children attending kindergarten receive is quite significant. Difficulties that children

experience during their primary education could be prevented if pre-school education was provided for them. I am disappointed that people generally in our community do not realize how important this problem is, and I am disappointed that there is not greater agitation about it. It is one area where we have something to learn from the U.S.A., where the approach is that pre-school education should go first not to the top 14 per cent but to the bottom 14 per cent.

The Hon. Joyce Steele: Why didn't you promote something like this when the Labor Government was in office?

Mr. HUDSON: Of course, we must get this Party-political response from the Government. I said the first time that it is not within this State's financial resources to do it, and the Minister knows this to be the case. To cater for all children in kindergartens, the provision would have to be multiplied by seven: the grant to the Kindergarten Union would have to be \$4,000,000. Is the Minister suggesting that the previous Government or her Government is financially capable of providing \$4,000,000 under this heading? It is not a question of when this should be done: it is simply a question of the provision of a sum that it is beyond this State's present resources to provide. The Minister should appreciate that fact and also the importance of getting the Commonwealth Government in on a regular basis to help the Kindergarten Union to establish kindergartens in all those areas in the community where there are under-privileged children who would benefit significantly from pre-school education.

In a part of my own district which is not the particular area in which I live and which is not a poor area, the local kindergarten can, in general, provide for a child for only six months, because space is not available to do more than that. Most children would benefit from at least one year of kindergarten training, but in areas where the average income is low the percentage of children provided for is still lower, and this is where immediate progress should be made.

Mrs. BYRNE: I, too, should like to see a new approach to kindergartens. I have seen the advantages of my own daughter's being able to attend a kindergarten: this assisted her greatly when she commenced grade 1. Other children who did not have that advantage found it hard compared with the children who had attended kindergarten. Like the member for

Glenelg, I realize that the State's resources cannot subsidize the Kindergarten Union greatly, and money must be sought from the Commonwealth Government. Of course, as the Minister knows, 70 per cent of the money granted to the union is used to pay teachers; the other 30 per cent must be raised by parents or committees.

In addition, parents or committees must provide, maintain and equip the buildings and serious consideration must be given to overcoming this great burden. In my district only one kindergarten is subsidized by the Kindergarten Union, and the trend today seems to be for these kindergartens to be established in buildings such as church halls and to be conducted privately. I commend the persons concerned for what they are doing, but the facilities are not the ultimate, and all members should do everything possible to promote greater interest in kindergartens and to seek financial assistance from the Commonwealth Government.

The Hon. D. A. DUNSTAN (Leader of the Opposition): I want to inquire of the Minister the basis upon which competing priorities of these miscellaneous grants and those under the line for the Minister of Social Welfare are assessed. This year a grant of \$2,000 is being made to the Marching Girls of South Australia. I do not in any way cavil at a grant being made to the marching girls, but I find it surprising that such an activity, which is basically a physical recreation activity, is provided for on the line for the Minister of Education rather than that for the Minister of Social Welfare, who is responsible for the physical recreation activities supported by the State.

The items on the line for the Minister of Social Welfare were originally transferred from the Education Department line when the Social Welfare Department was established, and these activities were placed in the hands of the Minister of Social Welfare because physical recreation activity was supposed to be one of his responsibilities. A grant of \$2,000 is made for the marching girls, while there is no increase in the grant to the National Fitness Council, which covers most recreational activity in South Australia and desperately needs funds to complete its programme. As the Minister knows, it has been impossible for the National Fitness Council to carry out part of its long-range programme because of a lack of funds over a considerable period, and when I was Minister I was sad because I was not able to give the council more money than I gave it.

If new grants for physical education or physical recreation areas are to be made on the line for the Minister of Education, we will get a division of responsibilities and a lack of assessment of priorities and these grants will get into the very situation that grants for the arts in South Australia are already in. The Premier should have in his department a report (and I imagine that the Minister of Education should also have a copy) by Mr. Holland on the history of grants towards the arts in South Australia. The report makes interesting reading, because if ever there has been a mess it has been on this matter.

On the Minister of Education's miscellaneous line, several grants towards the arts are made, and several are made on the line for the Chief Secretary. How was the priority assessed to give \$2,000 to the marching girls as against no increase for the National Fitness Council and against no provision on these lines for a contribution towards the semi-professional theatres operating in Adelaide? Submissions have been made about the needed support for semi-professional theatre in Adelaide. Our Government was unable to meet that request, but the submissions were to be considered in a complete survey of the grants to the arts so that priorities would be set between competing demands in this area. I should like the Minister to say on what basis grants of this kind come into the lines, and how the differing priorities for physical education and in the arts area are established.

The Hon. JOYCE STEELE: I can explain most of the factors that the Leader has raised by saying that this is what I would term an occasional grant. It will probably not be made again for this particular purpose for a considerable time. It is being made now because next year South Australia will be the host State for the Australian carnival of marching girls and the Government has seen fit to grant \$2,000 towards the organization of this carnival.

Mr. BURDON: At Question Time today I asked the Minister of Education a question about kindergartens. Church organizations conduct two kindergartens in Mount Gambier, and I have been informed that a survey of the eastern section of this city has shown that about 400 children could avail themselves of pre-school facilities if they were available. This would benefit the children, because they would be able to mix with other children and be trained for their future schooling. I know that more than \$600,000 has been provided for the Kindergarten Union of South Aus-

tralia, but more assistance for pre-school centres not within the scope of the union is urgently needed. As these pre-school centres are doing a valuable job for parents and children, I hope that the Government will consider providing such assistance.

Mr. CLARK: The sum of \$1,000 has been provided to assist the inquiry into the future role of the Institutes Association of South Australia. As I understand that the former Director of Education (Mr. Mander-Jones) has been inquiring into this matter, has the Minister any information on this item?

The Hon. JOYCE STEELE: All members are aware of the particular position which institutes previously occupied in many country towns. They provided a service that was availed of by many country people before subsidized libraries and extension services came into existence. Many have got into difficulties and have closed since I became Minister. The executive of the Institutes Association told me they were concerned about the future of many institutes. Mr. Emslie made a great contribution for many years and, after he retired last year, Mr. Behn followed him as secretary. They have a minimum staff to carry out the responsibilities and duties of this association. After discussing the matter with the executive, which considered there should be a rationalization of library services in the State, I discussed with the State Librarian and the Chairman of the Libraries Board the appointment of someone to inquire into the whole range of services offered by the Institutes Association. I could think of no-one better to ask than the previous Director of Education, Mr. Mander-Jones, and, with Cabinet's approval, I asked him to undertake this investigation. He is doing a most thorough job: he has visited almost every institute and has seen me from time to time to obtain approval to go a little beyond what I originally asked him to do. His report should be available before the end of this year, and I believe it will be valuable, because we need to integrate these services so that people in this State, particularly those in remote areas once served by institutes that are now defunct, may be given a better service.

Line passed.

#### MINISTER OF LABOUR AND INDUSTRY

Department of Labour and Industry,  
\$577,150.

Mr. VIRGO: In referring to the Industrial Commission, I express disgust at the action of the Public Service Board (obviously inspired

by the Government) in initiating proceedings against people who personally serve each Minister far beyond the call of duty. This action was taken to deprive these people of a just and proper wage. I have not referred to this matter before, as the matter has been before the court, but I was disgusted to read in a recent *Government Gazette* that, by appeal, the salaries of these men had been reduced although their hours of work had been extended. Government Ministers ride alongside them every day but, apparently, think nothing of it: I do not know how they do it. The Public Service Association filed a log of claims with the Industrial Commission last December and, after an extensive hearing before Commissioner Johns, a fairly reasonable award was brought down. These men never had any award in the past. I am informed that previously, if they worked from 6 p.m. until 8 p.m. (two hours' overtime), they got the princely sum of \$1.50! I am not sure that that still does not apply; the whole of the new award did not become operative, because the Government appealed.

The Liberal Party has the audacity to include in its platform "promotion of peace in industry by co-operation and conciliation". Where is this co-operation or conciliation? A case was properly stated, a decision was properly given, and the Government rushed in and said, "We don't like this; we want to have it altered"; and it got it altered. I think the Government should answer for what it has done, bearing in mind the result. The Commissioner, in fixing the award, provided for annual increments of \$100 for the second and third years of service, so that chauffeurs were starting off at \$2,600, which increased to \$2,800 after three years' service. For reasons best known to someone (certainly not to me) the chauffeur who drives the Premier receives an additional \$55 a year. The trouble is that these people represent a small section and are easily dispensed with by the Government. Although I do not know exactly how many are involved, I suppose there would be 12 or 15 drivers, so they do not constitute a large section of the Public Service Association, and I think this is probably the motivating force behind the action of the Public Service Board. This just is not good enough. These men have been awarded an annual increment of \$100 a year but, when the appeal takes place, it is reduced to \$52 a year. It is not even \$52 in the first 12 months; it is \$52 after the first 12 months; \$91 after two years; and \$130 after three years. Therefore, instead of their receiv-

ing \$200 a year extra, as was awarded by the commission, the Public Service Board, by virtue of its appeal, has been able to reduce it to \$130.

However, I believe the worst part of it lies in the hours worked. Surely, a man is entitled to have an 8 a.m. to 5 p.m. day, Monday to Friday. The Commissioner, thinking that was not unreasonable, decided accordingly. But this is another provision appealed against, I regret to say successfully. The award provides that these men can be worked from 8 a.m. to 8 p.m. with two breaks during the day and, provided they do not work more than eight hours, they receive only ordinary time. This involves a spread of 12 hours for them to be paid for eight hours' work.

Mr. Hurst: That is contrary to all industrial principles. When you are on tap you are paid for the whole time.

Mr. VIRGO: Other obnoxious factors are associated with this award, and I think there will be considerable difficulty in interpreting some of its clauses. I assure the Government that if any chauffeurs ask me anything about this award I will tell them what I believe it means, and what I suggest they do will be far different from the fair go the Government has been getting from them. Although these men have looked after Ministers for far too long, the award they have obtained is nothing better than a kick in the pants from the Public Service Board, which is under the control of the Minister.

If the Government had been dinkum in this matter, it would have stepped in at the beginning. On behalf of these people, who do not have the right to express their view and who are required by most Ministers to say, "Yes, Sir", "No, Sir", or "Three bags full, Sir", I express disgust at the Government's action in relation to the award, which was properly given by Commissioner Johns.

The Hon. J. W. H. COUMBE (Minister of Labour and Industry): Having listened with some interest to the member for Edwardstown, I point out that as usual he is not entirely correct.

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

The Hon. J. W. H. COUMBE: The honourable member jumped to a number of conclusions in the wild statements he made before the dinner adjournment. I can only come to the charitable conclusion that he has not studied all the facts. As Minister, I cannot let go unchallenged some of the statements he made. I wish to put the record

straight not only in the interests of the Government but also in the interests of the Public Service Board, the Industrial Commission and the drivers, of whom South Australia can be proud because they are a fine bunch of men who do a wonderful job.

Mr. Virgo: That's one thing on which I agree with you wholeheartedly.

The Hon. J. W. H. COUMBE: I am gratified. The facts in this case are that the Government chauffeurs worked under a fairly loose arrangement for many years. There was no set condition of their employment, which they undertook more or less on agreement. They operated in this way for many years with periodical adjustments in their rates of salary, once again by agreement. On behalf of the Ministerial chauffeurs, the Public Service Association applied to the Industrial Court for an award to cover the drivers in South Australia. The case was heard before Mr. Commissioner Johns, who handed down a judgment on March 12 of this year. This was the first award of its type handed down and, on receipt of the judgment and after studying the matter, the Public Service Board informed the Government that it intended to appeal, because it believed that the commission had erred in one or two aspects of the award, especially on principles, and that there were several points which in its view needed clarification.

The Government took the view that, as this was the first award, in the interests of all parties concerned the Full Commission should clarify the points and determine the issue (in other words, that the Full Commission should be the umpire). The Full Commission in Appeal Session consisted of Judge Bleby (President), Judge Olsson (Deputy President) and Commissioner Lean. Commissioner Lean was the other Commissioner because, in the Appeal Session, the original Commissioner does not sit on the appeal, and the original Commissioner was Commissioner Johns. Consent agreement was reached on clauses 1, 2, 3, 9, 11, 12, 14, 15 and 16 of the award. Clause 4 is the salaries clause to which the member for Edwardstown alluded in his comments. In his award, Commissioner Johns provided incremental annual increases as base salaries. In other words, he had set down a series of base salaries that increased after annual service.

On appeal, the commission held that this was wrong and contrary to the principles of the Industrial Court as established over many years. The commission awarded instead the

same base salary as that used by Commissioner Johns in his calculation and substituted three annual increments which are set out in the *Government Gazette* of September 11. These three annual increments represent service pay, which is paid to other Government weekly-paid employees. So, the Appeals Session held that Commissioner Johns was wrong in giving lump sum salaries with annual increases and, instead, took the same rate as Mr. Johns had taken and substituted the service pay increments, as follows: after the first 12 months as a chauffeur, \$52 a year; after 24 months, \$91 a year; after 36 months, \$130 a year. In other words, the service pay that all other Government weekly-paid employees receive was substituted.

We then turn to clause 5, the other clause referred to by the member for Edwardstown (Mr. Virgo). The commission informed the parties that in its opinion this should be varied, and this was agreed to by consent. This clause is set out in the *Government Gazette* and deals with the ordinary hours of work, which shall be eight hours. If there are two periods of service, and it takes into consideration passive time, there shall be a spread of hours. This is separate from overtime; time and a half and double time are provided for if a certain number of hours are worked. Double time is provided for on public holidays and Sundays: this is unchanged.

Clause 7, which deals with call-backs, was another ambiguous point, and a certain amount of clarification is made here; in the main however, it remains unchanged. In other words, the provision was spelt out in more detail. Clause 8 deals with the rest period after overtime. Some practical difficulties were presented in this clause in connection with drivers and the Manager of the Government Garage. After these real difficulties were pointed out, the clause was varied by consent.

So, we finish up with an award, the first of its kind, under which Ministerial chauffeurs now operate and which is basically the one handed down by Commissioner Johns, with some points of law put right and some ambiguous statements clarified. Delays can be expected in connection with the first award for a specific group of employees; nevertheless, the award operates from March 17 last, with one exception—clause 8. This is the clause I have referred to. There are practical difficulties in bookkeeping and I am told that payment commenced on the first pay day after August 26 last. That was to enable machinery matters

to be dealt with. I am rather surprised that the honourable member took this opportunity to say some of the things that he has said, because the drivers now have an award that I think they will be pleased to operate under. The points in dispute that could have been ambiguous and could have caused difficulty in operation have been clarified and we all now know where we are going. In conclusion, I pay a tribute to the drivers for the work they do. They must necessarily work long hours. Their job is not easy and not everyone would like it. On the other hand, many men are seeking these jobs at present. I think we are fortunate to have drivers of such calibre.

Mr. VIRGO: I am not satisfied with the Minister's reply. The statement that the appeal has cleared up some ambiguous points or that the award now, after appeal, is the same as that brought down by Commissioner Johns, with some points of law clarified, is complete nonsense. How can we say that a point of law has been cleared up or that an ambiguous point has been cleared up when the wages of a chauffeur with three years' service have been reduced from \$2,800 a year to \$2,730 a year? The salaries of Ministerial drivers are tied to service pay, which will go down in history as one of the greatest achievements of the State Labor Government, but annual increments are part of Government salary in the State Public Service and the Commonwealth Public Service.

The Minister has clearly spelt out that this action was taken at the behest of the Government, because he has said that the Public Service Board told the Government that it intended to appeal because it considered that the Commissioner had erred, and the Government agreed to that. Therefore, the Government agreed that Commissioner Johns had erred. I am sure that the Commissioner will be delighted, if he reads *Hansard*, to read the Minister's statement that he erred. That is great commendation from the Minister, speaking with the authority of the Government, and it shows the Government's attitude towards one of the Industrial Commissioners in this State. No other construction can be placed on the Minister's statement.

The Minister has a poor appreciation of the position about the hours of work. We know that there is passive time: that was used in the Railways Department when members of a train crew had to wait at its destination. They were away from home, unable to do anything, virtually under control but not getting paid, because they were not actually

working. This is the 17th century attitude followed by the present Government. Commissioner Johns, to his eternal credit, gave the chauffeurs a 20th century award. Perhaps my comments can be regarded as criticism of the other members of the commission, because I believe they mutilated a good award brought down by Commissioner Johns.

This Government's chauffeurs are equal to their counterparts in the Commonwealth Government, but this Government is trying to make them second-class citizens. Ordinary back-bench members of the Commonwealth Parliament have travel concessions that are not available to members of this Parliament, but I am concerned with conditions of employment of people who drive front-bench members of this Government, the Speaker, the President of the Legislative Council, the Leader of the Opposition, the Chairman of the Public Works Committee, and anyone else fortunate enough to get a vehicle. These men are entitled to the same conditions as those enjoyed by those employed in the Commonwealth motor pool who receive time and a half after 5 p.m. Commissioner Johns included this condition in his award, but the South Australian Liberal Government (the Hall Government) by its action has reduced these men to second-class citizens and, before the Public Service Association stated a case on their behalf, these chauffeurs were regarded as tenth-grade citizens by a succession of Liberal Governments. Having presented a case, these men were able to come up to a decent standard, and it is no use the Minister telling the Committee that this spread of 12 hours, etc., was all agreed to by consent. Frankly, that is poppycock. Whatever consent was arrived at in this matter was undoubtedly arrived at under duress.

Mr. CORCORAN: I thought the Minister might have answered some of the charges made by the member for Edwardstown.

The Hon. J. W. H. Coumbe: He didn't raise anything new.

Mr. CORCORAN: He did, in my view. The honourable member said that it was not until the Labor Government came into power that something was done for these men and that they were given the opportunity to present a case to the Commissioner, as a result of which Commissioner Johns made an award. Having had the services of a Ministerial driver for a little over two years, involving his driving me to and from my home in the country, I realize, as I think the Treasurer will realize,



that these drivers are at a distinct disadvantage compared with those driving a Minister who lives in the metropolitan area. Some of these drivers spend much time away from their homes and families; but, whereas my driver might be involved in six or eight hours' solid driving, sometimes on a Sunday, a metropolitan driver might only have to meet his Minister at the airport and take him home, taking about 40 minutes in all.

The honourable member pointed out that, because this was an award made for the first time, there were some difficulties associated with it, hence the Government's appeal. Dealing with the spread of 12 hours, to which the member for Edwardstown referred, as I understand it a driver may commence work at 8 a.m. and be required to work until 10 a.m.; he may then be stood down until 12 noon, at which time he resumes work until say, 2 p.m.; he may then be stood down until 4 p.m.; following which he is required to work until, say, 8 p.m., without receiving any overtime payment.

Mr. Virgo: That is completely correct.

Mr. CORCORAN: This gets back to what the member for Edwardstown said about the passive time in the Railways Department, whereby a train crew might take a train to its destination; it might stay at that destination for three hours, and the crew would be required to stop at that destination virtually under control and receive no remuneration for the period involved. In my view, this is completely wrong and unjust. If a person commences work at 8 a.m. (as these drivers are normally required to do) and if he is required to work until 4 p.m. or 5 p.m. in the afternoon, that is his full day. No-one can convince me that those drivers can make very much use (if any) of the time for which they are stood down. This is a condition of service that should be taken into account in any award.

I think it is probably on this point that the drivers feel most strongly. The Minister made great play of the fact that these drivers have given great service to the people they drive, and that is true. These drivers are most courteous and helpful in many directions in which it is not necessary for them to be. However, we are concerned not about that but about justice for them. I agree with the member for Edwardstown that it must be extremely difficult for these drivers in the present circumstances, in view of the fact that the Government has challenged the award that was handed down. I believe that the drivers were perfectly satisfied with that award.

It must be extremely uncomfortable for the Ministers to have to sit alongside the drivers day after day, knowing full well in their own minds that those drivers are not exactly happy about the action that was taken. Be that as it may, I know that the drivers are the sort of people who would be courteous enough not to take advantage of their position to talk to the various Ministers about this matter. However, I appeal again to the Minister to justify the action of his Government in this matter. I am not satisfied with what he has said, and I do not think the member for Edwardstown is, either.

Mr. Virgo: Far from it.

Mr. CORCORAN: I appeal to the Minister to go back over the points again, because I am certainly not satisfied that the Government has taken the correct action in this matter. I should like to know exactly what is involved in this issue.

Mr. LAWN: Apart from hearing the speeches of the Minister and the members of the Opposition who have spoken on this matter, I have no knowledge of the determination or of the events leading up to it. However, I gather from the Minister's reply that the commission has departed from recognized principles. I had some years' experience in the Commonwealth Conciliation and Arbitration jurisdiction, and during that time Mr. Sid. Wright, who later became a judge, was the leading counsel for the employers. I am sure that if Mr. Wright, who was recognized as the best industrial lawyer in Australia at that time, were here this evening he would agree with me that an impartial court would not, in attempting to produce a judgment, pick out the best or the worst in various awards. Having established its own determination in regard to incremental payments, the commission should have stuck to that group in the fixation of the remaining conditions.

The Labor Government gave increment payments (we call it "service payments") to daily paid employees. I understand that they were called "increment payments" in this determination, but I will use the term "service payments". The Labor Government, under the late Frank Walsh, introduced these payments to daily-paid employees and Commissioner Johns apparently fixed some service pay over the amount awarded by the Walsh Government. The Full Commission held that this was something different from established principle. It reduced the drivers to the service pay being paid to other daily paid employees. Any impartial

court of which I have had experience would not then have departed from the conditions applying to a similar group of daily-paid employees.

As the commission accepted the Walsh Government's principle of service pay for the Engineering and Water Supply Department, if it were impartial it should have accepted all the other conditions that applied to employees of that department. The President and Deputy President of the commission have not had long experience in wage fixations, and I do not know whether they have had much experience in appearing before this tribunal. An overtime provision applies to the pool of Commonwealth drivers. The Minister of Works is the only Cabinet member who has had much experience in this connection; he should understand the principles I am speaking of. Evidently he could not convince his colleagues about this matter. I do not think the Public Service Board would have proceeded with the appeal if it had had one word from the Government not to do so. Consequently, a judgment has been given that has no precedent in other awards.

Mr. HURST: Having been an advocate in court and having as much knowledge of the principles involved in industrial matters as anyone else has, I voice my disapproval of the Public Service Board's action in having this award set aside. Any commission must take into account similar conditions in related State and Commonwealth awards. I do not know of any employees who are required to spread their normal hours of work from 8 a.m. to 8 p.m. without receiving penalty rates. The Government pays salaried public servants overtime for work done after ordinary hours, as does industry generally.

The member for Millicent (Mr. Corcoran) has pointed out that the demands on a driver's time vary according to where the Minister lives. A man should be compensated if he suffers disability resulting from his job. Industrial tribunals have an accepted principle that a person required by an employer even to stand by at home is paid at ordinary rates for the time so spent. Government drivers may have to wait in any part of the State in the course of their duties and they should be paid at overtime rates if they are required to be on duty after the normal day's work, because they are unable to enjoy normal privileges.

Although I am reluctant to criticize tribunals, I could not let this matter pass without substantiating the remarks of the member for Adelaide that it is evident that the tribunal's

knowledge of industrial matters was not sufficient when it considered this matter. It is a pity that men must suffer as a result of inexperience of people who should know better. The principle involved is not revolutionary. It has been established for at least 30 years and has been acknowledged by judges who have now retired.

As a member of Parliament, I am ashamed that people have to work such hours without recognition. A person who has to drive a Minister has a responsibility to do that job well and to act responsibly. For those reasons alone, more consideration should be given to drivers' conditions than ordinarily applies. I would be amazed if Commonwealth drivers did not have a specified working day and did not receive penalty rates, and Commonwealth conditions should influence a State tribunal. Nothing is more provocative than that a tribunal ignores principles established at Commonwealth level or in other States. Drivers of Ministerial cars are required to drive in all weather conditions and at any time of the day or night, and are entitled to a remuneration that is equal, in principle, to that received by other State Government employees. I realize that there should not be too much interference with wage-fixing tribunals, but in this case all the ramifications were not considered. I ask the Minister to discuss this matter with his Cabinet colleagues to see whether some move cannot be made to rectify this gross injustice that has resulted from the appeal against the Commissioner's decision.

The Hon. J. W. H. CUMBE: I wish to put right one or two misconceptions of Opposition members. I did not express opposition to such an award; I said that conditions applying since the first appointment of Ministerial drivers were the result of loose and unsatisfactory arrangements. I also said that, with the implementation of an award, the drivers and the Government knew the conditions that would apply. That is a far more satisfactory position than ever applied previously; the conditions are now set out in black and white, whereas previously it was simply a loose arrangement, adjustments being made from time to time. Therefore, I am not opposed to an award.

The second point made was in reference to the decision handed down by the commission. In reply to the member for Edwinstown previously, I recited the events that led up to the making of the first award and the events that followed, including the hearing of the appeal and the judgments handed down.

It would be most improper for me, particularly as Minister of Labour and Industry, to comment on those judgments. I have explained the effects of these judgments, which I think is the right and proper course for me to take. I have a cordial relationship with members of the Industrial Commission, but I am extremely careful (I think properly so) to see that no instructions, as such, go from me, as Minister of Labour and Industry, to the commission.

Likewise, the Attorney-General would never dream of giving instructions to judges and magistrates, because it is a common principle that the courts are separate from the Administration. Accordingly, the Attorney-General approves cases to go before the courts, and the Minister of Labour and Industry, whatever Government may be in office, approves cases to go to the members of the Industrial Commission for matters related to his department. In principle, when a commission hands down a judgment, the Government (whichever Party may be in office) accepts the result. I said that this was an award for the first time. The Public Service Board reported to the Government that, as a result of the award handed down by Commissioner Johns (I have referred to phrases used by the commission as well as to statements by the Public Service Board), a couple of matters needed to be clarified. In the board's opinion a couple of matters were wrong in principle, and it informed the Government that it intended to appeal, as this was the first award of its kind.

The Government took the view that these matters should be decided by an umpire (in this case the Industrial Commission itself sitting as a full appeal tribunal), and that was the action taken quite properly by the Government. The decision subsequently handed down by the appeal commission is the one with which we are dealing today and which the Government has accepted. The Government believed that the commission (an independent body set up by Parliament for this purpose) should determine whether the Public Service Board was right or wrong. The ordinary processes of law apply here and, when an appeal tribunal is set up and is in session, the Public Service Board may argue its case before it. The Public Service Association (the respondent at this stage) had its advocates, including a Queen's Counsel, in attendance; argument ensued, and the commission handed down this determination. This was the commission's judgment, not the Government's judgment. It is not proper for me or for any member of the Government

to comment on that judgment; it may be right or it may be wrong, but the Government is observing it. This award is in operation for only another 10 months—until August 26, 1970. I suggest that the course taken by the Government has been proper and correct.

The conditions laid down in the judgment apply from March 17 this year, when the original award of Mr. Commissioner Johns was handed down. Therefore, the drivers get the benefit from that date. If the drivers or their representatives are not satisfied and want this matter varied, it would be proper for them, through counsel or the Public Service Association on their behalf, to apply for a new award to take effect after August 26, 1970.

The member for Semaphore (Mr. Hurst) asked me, as Minister of Labour and Industry, to reconsider this decision, but this is the commission's decision, not mine. Comments were made about the constitution of the commission. I believe that we have a very good commission. I took steps last year, on behalf of the Government, to strengthen the jurisdiction of this commission, because at that time we had the President and two Commissioners and the work of the commission was such that His Honour Judge Williams was grossly over-worked because he also held the appointments as Chairman of the Teachers Salaries Board and Public Service Arbitrator. In my view, this was too much for any one man to carry. The amendments I introduced provided for a new President to take the place of Judge Williams, who had retired because he had gone to the Commonwealth sphere, and a Deputy President (a new position) who would also be Public Service Arbitrator and Chairman of the Teachers Salaries Board.

This immediately put an extra person on the commission, and it was most helpful in dealing with appeals. I altered slightly the jurisdiction of the Registrar. This was done to strengthen the industrial jurisdiction in this State, a facet in which I am personally most interested and which I believe all members would agree needed strengthening, not because of the personnel but because of the number of cases to be dealt with. The latest information I have is that the work of the commission has increased considerably in the last 12 months, and I believe it is just as well that Parliament agreed to the amendments.

The Government has acted correctly in this case, which was decided entirely by the commission. For the first time, a workable award has been provided, and it sets out salary

ranges, hours of work, penalty rates for overtime, and other things. I believe it is a step forward. However, if the drivers are not satisfied it is not for me to vary the decision: it is a matter for the commission. The correct way for the drivers to go about this is to apply to the commission for a variation of the award.

Mr. VIRGO: I do not think the Minister has impressed the Committee on this occasion any more than he did earlier. Unfortunately, all he has done is to give the history associated with the matter, all of which we knew. The inescapable fact is that the Government is using the old ruse of trying to blame some other body for its own shortcomings, and on this occasion it is using the Industrial Commission for that purpose. If the Government had been satisfied with the award, it would not have authorized the appeal by agreeing to the recommendation of the Public Service Board. No doubt the Minister will have a word to his colleagues and someone (and no-one would be better to do this than the Premier) will get hold of these drivers this evening and roar hell out of them because the Labor Party has taken up their case. I want it known clearly that I have not taken up the case of any driver, because at this stage I do not know the drivers' views.

Mr. Hurst: There's a principle involved.

Mr. VIRGO: Yes, and that is what members on this side are speaking about. The Minister said it was not for him to comment on a judgment, as to do so would be improper. When the Government instructed the Public Service Board to proceed with the appeal it was expressing its attitude. When the Public Service Board goes before the commission and tells it that, on behalf of the Government, this appeal is lodged, are we supposed to be so naive as to believe the Minister when he says that that is not instructing the commission? I do not think the Minister has ever really read the award published in the *Government Gazette* of September 11, or he would not have talked the rubbish he has talked tonight. Clause 5 provides:

The ordinary hours of work shall not exceed 40 in any one week or eight in any one day . . . between . . . Monday and Friday inclusive.

this is all right, so far—

The ordinary hours of work on any day shall be carried out in one continuous period save for a meal break and one other break where, upon reasonable notice—

we do not know what that is—

the employer requires work to be carried out on a particular day in two periods but in the latter event the spread of ordinary working hours on that day shall not exceed a maximum of 12 from the commencement of the first period of work on that day to the termination of the last period.

This clause allows a 12-hour spread. The member for Millicent (Mr. Corcoran) has correctly said that these men can be booked on at 8 a.m., required to work until 8 p.m., with two periods booked off during the day, and still receive only an ordinary day's pay. Where in industry would this type of backward thinking be tolerated? However, it is the Public Service Board's attitude, and the commission, obviously under instructions from the Government, has adopted this attitude. However, there is worse in this clause. It provides that the chauffeur can be given 24 hours' notice by his employer of a different starting time. Perhaps that is not too bad, but the next subclause provides:

The chauffeur agrees with the employer notwithstanding a lack of 24 hours' notice as provided for . . .

So, the chauffeur can be required to work at any other time even though he has not been given 24 hours' notice, provided he agrees with the employer. Can members imagine a Minister saying to a chauffeur, "I know you will agree with me to start at 5 a.m. I know that you would not want to go back to driving a garbage cart, would you?" I am sure that Ministers will have the authority of an employer even though they are not employers, and they will be able to require a chauffeur to agree. The chauffeur's only choice will be between agreeing and the sack.

Mr. Edwards: How unreasonable can you get!

Mr. VIRGO: That is exactly what I am saying: the Government is coming out in its true colours. It has all come out in this award for the very people who wait on their Minister hand and foot by opening the car door for him, or taking an umbrella so that he will not get wet. Perhaps I am wrong there: the Ministers are wet.

Mr. Edwards: Don't judge others by yourself.

Mr. VIRGO: I am delighted that at last the member for Eyre will defend the working class. I wonder how many Government back-benchers know that, when a chauffeur is not available when a request is made for a driver, a mechanic is told to drive the Minister wherever he wants to go, and that mechanic is paid

at time-and-a-half after 5 p.m. He gets the award wages acceptable by today's standards, but we do not pay that to the chauffeurs, who perhaps can be described as the manservants of the Ministers. The chauffeurs are regarded as second-rate citizens compared with persons who relieve them.

I am pleased that I shall not be sitting next to one of these chauffeurs when I go home this evening. The Premier and his Ministers will share that doubtful glory and I hope that they still will be able to sleep tonight, even though they have denied conditions to people who serve them. Cabinet has decided to reduce the status of men who have to wait around for hours and remain ready, fresh and courteous. The Minister has tried to excuse the Government's action about salary on the basis that the increment awarded by Commissioner Johns was in excess of service pay. I assume that the Minister took an active part in the debate in this place on service pay.

Mr. Jennings: He criticized it.

Mr. VIRGO: I am sure he did. He knows that service pay is payable to daily-paid and weekly-paid employees of State Government departments, but not to officers of those departments. Are the chauffeurs daily-paid employees?

The Hon. J. W. H. Coumbe: I replied to your question: they are not Public Service officers.

Mr. VIRGO: Therefore, they are daily-paid employees.

The Hon. J. W. H. Coumbe: Service pay is applicable to them as it is to other daily-paid and weekly-paid employees of the Government.

Mr. VIRGO: Clause 14 of the contract provides for fortnightly pay and, therefore, they are not within the category of daily-paid or weekly-paid employees. Clause 12 provides that all chauffeurs covered by this award shall be granted annual leave, sick leave, and special leave to the same extent and subject to the same conditions as those applying to officers appointed under the Public Service Act. Apparently, they are officers for annual and sick leave, daily-paid employees for service pay, and fortnightly-paid employees when it comes to this award. How mixed up can the Government get?

Mr. Hurst: The drivers should get special consideration for the hours worked.

Mr. Edwards: The honourable member for Edwardstown is the one that is mixed up: he should go back to school and learn a bit.

The CHAIRMAN: Order! The honourable member for Edwardstown.

Mr. VIRGO: This is a matter of principle: it is not a question of whether drivers are satisfied or dissatisfied and whether they are better off now than they were before the award was made. The important point to me is the Government's refusal to accept the decision of the commission and its subsequent action of instructing the Public Service Board to appeal against a properly considered decision.

Mr. McAnaney: How many times have you said that?

Mr. VIRGO: I will keep on saying it until it gets through the thick head of the member for Stirling. If he thinks I am wrong, he should get up and say so. I would not allow this item to pass without expressing my complete and utter disgust at the anti-working-class attitude of the Hall Government.

The Hon. R. S. HALL (Premier): I care little for the argument used by the member for Edwardstown, but I think that the honourable member has demonstrated his ability to use bitter invective in an attempt to divide the community, and to make another worthless, screaming speech emanating from a little mind.

Mr. Langley: Who's talking?

The Hon. R. S. HALL: Nothing would please me more than to see the people drag him, screaming, from this community. Time after time we see the honourable member professing to espouse the interests of people, but he would drag them into the mire for his own political advantage. Although, thank heavens, I have had other things to do this evening than to listen to the burden of most of the invective, I have come into the Chamber and have heard the Ministerial drivers maligned and brought down to the level of servants in the community.

Mr. Corcoran: How?

*Members interjecting:*

The Hon. R. S. HALL: If members opposite want to defend the member for Edwardstown, let them descend to his level of divisiveness and bitterness. If this is the way the member for Edwardstown wishes to play politics in this Chamber, let him do so and let other members join him in such bitterness. However, I point out that every Minister in this Chamber regards his driver as his equal.

*Members interjecting:*

The CHAIRMAN: Order!

Mr. Corcoran: Why don't you give them a decent award?

The Hon. R. S. HALL: I repeat that every Minister regards his driver as his equal, and not as a servant, as the member for Edwardstown regards them. By his every remark he has tried to down-grade the drivers. As the Minister has obviously explained, this Government has abided by arbitration, as it has always done, and it is no good the member for Edwardstown talking to the gallery and the press, using more of his invective, and trying to say what is simply not correct—what is simply wrong and untrue.

Mr. Corcoran: What's untrue?

The Hon. R. S. HALL: That Ministers (if the member wishes to get on to a personal level) regard anyone else in this community as being anything less than an equal. It is only the member for Edwardstown who sees this community as constituents of inequality. If it was not for his bitterness and class warfare, which he promotes in this place, he would not have a seat here.

Mr. Virgo: Come out and stand against me in Edwardstown, and I'll take my chance.

The CHAIRMAN: Order!

The Hon. R. S. HALL: If the member continues to yell and scream in this place, that is his business. He does not like to be told that he lives by division and by promoting inequality.

Mr. McKee: Answer his argument!

The CHAIRMAN: Order!

The Hon. R. S. HALL: The argument that the honourable member has used has been one only of invective, having no substance. I reject any implication that there is a division between Ministers and their drivers, because there is not. I have never regarded my permanent driver, or anyone relieving him, as a sort of servant or someone who opens doors or holds an umbrella: I regard him as a man doing a job, just as I do a job, and he is doing his job far better than the member for Edwardstown does his.

Mr. CORCORAN: The boy wonder has spoken again. On his own admission, the Premier did not listen to the points made by the member for Edwardstown prior to the dinner adjournment, and he did not listen to the reply given by the Minister of Labour and Industry.

The Hon. J. W. H. Coumbe: Neither did you.

Mr. CORCORAN: But I did not criticize you.

The CHAIRMAN: Order! I ask the member for Millicent to address the Chair.

Mr. CORCORAN: I apologize if I was not addressing the Chair. Through you, Mr. Chairman, I wish to tell the Minister of Labour and Industry that I heard his reply. I referred to this matter, following the member for Edwardstown, and I was not critical of the Minister. I simply desired to have a better explanation, and I believe the Minister replied to the points raised by the member for Edwardstown. However, the attempt by the Premier to change the tone of this debate and to imply that the member for Edwardstown had tried to create inequality, as the Premier termed it, was absolute rubbish, and the Premier knows it. In view of the fact that the Premier has boasted that his driver is his equal and that he is carrying out his job well (as the Premier tried to make out that he, too, was carrying out his), why did the Government appeal against the Commissioner's decision? Did it believe that the drivers, the people who were working for the Ministers and who were their equals, were getting too good a go?

The Hon. J. W. H. Coumbe: Why did the commission uphold the appeal?

Mr. CORCORAN: Why did the Government institute the appeal? The Premier talks about equality—

*Members interjecting:*

The CHAIRMAN: Order!

Mr. CORCORAN: If this Government believes that the drivers are the Ministers' equals, as the Premier said, why did it appeal against a decision by the Commissioner that would have given them a reasonable go? Of course, it did not see that that was right and proper; I suppose the Ministers thought that the drivers were getting a little bit too close to being equal.

Mr. McAnaney: What did you do when you were a Minister?

The Hon. R. S. Hall: You sacked yours.

Mr. CORCORAN: If the Premier is man enough, he will get up and prove that to the Committee. He knows that I never sacked a driver, and that what he has said is a lie.

The Hon. R. S. Hall: You shifted him.

Mr. CORCORAN: I did not: he shifted himself.

Mr. McAnaney: Because of the way you treated him.

Mr. CORCORAN: The member for Stirling is talking about something of which he knows nothing. If he is prepared to listen to hearsay, let him do so.

*Members interjecting:*

The CHAIRMAN: Order!

Mr. CORCORAN: If the member for Stirling knew the facts of the case, he would know that what he is saying is not correct. The Premier knows that the driver was never sacked.

The Hon. R. S. Hall: He wasn't sacked; I withdraw that statement.

Mr. CORCORAN: The Premier has tried to malign the member for Edwardstown, who was completely justified in putting forward his case. As this happens to stir the Premier and his back-benchers, there must be some truth in the accusations of the member for Edwardstown, who this evening stood up and put forward a case for people he believed were being treated unjustly.

Mr. Virgo: And for a principle.

Mr. CORCORAN: Yes. The Premier has introduced venom and abuse into the debate.

Mr. McAnaney: What was your colleague doing?

Mr. CORCORAN: I believe that the Minister has handled this matter in a sensible and reasonable way. He has put his case and made his points, and I am satisfied, after listening to his second explanation, that he believes in what he said and believes that the Government took the correct action. Even though we disagree with him on that, we accept his explanation. However, I am disappointed that the Premier has come in and said the things he has said without knowing very much about the points that were made in the argument.

Mr. LAWN: I would not have spoken again had it not been for the Premier's arrogant attitude. During the session the Premier has attempted to take the heat off the Government by doing a bit of stirring.

Mr. Clark: Did you see him on *Newsbeat*?

Mr. LAWN: When the Premier got up to speak this evening, the member for Rocky River was singing out "Stir 'em", and that is just what the Premier did. He adopted the same tactics when the Education Department line was being debated. He attacked the Leader for what he had said about the Port Lincoln school. The next day what the Premier had said was printed and now a letter has appeared in the newspaper from three teachers at Port Lincoln. This is similar to what happened in the case of the member for Rocky River, who had to eat his words, and now

perhaps the Premier, too, will make a half-hearted apology. The Premier accused the member for Edwardstown (I think he even accused all Opposition members) of maligning the drivers, but that is not true: we have not even accused the Government of maligning them. We know that the drivers do a good job for whatever Party is in Government, and the Minister has spoken in glowing terms about them. The member for Gawler interjected about *Newsbeat*. The Premier adopts the same attitude on television as he adopts in this place, and, on *Newsbeat*, he accused the news media of misrepresentation.

The CHAIRMAN: Order! We are not debating that matter.

Mr. LAWN: I only want to say that the Premier makes statements about things he knows nothing about, and that he does this both inside and outside this Chamber. On the *Newsbeat* programme he was asked, "What could we have done?" and he said, "You have got me there: I do not know." Had the Premier been here when the Minister spoke he would have heard the Minister say that the Public Service Board informed the Government that it intended to appeal and the Government, after consideration, agreed to the appeal. The Premier said that the Government abided by arbitration. The Government had received arbitration when Commissioner Johns gave his decision, yet it instructed the board to proceed with the appeal. These facts were repudiated by the Premier. Does he know what goes on in Cabinet meetings? We know that he does not have the responsibility of other Ministers. Indeed, I have never known a previous Premier who did not have other portfolios. Most Premiers have also had the portfolio of Treasurer, but the present Premier does not have the ability to carry out Ministerial duties, so he appoints other Ministers to carry them out.

The CHAIRMAN: Order! I ask the honourable member to deal specifically with this line.

Mr. LAWN: After making the Ministerial appointments he has become the supervisor of the other Ministers.

Mr. McAnaney: It is a common practice in other States.

Mr. LAWN: The common practice in other States is for the Premier to be Treasurer and to have other portfolios, too. If the honourable member does not agree with me he can later instance one other Premier who in the last 20 or 30 years has not been Treasurer, too.

Mr. McAnaney: Sir Henry Bolte and the Queensland Premier.

Mr. LAWN: They have other portfolios. The Premier has Mr. Ramsay to run the Industries Development Branch.

The CHAIRMAN: Order! The honourable member is out of order in pursuing that line of argument.

Mr. LAWN: I did not start it. Why did you, Mr. Chairman, not tell the member for Stirling that he was out of order?

The CHAIRMAN: The honourable member is out of order.

Mr. LAWN: Then you should have told the member for Stirling he was out of order, Sir.

Line passed.

Miscellaneous, \$15,050—passed.

MINISTER OF AGRICULTURE AND MINISTER OF FORESTS

Minister of Agriculture Department, \$27,769—passed.

Agriculture Department, \$2,793,401.

Mr. CASEY: I refer to the provision made for an increase of \$24,911 in the vote for Animal Husbandry Branch of the Division of Animal Husbandry. The Auditor-General's Report shows that the Swine Compensation Fund and the Cattle Compensation Fund have been increasing considerably for many years. It seems to me that the producers of beef and cattle are paying both ways, because they pay stamp duty on the animal when it is sold and, because of the Government's taxation measures introduced last year, they also pay receipts duty. Because of the buoyancy of the funds, the Government should consider giving relief from payment of stamp duty in relation to both funds.

The Cattle Compensation Act provides that, if, after the owner is notified that an animal is to be destroyed, it is proved that the animal was at the time free from disease, the owner gets full value up to \$120. If the animal is diseased, the owner gets only three-quarters of the market value. In order to contribute to the Cattle Compensation Fund, the owner pays 5c up to a value of the beast of \$70. If the value is more than that amount, he pays a flat rate of 10c.

The Swine Compensation Act provides that, for every \$10 or part thereof of value, the owner of the pig must pay 5c and, if the pig realizes more than a prescribed sum, the stamp duty increases to a maximum of 35c. As the

Auditor-General's Report shows that both these funds are extremely buoyant, will the Minister of Lands ask the Minister of Agriculture whether he has considered giving some relief and, if he has not done that, whether he will do so? A farmer today has to be able to change from producing one item to producing another, and I believe that some measure of relief should be given to primary producers in relation to these funds.

The Hon. D. N. BROOKMAN (Minister of Lands): These funds have built up over the years, because there has not been a large drain on them in any one year. The actual contribution in relation to the cost of the animal would not be as significant now as it was when the funds were established, and the strain of paying the levy would be less now than it was then. Primary producers would like to reduce their contributions, but there has been a remarkable absence of protests about the fund. In almost every case when the fund has built up primary-producer organizations have asked that it be used for purposes other than those established for the original fund, and research is one such aspect. I do not remember any protest from producers about amendments to the Act and I assume there has not been a widespread outcry to reduce the levy. However, I think the Minister of Agriculture is the Minister who will determine that issue when he reviews this matter, which I am sure he will do as a result of the honourable member's request.

The Hon. D. A. DUNSTAN: For the item "Payment by way of compensation for damaged produce", \$810 was paid last year although nothing was allocated, and nothing has been provided this year. I am concerned, following my recent visit to Murray Bridge, about damage to glasshouse tomatoes caused by a hormone spray of some kind. The change in the plants was clear. The way in which the plants were affected showed that they had been subjected to some outside spray influence. It is significant that, in every area where there was an effect on tomato crops, there had been some hormone weedkiller spraying in the area. The department had issued to local agriculturalists a series of suggestions concerning the restrictions to be placed on spraying with certain kinds of spray. However, these restrictions are not enforceable under legislation and are not enforced.

In fact, there is proof that, in areas where tomato crops have been heavily affected, there has been spraying within the areas where it was suggested the cheaper kinds of hormone spray



be not used. It is almost certain that, in consequence, the tomato crops have been adversely affected. But to say that this seems to be the case and to prove it in a court of law as a matter of damage are two different matters. It is difficult to be able to prove exactly on what date and in what areas the sprayings have proceeded. We know in some cases but we do not know in all. We cannot actually prove that there is hormone weedkiller spray in the tomato plants because, by the time the plants are showing the effect, any analysis will not show the presence of hormone weedkiller. In consequence, proof in a court of law is almost impossible as a basis of proceeding to obtain damages for the effect of the hormone weedkiller sprays.

This is not the only area in which there has been a heavy effect, but to the tomato growers in the Murray Bridge area the consequence has been quite disastrous. They estimated when they last complained that they had had a loss in crop of more than \$64,000. It is likely from their estimates that the loss on this year's crop will be even heavier. Tomato growers cannot stand this, and I have seen some quite ruinous examples of adverse effects on crops in the area. I do not think it is good enough for the Government to say this is a difficult and complex problem, that it is thinking about it and that at some time it is likely to do something, although it cannot quite say what that will be.

I believe it is not difficult to devise regulations restricting the use of hormone weedkiller sprays in certain areas or at certain distances from crops of this kind. The department currently puts out advice to agriculturalists which tells them to restrict their use of these weedkiller sprays but which has not been taken in some instances. If it is possible to put out this advice, it is possible to make regulations to enforce the restriction on the use of hormone weedkiller sprays, to impose penalties and to provide compensation. I believe that it is vital to do this immediately, because a continuation of this kind of damage to the people concerned is disastrous to their livelihoods. Not only tomato and glasshouse crops are affected. I have a complaint before me that apiarists are now being adversely affected by aerial spraying of crops. One apiarist at Ashbourne has complained that he has lost about 200 swarms this year. Although this person has complained to the Agriculture Department, there has been no reply. While lawyers will say, "Well, there are certain difficulties about legislation in relation to aerial spraying and

assigning damage", it is not difficult to devise a series of regulations upon spraying where it would adversely affect agriculturists, apiarists and horticulturists in a particular area.

I cannot see the difficulty, in view of the circulars that the department puts out, in providing in legislation and regulations the restrictions that it advises at the moment; and in the absence of this I believe there should be special emergency grants now for the people who have been adversely affected, because what I have seen in the Murray Bridge area would break the heart of anybody involved in work of this kind. People there have taken a severe financial knock, and this is not their fault. As the damages are not provable at law because of the factors I have mentioned, I believe that some special assistance should be given to them in the interim before the necessary regulations are framed.

Mr. WARDLE: I agree with many of the things the Leader of the Opposition has said. However, while there have been devastating results last year and this year, this matter is not entirely new to the department, and it would not be fair to imply that no work had been done for a long time regarding legislation. Several years ago the Government considered legislating for this purpose. Whilst I believe that something will come from the meetings held in this State and in other States between aerial sprayers, ground sprayers, farmers, horticulturists and Government officers, it is not a simple, straightforward matter. However, I believe that the department could be about to introduce the necessary legislation.

I believe that there is legislation not only in the United States of America but also in one or two Australian States, and I agree with the Leader that it is necessary to have legislation to protect both parties. I say "both parties" because this is not necessarily a matter of just protecting horticulturists from the farming community: I think the legislation will have to protect the farming community from itself as well. Surely it would be possible to use such quantities in such weather on such occasions and at such rates as would be suitable not only to solve the farmers' problem (which in our area is largely the destruction of turnip) but also to protect the tomato grower.

The Leader has mentioned the sums presumed to have been lost. Apparently compensation for about two-thirds of last year's crop will be made to growers by various insurance companies without their accepting any liability, but unfortunately nothing will

be available this year from that source. These folk have suffered severe losses this year and, apart from any Government assistance that may be forthcoming, it seems that there will not be any compensation. This is a severe blow to those in the industry, with losses expected to be \$92,000 or \$95,000. I hope the Government will seriously consider assisting in one of two or three ways this industry and those severely affected. Not everyone has been affected, for some growers grow an early crop of tomatoes, and those tomatoes were just about to be pulled out at the time the spraying took place. Other growers with cucumber crops or late tomato crops only 2in. or 3in. above the ground were badly affected, to the extent that in many cases the crops were ploughed back into the ground so that they were a complete write-off for this year.

Whether assistance can be made available by way of loans, gifts or subsidies on losses of crop is a matter to be considered, and I hope it will be. I asked a question about the matter last week and a technical report on it from the department is now in the hands of the Minister, who may decide that now is an appropriate time to give it. It adds to the confusion that the crops in some glasshouses in a couple of districts adjoining the town and right amongst the farming areas where there has been spraying all around have not been affected greatly. I think that probably some of the growers realize that this is not entirely the result of the hormone spraying and that other diseases could be affecting the plants.

Mr. McKEE: I have often been approached by several small farmers from the Mid-North who have small lots of 15 to 20 sheep or lambs for sale. There is not always a demand for these sheep in the local abattoir, this stock must be disposed of when it has reached a certain condition. To do this the farmers must travel with these small lots to Adelaide to dispose of them at the metropolitan abattoir. As I understand the position, under the present regulations these farmers cannot get a permit to have the stock slaughtered at the Port Pirie abattoir and then transported to Adelaide. I am told that Nelsons and Producers Meat Markets (South Australia) Limited is prepared to buy the sheep after they have been slaughtered at the Port Pirie abattoir. Will the Minister of Lands ask the Minister of Agriculture to consider granting permits to these small farmers to enable this to be done, because it is most uneconomical for a man to have to travel, in some cases, 300 miles to Adelaide and back with only 10 or 12 sheep?

Mr. VENNING: Compensation payments for loss of diseased pigs totalled \$266 last year, but the Auditor-General's Report for 1968-69 states that payments for swine compensation amounted to \$24,782. Can the Minister explain the difference between these two figures?

Mr. BURDON: The present laboratory at Mount Gambier serving the dairying industry is situated in the old hospital buildings. Can the Minister say whether the Government plans to have the laboratory moved?

Mr. FERGUSON: I can only assume that the payments referred to by the member for Rocky River (Mr. Venning) were payments from the Swine Compensation Fund. The pig industry has enjoyed stability for several years. Its high standard has been recognized not only in South Australia but in other States. The sum in the fund now totals between \$450,000 and \$500,000. The fund annually receives about \$80,000 and payments for diseased pigs have been about \$30,000. These annual payments are gradually becoming smaller, partly because of the introduction of body branding of pigs, which has enabled the department to trace diseases to piggeries. Those associated with the pig industry in South Australia are anxious that money should be made available to promote their industry and they have asked the Minister of Agriculture whether part of the money in the fund can be allocated for this purpose. However, I understand that there are difficulties because of the provisions of the Swine Compensation Act. The swine compensation levy at present is 1c for every \$2 of value. If the request cannot be granted at present, perhaps the Act can be amended to provide a levy of ½c for every \$2 and another Act can be enacted to provide for the use of the other ½c for promotion.

Although the Australian pig industry has been stable, it will have to meet challenges in future. Many producers will see the industry as a way of using surplus grain, and the introduction of synthetics and imitation pig meat is another challenge that the industry will have to meet. The allocation of money now paid to the fund to promote the industry would be good for Australia. If foot and mouth disease got into Australia, much money would be needed to combat the losses and the matter would have to be dealt with by the Commonwealth Government, in conjunction with the State Governments.

Mr. VENNING: I support what has been said about the promotion of pig meats, and perhaps any interest earned on money in the

Swine Compensation Fund could be used for this purpose. Can the Minister of Lands say whether the fund earns interest?

The Hon. D. N. BROOKMAN: The Leader of the Opposition and the member for Murray have referred to hormone sprays, and I have a reply from the Minister of Agriculture to a question asked by the member for Murray about this matter on October 1. The report states:

Intensive investigations into reports of damage to vegetable crops in the Murray Bridge district due to the effects of hormone sprays have been carried out by horticultural officers and weed control officers of the Agriculture Department, and chemical analyses have been made by officers of the Chemistry Department. As soon as symptoms were evident following growers' reports of damage, samples were taken and analysed hoping that the form of 2,4-D which caused the damage could be detected and the source located. Unfortunately, because these chemicals are broken down rapidly within the plant, and for other reasons, the source of damage could not be determined. However, plant symptoms observed in the field undoubtedly proved that hormone herbicide damage had occurred.

Throughout the Murray Bridge area the condition of "un-opened flowers" on the top one-third of tomato bushes has been observed. This is the result of an early drift of hormone herbicides from an unknown source. These damaged flowers are starting to set small very distorted fruit which may not be profitable to market. Tomatoes on the lower two-thirds of the bushes are either normal or damaged by "setting" sprays. Investigations indicated, however, that other factors causing damage, such as cold wind, frost, disease, and poor husbandry practices have confused growers. I am informed that about 100 glasshouses along the Mannum road were severely damaged during late August by hormone drift. Adult and seedling tomato plants and cucumbers have been damaged and in some cases the small plants will not yield at all.

Overall, it seems that considerable damage has been caused to the tomato crops at Murray Bridge by the misuse of "setting" spray. Tomato growers may have confused this damage with hormone drift damage, because "setting" sprays are hormone-like chemicals and cause similarly distorted fruit except when used with extreme care. In general, most cereal farmers have adhered to the crop-spraying recommendations which were widely circularized by the department before crop-spraying time. Many farmers have used safe herbicides at increased cost and some have not sprayed their crops at all. Following these investigations and the laboratory tests, there is reason to believe that damage this year will be less than occurred last season.

I remind the Committee that, in reply to a question asked by the member for Murray (Mr. Wardle) on September 24, I said, among other things:

The Minister of Agriculture, to whom I spoke earlier today, intends to introduce the necessary legislation this session. He points out, however, that, because the drafting of the legislation has not been completed, it has not been referred to the Government. The Minister hopes that it will be completed shortly and discussed by the Government so that it may be introduced this session. The Minister is treating this matter as urgent.

Therefore, the Committee may rest assured that the Minister of Agriculture is treating this matter as being one of importance. Having been asked whether, instead of having legislation, the Government might introduce regulations to prevent damage, I think that the report I have read shows that the situation is still considerably more confused than might have been thought at first, because two kinds of spray are involved. Further, the Minister would not be concerning himself with legislation if it were simply a matter of introducing regulations to deal with the matter. The Minister is doing everything possible in this regard, and I can only repeat that, although the Bill has not yet been offered to Cabinet, he is trying to have it completed as soon as possible.

It has been pointed out in the past that this matter is extremely complicated and has involved the holding of many conferences, the first dealing with aerial spraying and later ones dealing with all kinds of spray to include the new kind of misting apparatus, whether it be used from the air or from the ground. Volatility must also be considered, so that it is not necessarily a matter of spray that immediately drifts on to plants; damage may occur long after spraying has been carried out. Compensation is necessarily a matter of Government policy which will be brought to the Minister's notice. However, I presume that the Minister is considering all these matters at present.

The member for Port Pirie (Mr. McKee) asked whether there could be some provision whereby farmers with only 10 or 12 sheep could have them slaughtered in Port Pirie and brought into the metropolitan area. This matter is basically controlled under the Metropolitan and Export Abattoirs Act, and, again, I suppose the Minister has, under limited conditions, power to grant permits to enable meat to be brought into the metropolitan area from a country slaughterhouse. However, I do not think that the Act was ever meant to deal with an individual farmer's problem, involving perhaps 10 or 12 sheep. I think the problem is so small in relation to the whole

aspect that it should be taken up with the Metropolitan and Export Abattoirs Board itself. I think the person concerned could make much better arrangements through the stock agent and not be quite so troubled about it. Nevertheless, I will refer the matter to the Minister of Agriculture.

The member for Rocky River (Mr. Venning) said that there was a discrepancy between the line in the Estimates "Compensation for loss of diseased pigs, \$266" and the Auditor-General's statement regarding the payment of a sum of \$24,782. Incidentally, that was in the previous year, so clearly they are not related matters. The Swine Compensation Fund is a trust fund and is operated under the Swine Compensation Act, and this sum of \$266 does not refer to compensation under that Act. Just what drama caused the State Government to pay this sum of \$266 last financial year, I do not know. However, it must have felt liable to pay that sum by way of compensation, which was a payment for that one year only.

The member for Mount Gambier (Mr. Burdon) asked me a question regarding housing the dairy research laboratory in another building. I will refer this matter also to the Minister and see that the honourable member gets a reply as soon as possible. The member for Yorke Peninsula (Mr. Ferguson) raised some matters relating to the pig industry, of which he has had considerable practical experience. He referred to promotion of the industry, and he made a point that seems to be worth considering. Without rushing to the Act, I would think that the honourable member is correct in saying that it would be difficult, under the present legislation, to use promotion funds from the Swine Compensation Fund and that probably it would be necessary to amend the Act for that purpose.

This matter would have to be considered by the Minister. However, it seems to me that it is a proper use for a fund if it is considered to be safe to use the money without endangering the primary purposes for which the fund was established. The yearly payments from the fund are less than the increments to it, so the fund builds up each year. However, there is always the possibility of disaster, and the Government has always been very cautious in this matter.

Of course, such disaster would not extend to an outbreak of foot and mouth disease because, under arrangements between all the States and the Commonwealth Government, foot and

mouth disease has been anticipated in a number of ways and provision exists for instant action to be taken should it appear. The quarantine is very strict. The question raised by the honourable member will be referred to my colleague.

Mr. CASEY: The Agriculture Department is fortunate to have officers in the horticultural and weeds control branches who are so efficient. I accompanied the Leader to Murray Bridge recently and inspected the market gardens, which I was horrified to see were greatly damaged by hormone sprays used by cereal growers in the area. I was told that the department had recommended a certain type of spray to the growers but that unfortunately it cost much more than the sprays previously used. Naturally the farmers were not going to use this spray just because its use might benefit someone else. It would have been to everyone's advantage if the purchase of the spray recommended by the department had been subsidized. The spray used by tomato growers is technically not a hormone spray, because it contains only about 1 per cent or less of hormone. Everything should be done to solve this problem.

I do not think it is the State Government's duty to promote any type of meat. The swine compensation fund has been built up specifically for research and to compensate producers for diseased animals that have to be slaughtered. The promotion of pig meat should come from the industry. I agree with the member for Yorke Peninsula (Mr. Ferguson) that stamp duties levied in connection with the Swine Compensation Fund should be reduced. The sum the producers save through such a reduction could be used to establish a fund for promoting pig meat. In connection with the research centres branch, can the Minister say why there has been a decrease of \$16,723 in the item "Seeds, trees, manures, improvements, general supervising, operating and maintenance expenses"?

Mr. FERGUSON: I did not imply that the producers wanted the Government to provide any portion of the Swine Compensation Fund to promote pig meat. If a portion of the fund could be applied to promoting pig meat, the producers would be paying for it, because they have already paid a levy to build up the fund.

The Hon. D. N. BROOKMAN: The reduction of \$16,723 referred to by the member for Frome (Mr. Casey) is on an item that covers research centres at Turretfield, Minnipa, Kangaroo Island, Kybybolite, Struan and Wanbi; it

covers orchards at Blackwood, Loxton, Lenswood and Barossa; and it covers the Parafield poultry research centre, the Parafield plant introduction centre and the Northfield dairy. Last year \$119,586 was provided and \$133,423 was spent. For some reason there was an increase in the expenses in connection with this line, which increase could have occurred in any one of the seven or eight items mentioned. This year's provision is within \$3,000 of last year's provision, and the effect is to put the expenditure back on an even keel rather than adopt the increased expenditure last year, which obviously would have occurred because of the use of excess warrants late in the year.

Mr. CASEY: The provision for the control and destruction of proclaimed weeds, including subsidies to councils, is about 50 per cent more than was voted last year. The department may desire to control a particular noxious weed, such as skeleton weed, African daisy, or soursob. Can the Minister explain the increase?

The Hon. D. N. BROOKMAN: The increased sum is provided mainly because many more councils have applied for subsidies and some have applied for increased amounts, and also because of the seasonal prospects. This is a good trend, and the increase would not have been granted unless a strong case had been submitted to the Treasury.

Line passed.

Agricultural College Department, \$417,757; Produce Department, \$691,578—passed.

Department of Fisheries and Fauna Conservation, \$234,241.

Mr. BROOMHILL: I consider the Government and the Minister responsible have made a serious omission regarding the provisions for fauna and fisheries research work. Last year \$18,787 was provided for fauna research work, of which only \$12,629 was spent, and this year \$18,780 has been proposed. For fisheries research work \$5,000 was provided last year, of which \$3,640 was spent, and \$10,000 has been proposed this year. It seems that serious underspending occurred last year in these important matters. We should increase the money available for research in these fields and encourage the department to spend it, because these are important industries. I am critical, because last year only \$16,000 was spent out of an allocation of \$23,000. The Financial Statement given by the then Treasurer (Hon. D. A. Dunstan) on August 31, 1967, included the following paragraph:

The other fee adjustment contemplated is authorization of an increase from \$2 to \$4 a year for gun licences. This is not designed to help the Budget generally. It is likely to provide an additional \$35,000 this year which will be used substantially to expand the expenditures of the Fisheries and Fauna Conservation Department in the provision of game reserves, research and facilities.

In 1967, the Labor Government imposed an unpopular taxation increase in order to help research, and it was expected that, because of the alteration in gun licence fees from \$2 to \$4, an additional \$35,000 would be available to extend the research facilities of the department. However, because of the bad management and lack of interest of the present Government the sum allocated last year was not spent, and this year only a nominal sum has been provided. Can the Minister explain this matter?

The Hon. D. N. BROOKMAN: The charge of being not interested is hardly warranted. As a former Minister of Agriculture, I established a wildlife section in the department. Before that was established there were inspectors, who might have been called fishery inspectors. The establishment of this section provided several wildlife officers and paved the way for establishing the game and fauna reserves that have since been established. Later, I introduced and had passed the Fauna Conservation Act, 1964, under which game reserves were established for a specific purpose. Other forms of sanctuary were also set out. Therefore, far from a lack of interest, I believe that the interest shown at the time was largely the starting point for an improvement in the administration of legislation dealing with wild life. The figures relating to this matter are not capable of as simple an interpretation as the member for West Torrens would have us believe. How he sees the item of "Fauna research work, development and management of sanctuaries and reserves", etc., as a criticism of the Government, I find it difficult to understand.

He has noted that, although \$18,787 was voted last year, actual payments amounted to \$12,629, \$18,780 being proposed this year. In fact, the vote has been brought back to about what it was the previous year. I have referred to about \$18,000 of the \$30,000 collected in a year in the form of gun licences, and about \$12,000 is allocated for the purchase of equipment, for the salaries of staff and for other expenses associated with the department. The work of the department has been altered considerably; although in the previous year \$18,787 was voted but only \$12,629 was spent,

provision was made last year for roadworks to proceed at Bool Lagoon. However, this was prevented by the weather, so that provision is again made this year and, in the main, that is the reason for the adjustment.

The member for West Torrens said that work in fisheries research involved an under-spending last year, \$5,000 having been voted and only \$3,640 having been spent. However, the vote this year is at least double the sum voted last year, and this is for increased expenditure on fisheries research and for additional activities generally within the department. The department is showing an increased interest in this work, as will be seen from what has been taking place in the last few months. There has also been much activity by the Director of Fisheries and Fauna Conservation regarding fisheries legislation. I deny that the Government is showing any lack of interest.

Mr. BROOMHILL: I am dissatisfied with the Minister's reply. He says that with \$18,780 allocated this year for fauna research work the Government is actually increasing the amount by \$6,151, but although \$18,787 was allocated last year only \$12,629 was spent, and we cannot be certain that the department will not be required to spend less again this year.

The point the Minister obviously misses is that gun licence fees were increased deliberately by the Government so that more could be directed towards providing game reserves, research work and facilities. This was in a year when on the line "Fauna research work, development and management of sanctuaries and reserves" the sum of \$26,000 was proposed. Although \$26,000 was voted to this line by the Labor Government as a result of the increased gun licence fees, which had been applied specifically for this feature, last year only \$12,000 was directed towards this work. It is no good the Minister trying to tell us that the balance of this goes towards wages and other features, because they were included under the same line and the salaries and wages were made up on other lines in 1968. Therefore, it is no good the Minister saying that the Government is doing the right thing in relation to fauna research work.

For this line in 1967, \$26,000 was allocated, and the Government is not continuing work that is badly required. I believe the Government must do more in this direction.

The Minister says that the Government has doubled the provision of last year for fisheries

research work. True, \$10,000 has been voted this year compared with \$5,000 last year, but the Government spent only \$3,640 last year on fisheries research work, which would barely be enough to tag a few fish.

This industry is vital. It is growing in importance, and the department cannot cope with the problems confronting fishermen. Research is badly needed. I should like the Minister to tell me specifically why the \$26,000 voted in 1967-68 for fauna research work has not been continued.

Mr. CASEY: I want to see more research into the State's fisheries. The Government having increased the licensing fee for abalone fishermen to \$200, will the Minister find out how much money is collected from fishing licence fees in this State? According to the press, prawn fishing in South Australian waters is breaking all records. However, we do not want to see in South Australia what happened in the Gulf of Carpentaria, where the Commonwealth Government acted too late and the prawns were fished out. We know absolutely nothing about the spawning habits of prawns in South Australia.

Fishing can play an important part in South Australia's export trade, as we have a long coastline and some of our fish, particularly our whiting, is amongst the best in the world. More money must be provided so that we can maintain a strict research programme into our fisheries. The Commonwealth Government has been completely uninterested in providing money for fishing research. It was only recently that the Commonwealth Government allocated a sum for prawn research in the Gulf of Carpentaria. I do not think any other State will benefit from that allocation.

The Hon. R. S. Hall: I think all the other States will benefit.

Mr. CASEY: That will be all to the good. Can the Minister say what allocation South Australia will receive from the Commonwealth Government under this special grant? Prawns are fetching high prices on the export market at present. Some strife in the industry has occurred because big tuna boats have come up the gulf towards Port Pirie and have taken the cream of the prawns. If this type of activity increases and if we do not know the resources of the prawning grounds, we may experience the same difficulties as those that were experienced in the Gulf of Carpentaria. Consequently, much more money must be spent on research into South Australian fishing grounds.

The Hon. D. N. BROOKMAN: The provision for contingencies in the Department of Fisheries and Fauna Conservation has been increased by about 20 per cent over the previous year's provision. The total provision has been increased by 16 per cent and salaries by 11 per cent. As members know, the increase in salaries must be in line with increases in other departments. These increases have occurred against the background of a Budget that has increased overall by about 9 per cent. In these circumstances I do not think it can be said that there is any lack of interest in fisheries and fauna conservation in this State. The member for Frome (Mr. Casey) asked whether the prawn-fishing industry would be allowed to collapse, as it did in the Gulf of Carpentaria. Whilst we do not know the solutions to all problems connected with fishing, if anyone is going to see that our fishing industry does not suddenly collapse our present administration will do so.

The Director of Fisheries and Fauna Conservation (Mr. Olsen), a trained research scientist who has become an administrator, has firm ideas about managing fishery matters and I think he has a far better chance of controlling his department than any other authority would have in controlling fisheries in the Gulf of Carpentaria. Mr. Olsen has the backing of the Government and, in general, of Parliament. A new Bill on the fishing industry is being drafted, and I do not want the State's fisheries to collapse.

Everything possible is being done to control our fisheries, and the fact that South Australian whiting has retained its fame on the markets shows that the industry is not in dire danger, although it has many problems. These fish are not as easy to catch now as they were many years ago. I think most members agree that it is the best fish caught in Australian waters, and the department is doing all that it can to preserve it. The department has allowed fishermen to move to the new prawn fishery in a measured or cautious way, the number of prawn fishermen being strictly limited, and the department has adopted this attitude in relation to other fisheries. With the increased expenditure and the firm control by the Director there is no reason to fear disaster.

Mr. CORCORAN: I was interested to hear the Minister's statement that he considered that members of this Chamber supported efforts to control the fisheries of this State, because I recall approaching the Minister many times, when he was Minister of Agriculture, about

the control of fishing and the number of people engaged in the industry. I think he will agree that he found great difficulty in reaching a satisfactory solution without imposing controls and that he also found that there were difficulties about imposing and operating such controls. The Minister will recall several conversations we had about this matter. Although some form of control has been implemented in sections of the fishing industry, particularly cray-fishing, these controls were the result of the investigations of the Select Committee set up by the previous Labor Government, of which the Minister and the Treasurer were appointed members but from which they eventually resigned. They did so because they thought the committee was dealing with a matter that they could make political capital of at that time. Every member will agree that, although we are not certain of the success of the present controls, we are concerned to solve many problems in the industry.

The present controls on the limit of the number of people establishing in the industry should have been introduced 15 years ago. Now that controls have been introduced we must have extended research into the fishing industry, because people engaged in the industry will not be subjected to controls and restrictions without an extension of the necessary research to ensure the future of the industry. The Minister said that the allocation had been doubled: last year \$5,000 was allocated and this year it is \$10,000, but only \$3,640 of the \$5,000 was spent last year. With a limited amount of \$5,000 allocated it would be difficult to launch a major research programme that would be of great benefit and, obviously, more money must be used to conduct effective research into the problems of the industry and into the habits of the various fish of this State. The Commonwealth Government has announced that it will make more money available, but the States may be required to match that grant. Perhaps that is why it has been suggested that the industry should contribute more money for research. If this is to be the case, the money collected from the industry should be used for research purposes.

When gun licence fees were increased in 1967 from \$2 to \$4 a year it was pointed out that this increase was not designed to help the Budget generally, but that it was likely to provide an additional \$35,000, which would be used substantially to expand the expenditure of the Fisheries and Fauna Conservation Department in the provision of game reserves,

research and facilities. It was intended that this additional revenue be used for research and for developing facilities of game reserves similar to those at Bool Lagoon. If \$35,000 was expected to be collected in 1967, it would not have been reduced in 1968 or in 1969. However, this year only \$18,780 has been allocated for fauna research work and \$10,000 for fisheries research work.

How much money has been spent or is expected to be spent this year and how much money was collected last year in gun licence fees? Although fishermen generally accept the controls that have been applied to this industry in regard to the number of people engaged, the types of licence required, the registration of vessels and survey requirements, they see the need at the same time for increased research work. With the member for West Torrens, I am disappointed that the money voted last year was not all spent.

Although the Minister has said that there is an increase for contingencies this year, he is comparing this increase with the money actually spent last year and not with the money allocated, and it is reasonable to assume that, if the same pattern is followed this year, there will be, at the end of this current financial year, a percentage not spent similar to the sum at the end of the last financial year. However, we hope that will not be so. We are dealing here with an important industry, which operates mainly in the South-East. In addition, the crayfishing industry is an important export earner for Australia and an industry on which many people in my district rely wholly and solely for a living.

It is well known that all of the fishing ports in the South-East are in my district. I know, from concern expressed by fishermen and others connected with the industry, that insufficient work has been done to assure the livelihood of these people.

Mr. BURDON: I support what the member for Millicent has said about the fishing industry. While I do not have any actual fishing areas in my district, I have constituents who gain a livelihood from this industry in some of the ports lying in the District of Millicent. It is vitally necessary that research be carried out into the crayfishing industry. The controls that have been introduced should have existed many years ago; they are something which the present Minister of Lands should have considered many years ago when formerly Minister of Agriculture. Indeed, this would have solved

many of the problems now being faced. I refer particularly to the possibility that certain areas have been fished out.

Another aspect that I want to deal with relates to the line "Fauna research work, development and management of sanctuaries and reserves, etc." The matter to which I now refer concerns the Canunda wild life reserve, which takes in a large piece of the South-East coast. It has been brought to my notice by members of the fishing fraternity who live in my district that under the Fauna Conservation Act they could be prosecuted for visiting this area after dark on fishing expeditions. Many people in the South-East have been in the habit for the last 60 or 70 years of visiting this area. However, if they go to this area now at night to do a little crayfishing they face the possibility of being prosecuted for being on this reserve after dark, whereas these people should be exempt. As this is a real problem for the fishermen who visit this reserve for the purpose of crayfishing, I ask the Government to consider their plight.

Mr. RYAN: I rise to comment on the provision of \$10,000 this year for fisheries research work. Last year the Opposition criticized the Government for providing only \$5,000 for this work. The Select Committee on the Fishing Industry (and it comprised only Labor Party members, as members of the then Opposition deliberately withdrew when they realized some form of control was necessary) took volumes of evidence from practically everyone interested in the industry, and the constant recommendation was that more research be carried out. Of the \$5,000 provided last year, only \$3,600 was spent. The Government has increased the provision this year to \$10,000, but we want a guarantee that this sum will be spent.

The Hon. D. N. BROOKMAN: I sat on the Select Committee, to which members have referred, for a couple of meetings and then withdrew from it, setting out clearly why I thought that committee was inadequate. The widest possible terms of reference were given to the committee, many of them being beyond an all-Party committee of Parliament to answer. These were matters for a technical committee. The then Minister wanted someone to help him make policy decisions and, if he wanted to do it by appointing a Select Committee, that was up to him, but I was not justified in being a member of a committee that could not carry out fully its terms of reference. Management of fisheries has



improved over the years and I believe it will continue to do so. Even if some members do not agree with all the details of the allocation of expenditure, I am sure they will agree generally that the management of the industry is improving. Every reasonable precaution is being taken to see that fishing grounds are not over-fished.

Line passed.

The Hon. R. S. HALL (Premier): The Government had wished to complete consideration of these lines tonight, but this will not now be possible as I know that all members were distressed to learn of the death tonight of Senator Cohen. This is most disturbing to all members, particularly those who were personal acquaintances.

The Hon. D. A. DUNSTAN (Leader of the Opposition): On behalf of Opposition members particularly, I express my appreciation to the Premier for his consideration. Senator Cohen was a close personal associate with many of us. He was one of the most able Parliamentarians in this country. I was speaking to him only last night. His death is a great shock and blow to us all. We very much appreciate the consideration the Government has shown to us.

Progress reported; Committee to sit again.

#### ADJOURNMENT

At 11.8 p.m. the House adjourned until Wednesday, October 8, at 2 p.m.