

## HOUSE OF ASSEMBLY

Thursday, August 20, 1970

The SPEAKER (Hon. R. E. Hurst) took the Chair at 2 p.m. and read prayers.

### ASSENT TO BILLS

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

Administration and Probate Act Amendment,  
Advances to Settlers Act Amendment,  
Supply (No. 2).

### QUESTIONS

#### NATIONAL STOPPAGE

Mr. HALL: The Australian Council of Trade Unions has announced that it will instigate and support a national stoppage to take place next Tuesday at 12 noon. This stoppage is planned, as I understand it, to be of three hours' duration, but the subject is at present being discussed in the community on the basis that in some instances it may be broadened to a 24-hour stoppage. It is stated that it is to protest against the Commonwealth Budget which, according to the reports attributed to those associated with the Australian Council of Trade Unions, has failed sufficiently to provide for expenditure and for reduced revenue. This stoppage, if on a 24-hour basis, would result in the loss of tens of millions of dollars in production to the Australian community, reducing the national capacity to meet the demands that are allegedly the reason for the stoppage. Will the Premier put aside his Party-political attitudes in the interests of the many people who will be hurt by this action and join with me in appealing to individual unionists to boycott the A.C.T.U. call for strike action thereby—

*Members interjecting:*

The SPEAKER: Order!

Mr. HALL: —working towards stopping this irresponsible and destructive action?

The Hon. D. A. DUNSTAN: I am not surprised that workmen in Australia are protesting at the level of the Commonwealth Budget. Although many of them support increases in revenue raisings, the method of revenue raising in the Budget, combined with taxation remissions to areas that are not justified, simply means that their view of the Commonwealth Budget is much more sensible than the view being taken by the Leader. Indeed, the Leader has not shown much worry about

the effect of the Commonwealth Budget on this State, and I am distressed at that, too. I have no intention of entering into this matter, which is a matter for the workmen concerned on a nation-wide basis. If they believe that it is proper to protest in this way, it is a matter for them to do so.

### PRESS REPORT

Mr. CLARK: I will refer to a small report in this morning's newspaper; and I want to make it plain that I am not castigating the press, as I believe the matter to which I will refer is a slip or probably a printer's omission, but it causes a complexion to be put on the report different from the true complexion. This report, in the Stop Press, states:

South Australian Government motion censoring Federal Budget sales tax increase on wine, cars and electrical goods passed in Assembly by 25 votes to 18 early today. Amendment by Mr. Rodda (L.C.P., Victoria) asking House to inform Prime Minister South Australian wine and manufacturing industry would benefit by removal of sales tax imposed in Budget was defeated.

I am seeking your guidance, Mr. Speaker, on this, because, if my memory is not playing tricks on me, the words "as soon as possible" are omitted from the relevant part of that report. This could be unfair to the member for Victoria and to other Opposition members, who voted for the amendment, and also unfair to Government members, who voted against it, because the words "as soon as possible" virtually left compliance to the request in the amendment to the discretion of the Prime Minister: "as soon as possible" could well mean at any time. However, the bald statement published in the press this morning could well have been something that the Government might seriously have considered supporting. Will you, Sir, therefore state the actual text of the amendment moved last evening?

The SPEAKER: The text of the amendment moved to the motion is as follows:

This House inform the Prime Minister that the interests of the wine industry and manufacturing industry in South Australia will be beneficially served if the increased taxes on the sales of wines and consumer goods be removed as soon as possible.

Although the press report is not strictly in accordance with the wording of the amendment, I do not think the newspaper reporters would have intended doing a disservice.

Mr. Clark: I'm sure of that.

The SPEAKER: The honourable member will also notice that the report does not give

the complete motion, but I do not think this is because of any design of the reporters to do anything distasteful.

### PARKING STICKERS

Mr. GOLDSWORTHY: My question refers to parking on the median strip on the Port Road on Saturday afternoons. The Minister of Roads and Transport, when replying to a question on Tuesday this week, stated that, first, his department had nothing to do with the action taken against motorists for parking on the strip and, secondly, that he urged the council to use the median strip for parking. Today's *Advertiser* contains the following report of a statement by the Mayor of Port Adelaide:

The Mayor of Port Adelaide (Mr. H. C. R. Marten) said yesterday he was incensed by Mr. Virgo's "rather rash" statement on median strip parking . . . . A letter I received from the Highways Department in April this year stated that in the interests of safety and general wellbeing of the lawns and trees, the median strip should not be used for parking.

The report also states that a senior police officer has said that the law was changed in January to make this parking illegal. The report regarding that matter states:

Inspector Turner said that in January this year the Road Traffic Act was changed to make it an offence for public parking on any median strip.

As the Minister has placed the council in an impossible position by advising it to break a direction by his own department, will he apologize to the council for placing it in this impossible position?

The Hon. G. T. VIRGO: If an apology should be forthcoming, it should come from the honourable member for the complete and deliberate untruths he has just uttered.

### Members interjecting:

The Hon. G. T. VIRGO: The Leader of the Opposition can comment as soon as he wishes after I have finished replying. The member for Mitcham can do the same and, if he sits quietly and listens for long enough, he will get a surprise.

The SPEAKER: Order! The Minister cannot reply to interjections. He is replying to the member for Kavel.

The Hon. G. T. VIRGO: Mr. Speaker, I regret sincerely that this matter has been raised in the House, because when I was approached this morning by representatives of the press and the television stations I made what I

considered to be the fit and proper comment that I did not intend to enter into public controversy with servants of this Government. I regret that the member for Kavel is forcing me to contradict that statement. However, having been asked a question that contains so many untruths, I am forced to do so but I want it known that the responsibility rests with the member for Kavel, not with me. I think that, as the question has been asked, the position ought to be explained clearly to this House. At no stage have I had a request from the Port Adelaide council and at no stage have I directed the council not to permit parking on the median strip. In fact, had I received such a request, I would immediately have given permission, because I would consider it in the interests of road safety, the very matter that the member for Mitcham and the member for Alexandra were discussing yesterday. A senior police officer has seen fit to attack me publicly in the columns of the press this morning and again, unfortunately, the statements that he has made apparently have been made on the basis of a report of what I said in the House, not on the basis of what I said in the House. I invite the honourable member to refer to the galley proof of *Hansard*, and he will be able to follow word for word what I am saying. When replying to a question on August 18, I said:

I do not consider that such parking harms the lawns, shrubs or trees when it is controlled, and I should have thought that a live-wire council would see the possibility of getting easy revenue, even if the charge were about 20c.

No-one, unless it was a person looking for mischief, could construe that to mean that I had given authority to park motor cars there. Such a statement is a complete distortion of a twisted mind.

Mr. Hall: You didn't listen. You are misconstruing the honourable member's remarks.

The Hon. G. T. VIRGO: If the Leader would stop interjecting I could reply to the question. Some months ago, whilst the Hon. Murray Hill was Minister of Roads and Transport, discussions were held between the Highways Department and the Port Adelaide council concerning the parking of motor cars on the median strip. I do not think that any Opposition member would expect me to accept the responsibility for a decision made by the former Minister, and if they expect me to do that I immediately say that they had better change their thinking. There is no prohibition on the parking of cars on the median strip.

Certainly an approach would have to be made to the Road Traffic Board, and surely it is not unreasonable to expect Opposition members to realize that, when I said that a live-wire council would see the possibility contained in this, I was referring to the fact that a council concerned with the dangers involved in the parking of cars around a sports ground would consider way and means of solving the problems. I am a football patron when I get the chance, and I realize that too little care and consideration is given to the welfare of those patrons. I believe that it is the responsibility and obligation of those in responsible positions to help this sport in every way. I repeat that, if I am asked for a decision on this matter I will wholeheartedly support the football patrons in order that they may have safer and more convenient car parking. I would certainly regard this as being an appropriate action to reduce the road toll.

#### SPEAKER'S GALLERY

Mr. JENNINGS: My question is addressed to you, Mr. Speaker. Have you considered, or will you consider, informing members of their entitlements in introducing friends or associates into the Speaker's Gallery? My question is prompted by my now awareness of the fact that new members are not aware of their entitlements or responsibilities, and that other members who are not new have chosen to disregard their entitlements and responsibilities.

The SPEAKER: I intend to circularize members informing them that Standing Order 81, if my memory serves me correctly, permits members to admit three visitors a day to the Speaker's Gallery. If permission for additional visitors is required it is the responsibility of members to consult the Speaker. As the House has been enlarged this session we are having occasional difficulty in accommodating those who wish to be admitted. I will circularize all members so that there will be no misunderstanding of the position.

#### COMMONWEALTH GRANT

Mr. HALL: My question relates to two references that have been made about South Australia's application to the Grants Commission for additional budgetary assistance. The Premier will know from his perusal of the files in the Premier's Department that I, as Premier in the former Liberal Government, applied to the Commonwealth Government for special assistance; from memory, I think

I requested \$12,000,000 to bring South Australia's standards into line with those of the other States. Since then, the present Premier has come to office, has been to Canberra, and has submitted, since returning therefrom, a case to the Grants Commission for budgetary assistance for this State. The Premier indicated last evening, in reply to a question put to him during debate, that he knew from the Prime Minister what assistance the Grants Commission recommended that South Australia should get.

The Hon. D. A. Dunstan: I said I knew what was the recommendation.

Mr. HALL: I accept that correction; perhaps I was wrong. Apparently the Premier knows what the Grants Commission recommended that this State should get. In today's *News* is a report, emanating from Canberra, that South Australia is to get \$6,000,000. However, there has been conjecture in the community that we could possibly get anything between \$3,000,000 and \$10,000,000 following the submissions to which I have referred. If the Premier knows how much has been recommended, will he say whether he is keeping this information under wraps so that he can continue to vilify the Commonwealth Government when this generous offer is already known? If he is not, will he tell the House what sum was recommended?

The Hon. D. A. DUNSTAN: From listening to the Leader, one would think that he did not know what were the provisions relating to the Grants Commission—

The Hon. G. R. Broomhill: He wouldn't have a clue!

The Hon. D. A. DUNSTAN: —because what the Grants Commission recommends is not some generous offer by the Commonwealth Government but a special disability grant under the legislation and, in the circumstances, not Commonwealth largess: it is an assessment of this State's disabilities, compared with those of the other States.

Mr. Millhouse: Who pays the money?

The Hon. D. A. DUNSTAN: Of course, the Commonwealth Government does, but it is not a hand-out: it is made on the basis of section 96 of the Commonwealth Constitution, which provision was included in the Constitution when the States gave up certain of their taxing powers when the Constitution was formulated. The Grants Commission does not provide a means for the Commonwealth Government to be generous: it requires that

Government to be righteous. I know the sum involved, and the Leader is not going to tempt me into a breach of the confidence that the Prime Minister has asked me to keep.

Mr. Jennings: Is it between \$3,000,000 and \$20,000,000?

The Hon. D. A. DUNSTAN: I will not make any statement in that respect. One can only get utterly exasperated by the honourable member's attitude, because all he can do, a silence having been imposed on me by the colleague he was so anxious to defend last night, is to say that, because I have been given that information in strict confidence, I am trying to hold it back. If the Leader thinks I am holding back information in order to be unkind to the Prime Minister, I will reveal the sum the moment the Prime Minister gives me permission to do so, and I invite the Leader to go and ask him to let me reveal it. If he needs to be defended on this score, I suggest that the Leader go and ask the Prime Minister, and I will release the sum if the Prime Minister releases me from the limitation on the confidence which he has given to me, requiring me to keep silent until this matter has been considered by the Commonwealth Cabinet and a communication made to me concerning the sum decided.

Let me say something else. I see that some kites are being flown by one of the Leader's colleagues in Canberra concerning the sum in question, and the suggestion has been made that the basis of South Australia's application to the Grants Commission was for a grant of \$3,000,000. A strict comparison on the basis of the Grants Commission's procedures of assessment would show that South Australia had a comparison which might entitle it to about \$14,000,000. In fact, of course, we expect, as this was only an interim grant before a full investigation of our position was made, that the figure recommended by the Grants Commission, without a full investigation, would be a somewhat conservative one.

Mr. Hall: You said last night that the investigation was completed.

The SPEAKER: Order! There can be only one question at a time.

The Hon. D. A. DUNSTAN: The honourable member should read what is in the Grants Commission's report.

*Members interjecting:*

The SPEAKER: Order! The Premier is on his feet.

The Hon. D. A. DUNSTAN: The Leader has a constant habit of neither listening to what is said nor reading it, and what he then does is to come out with some gobbledegook which bears no relation to what he has heard or read! What I said last evening was that our application for an interim grant had been heard and a recommendation made, and that was completed, because the interim grant application cannot be made on the basis of a full investigation by the commission.

The Hon. J. D. CORCORAN: Explain to him what "interim" means.

The Hon. D. A. DUNSTAN: I suppose he could go and read a dictionary for that. When the commission has an opportunity to examine the application in full, it is likely to make further adjustments (maybe recommend a grant for next year and make an adjustment for this year's interim grant), but an interim application for immediate assistance during this financial year cannot be on the basis of a full investigation by the commission, because it simply has not time to make that investigation. The submissions in relation to the interim application and interim grant are completed. The Grants Commission heard us; it heard objections from the Commonwealth Government; it heard the other States, so far as they wished to intervene; a recommendation has been made; and I have been told what that recommendation is. As soon as the Prime Minister tells me that I may release the figures after consideration by the Commonwealth Cabinet, I will do so.

#### ECKERT CREEK

Mr. CURREN: Has the Minister of Works a reply to the question I asked last week about Eckert Creek?

The Hon. J. D. CORCORAN: When the outlet of the Berri evaporation basin is opened, it discharges into Eckert Creek, and a time allowance has to be made to make sure that the outlet is closed in sufficient time for the creek to be flushed out before the large flow in the river ceases. The basin was opened on July 27, and was closed last Monday, August 17, when the flow in the river was 8,600 cusecs. A flow of this order is expected in the river for at least another four weeks and the outlet was closed through the irrigation programme of the irrigators from Eckert Creek, who expect to commence irrigation in two to three weeks' time. Plans have

been completed for a structure on the bankette at the start of Eckert Creek to allow greater flows down the creek, and approval has been given for this work to proceed.

### CRIMINAL LAW REVISION

Mr. MILLHOUSE: On Tuesday, I asked the Attorney-General about the committee the Government intends to set up to inquire into the revision of the criminal law, and I asked him particularly about its membership and its proposed terms of reference. The Attorney said on Tuesday that, although he could not answer that question, he hoped that he could make an announcement within the next month. As what he said on Tuesday has caused much interest and speculation in the legal profession and in the community generally, I ask the Attorney, even though he may not be able to announce the terms of reference or the names of the members of the committee, whether he can indicate at least the areas of activity and interest of those who are being considered for appointment. For instance, does he intend to invite academics, judges, magistrates, or members of the profession in private practice to serve on the committee? I ask the Attorney-General this question so that the general community will know at least the sort of balance that the Government has in mind for the committee.

The Hon. L. J. KING: When my consideration of the matters raised by the honourable member and of other matters is completed, I will make a recommendation to Cabinet. When Cabinet has made its decision, I shall be able to give to the House the information the honourable member seeks. I repeat what I said on Tuesday: I expect to be able to make a full announcement on the matter within a month.

### PUBLIC HOLIDAY

Mr. LANGLEY: Today's *Advertiser* contains a report to the effect that the Shop Assistants Union has forwarded a request to the Minister of Labour and Industry for the day on which the referendum on trading hours is to be held to be made a public holiday. Can the Premier say whether a holiday will be observed on that day?

The Hon. D. A. DUNSTAN: I do not know yet, as at this stage Cabinet has not made a decision on the application.

### EDUCATION FINANCE

The Hon. D. N. BROOKMAN: I notice that the Minister of Education has made a statement suggesting that the Commonwealth Government has been "playing the States for suckers" regarding education. Will the Minister say straight out whether the Commonwealth Government did or did not promise assistance towards financing the needs shown to exist by the national survey on education?

The Hon. HUGH HUDSON: The statement appearing in the *News* today, is a pretty accurate reflection of what I said to the *News* representative yesterday morning, namely, that (and this is the statement I made), if the Commonwealth said "No" to the States' request for assistance on a capital basis for school buildings, then the whole concept of the survey and the Commonwealth Government's participation in it involved playing the States for suckers. If the honourable member will cast his mind back, he will remember that the whole basis of the survey was to look into the needs of Government schools immediately after the decision had been taken by the Commonwealth Government to provide large-scale per capita State aid to independent schools. At that time, everyone was told and everyone believed that the conclusions of the survey would, even if they did not govern the Commonwealth's decisions in the matter, at least influence very heavily the kind of decision the Commonwealth would take in relation to assistance for Government schools. My statement still stands that my view is that, in these circumstances, if the States do not get assistance from the Commonwealth for school buildings generally they will have been played for suckers in ever agreeing to the survey's being undertaken and to the Commonwealth's participation in it. The other part of the matter raised by the honourable member was whether I had ever said that the Commonwealth had promised the aid, and I can say that I have never said that.

The Hon. D. N. Brookman: I am asking you whether or not the Commonwealth has promised.

The Hon. HUGH HUDSON: What the Prime Minister said in his policy speech at the time of the last election was that a survey was being undertaken and that, when it was completed, investigations would be made into the kind of assistance that should be provided. That is not tantamount to an outright promise, and I would not say that it was an outright

promise that aid would be provided. The point I have been making all along is that the Commonwealth's participation in the survey and the conducting of the survey in the first place in response to the protest made at the time aid was granted to independent schools but not to Government schools, and the statement made by the Prime Minister at the time of the last Commonwealth election in my view have created a situation where the Commonwealth has a moral obligation in the matter. I stand by that statement; I have yet to hear anything from people who know the full details surrounding this whole matter to suggest that the Commonwealth has no moral obligations at all in relation to the conclusions of the survey.

Mr. COURCE: In this morning's *Advertiser* the Commonwealth Minister for Education and Science (Mr. Bowen) is reported as saying that additional education grants may be made available in the current triennium, mainly in respect of teachers colleges. In view of earlier statements made by the Minister in this regard, can he say whether members can take it that these grants will help during the current triennium in either speeding up the work at Murray Park or, despite the legal difficulties involved, speeding up the acquisition of land for, and planning of work on, the Western Teachers College?

The Hon. HUGH HUDSON: What is in the Commonwealth Budget in respect of teachers colleges is the provision for the sums previously announced some years ago, namely, a total of \$30,000,000 over a three-year period for all teachers colleges throughout Australia, and \$3,600,000 for South Australia. I previously said in this House that that \$3,600,000 would provide only for Murray Park, the purchase of the land at Western Teachers College, and possibly some initial design costs for the latter college. Of course, that is on the assumption that Murray Park does not cost more than the original estimate, so the position regarding teachers colleges now is the same as it was some months ago. There has been no change and, according to a recent letter I have received from Mr. Bowen in reply to my request to him that additional funds be made available in this triennium for Western Teachers College, there will be no change. Mr. Bowen has told me that the Commonwealth Government will not alter the sum it has provided for the States for this three-year period and that no additional

sum will be made available to South Australia or, for that matter, to any other State under this heading. What encourages me to think that the States will still receive some assistance in respect of school buildings is that Mr. Bowen has also told me that, if additional assistance is provided, we will be at liberty to use that for school buildings, for Western Teachers College, or however we like, so the budgetary situation announced by the Commonwealth Treasurer on Tuesday evening and explained in more detail yesterday by Mr. Bowen involves no new decisions in respect of teachers colleges or any grants to the States under any of the special headings under which grants are now made available.

#### VALLEY VIEW SEWERAGE

Mr. WELLS: Recently I have approached the Engineering and Water Supply Department in respect of sewerage an area of my district known as Valley View. After many individual protests had been made, a petition was signed by 32 people to have sewerage installed on their properties. On Monday, when I spoke to the officer-in-charge of the installation of these works (Mr. Cox) at the department, as well as according me every possible courtesy, he told me that it was the Government's policy to make sewerage installations when an area was about 70 per cent developed; this area is about 40 per cent developed. However, this morning, on visiting the area, I was appalled at the conditions I saw there. Because of the lack of seepage in the area, the only place that the effluent can be pumped is into the streets, and effluent is pumping back on to bathroom floors and into kitchen sinks, so that this represents a drastic health hazard. Although Mr. Cox has told me that within a couple of weeks I will have a reply about what the department intends to do about the matter (and I believe that is his intention), because of what I have witnessed this morning and because I am certain that a definite health hazard exists in the area, in this emergency will the Minister of Works expedite an inspection of the area with a view to authorizing the urgent installation of sewerage for the Valley View residents concerned?

The Hon. J. D. CORCORAN: As I am disturbed to hear the conditions described by the honourable member, I shall be happy indeed to expedite an inspection of the area, and I hope that we shall be able to meet the honourable member's request.

### MURRAY RIVER BRIDGES

Mr. WARDLE: Has the Minister of Roads and Transport a reply to my recent question about the building of bridges over the Murray River?

The Hon. G. T. VIRGO: The planning of a bridge at Berri is in progress, but an actual construction date has not been set down. As it is a long-term project, the availability of funds cannot be determined at this juncture. No planning for a bridge at Mannum has been carried out.

### DOCTORS' FEES

Mr. PAYNE: In yesterday's *Advertiser* there appears an advertisement which is presumably sponsored by the Commonwealth Government and part of which states:

The new Commonwealth Health Benefits Plan is now in operation, and it's a good plan. When you enrol in the new plan, you need pay no more than 80c to visit the doctor.

Then there is a funny little asterisk that refers the reader to the fine print below, which states:

These figures apply when the doctor charges the most common fee.

I take this to mean that 80c plus \$1.70 rebate from the hospital fund results in an overall fee of \$2.50. However, people in my district find that the doctors there charge \$2.80, so that the actual cost to the patient is \$1.10. Will the Attorney-General ask the Minister of Health whether any list exists of doctors who charge the most common fee for surgery visits and, if it does, whether it can be made available to people to enable them, if they wish, to go to the doctors on that list?

The Hon. L. J. KING: I shall be happy to obtain a report for the honourable member and let him have it.

### ABATTOIRS

Mr. VENNING: I refer to my question of August 6 regarding the situation at the Gepps Cross abattoir and my invitation to the Premier to inspect the abattoir. I do not know whether the Premier went to the abattoir, but has he a reply to my question?

The Hon. D. A. DUNSTAN: The Minister of Agriculture states that the honourable member's question followed a similar question that he had asked of the Deputy Premier on August 5, and the information that my colleague has given is intended to be a reply to both questions. That reply states:

The Metropolitan and Export Abattoirs Board reports that improvements in sheep dressing and handling procedures are being implemented progressively at the Gepps Cross works in efforts to meet the requirements laid down by the United States authorities. The board expects to be in a position shortly to apply for re-inspection of its premises with a view to the granting of a clearance for export to America. For the information of the honourable member, I point out that the procedure for the inspection of meat export establishments is laid down by the Department of Primary Industry, and provides that when management is satisfied, after consultation with the works veterinary officer that the dressing and handling procedures are producing clean meat, an approach to the veterinary officer in charge of the State should be made for inspection of the establishment. If, after inspection, that officer recommends that appropriate standards have been reached and a visit by the central staff officer confirms this, a request will be made for an inspection of the procedures by an official of the United States Department of Agriculture, with a view to relisting. I also invite the honourable member's attention to the detailed reply on this subject which I gave in the Legislative Council. I repeat that no effort will be spared to raise Gepps Cross abattoirs to the standard necessary to comply with the United States Department of Agriculture requirements.

Mr. VENNING: The Premier's reply states that the procedure of inspection of the meatworks is laid down by the Department of Primary Industry and it also states:

... after consultation with the works veterinary officer, that the dressing and handling procedures are producing clean meat, an approach to the veterinary officer in charge of the State should be made for inspection of the establishment.

The various stages at which these works must be inspected seem to involve much red tape. The last sentence of the reply states:

I repeat that no effort will be spared to raise Gepps Cross abattoir to the standard necessary to comply with the United States Department of Agriculture requirements.

As I have been told today that these inspecting officials from the United States have left Australia and in view of the statement made by the Minister of Agriculture, will the Premier ask his colleague what he intends to do to get these officials back from the United States to make the necessary inspections at the Gepps Cross abattoir?

The Hon. D. A. DUNSTAN: I will ask the Minister what arrangements have been made in that matter.

Mr. GUNN: Has the Minister of Works a reply from the Minister of Agriculture to the

question I asked on August 12 about the Port Lincoln abattoir?

**The Hon. J. D. CORCORAN:** The present position at Port Lincoln is that the works are operating at a little better than half-capacity and working six days a week. This half-capacity of about 1,050 sheep and lambs daily is restricted by the number of trained knifemen available and the difficulty of obtaining and training additional men in order to increase this capacity. In fact, on weekend work it is hoped that the capacity of the dressing chain will be increased to around 1,500 daily by using beef and pig slaughtermen who are used in other sections during the week.

Whilst the Minister of Agriculture does not accept the contention that there is "inefficiency" at the Port Lincoln works, it is true that it is not operating at maximum capacity, due entirely to the shortage of skilled personnel. With regard to the low prices being received for sheep, it is pointed out that even if the killing capacity at the Port Lincoln works could be increased, it would still be used entirely for the treatment of lambs for export in addition to domestic requirements.

**Mr. NANKIVELL:** Has the Minister a reply to the question I asked last week regarding the suitability of the Gepps Cross abattoir for slaughtering meat for export?

**The Hon. J. D. CORCORAN:** The Minister of Agriculture informs me that improvements in sheep dressing and handling procedures at the Gepps Cross abattoir are proceeding progressively with a view to satisfying the stringent requirements of the American authorities, and the Metropolitan and Export Abattoirs Board expects shortly to be in a position to apply for reinspection of its premises for a clearance for export to the United States. The Shepparton works, where restrictions have been lifted, is practically new and does not suffer from the disabilities usually associated with old-established plants. Furthermore, it is understood that the abattoir is operating at present on a small sheep kill.

#### BENLATE

**Mr. CRIMES:** Has the Minister of Works a reply from the Minister of Agriculture to my question about Benlate?

**The Hon. J. D. CORCORAN:** My colleague states that Benlate is the registered name for a fungicide registered in this State by Du Pont Far East Incorporated, Falcon Street, Crows Nest, Sydney, New South Wales,

and manufactured by E. I. Du Pont de Nemours and Company Incorporated, Wilmington, Delaware, United States of America. The active ingredient has the standard common name of benomyl.

#### SOMERTON BUS SERVICE

**Mr. MATHWIN:** Has the Minister of Roads and Transport a reply to my recent question about an extension of the Somerton bus service?

**The Hon. G. T. VIRGO:** The Somerton bus, which turns from Brighton Road west down Whyte Street, serves the area west of Brighton Road by means of a large loop route via Whyte Street, Tarlton Road, the Broadway, and Partridge Street. I have a small map here, should the honourable member require clarification regarding the streets involved. Passengers for the inward journey may be picked up in Brighton Road from Bath Street without additional fare and passengers on the outward journey may be carried round the loop to the corner of Tarlton Road and the Broadway without additional fare. If the Somerton service were extended southward along Brighton Road beyond Whyte Street, the loop arrangement would no longer be acceptable for passengers who board or alight beyond the junction of Bath Street and Brighton Road. In addition, an extra bus would be needed for the extension of the route, and this would cost an estimated \$17,000 per annum. The revenue from additional patronage would probably be small. If the service were to be rerouted straight along Brighton Road the residents in the area west of Brighton Road who have enjoyed the advantage of this service since February, 1939, would be inconvenienced. The frequency of service on this route is 24 minutes during the day and 30 minutes in the evening. It is not, therefore, considered practicable to bifurcate the service at Brighton Road and Anzac Highway corner and send one leg to, say, Gladstone Road via Brighton Road and the other to the existing terminal at Whyte Street because the frequency of each leg, 48 minutes and 60 minutes respectively, would be too wide. Such an extension would also largely duplicate the service already provided along Brighton Road by R. Worthley and Sons Proprietary Limited and could be expected to have an adverse effect on its patronage and revenue. The licence to operate this service along Brighton Road was recently renewed to Worthleys for a further five years.



### **SALISBURY INTERSECTION**

**Mr. GROTH:** During the last few weeks several accidents and near misses have occurred at the intersection of Bolivar Road and Waterloo Corner Road, Salisbury. This intersection is quickly becoming busy and on July 20 the Salisbury council decided to apply to the Road Traffic Board for the erection of "stop" signs. In view of the number of accidents that are occurring at this intersection, will the Minister of Roads and Transport see whether the Road Traffic Board intends to approve the erection of "stop" signs and, if it does, when these signs will be erected?

**The Hon. G. T. VIRGO:** I regret that I have not the information with me at present but I will ask the Road Traffic Board for a report and give it to the honourable member as soon as possible.

### **SCHOOL RESIDENCES**

**Mr. ALLEN:** Has the Minister of Education a reply to the question I asked on August 18 about the building of school residences in my district?

**The Hon. HUGH HUDSON:** The General Manager of the South Australian Housing Trust states that, although the trust has always tried to satisfy the requirements of Government departments within a reasonable period, this has not always been possible in country areas. Because of cost increases after the submission of tenders, many subcontractors have been reluctant to go to country areas to work on departmental residences and still keep within the amount approved by Cabinet. The principal contractor in the cases mentioned by the honourable member has done his best to continue with the contracts while trying not to increase costs.

With respect to school residences for Clare and Jamestown tenders were called for these, as well as for houses in other country towns, about 18 months ago, and one contractor was successful in obtaining both contracts. The Jamestown residence contract was commenced on September 5 last year, and it is expected that it will be completed by September 30 this year. I regard these delays as unsatisfactory, and am instituting discussions with the Housing Trust to get some improvements in the situation.

### **AIR POLLUTION**

**Mr. KENEALLY:** A severe air pollution problem at Port Augusta is being caused by the residual fall-out from A station of the Sir

Thomas Playford power station complex, and not the least of the problems of this fall-out is that it affects the property of residents of Port Augusta. Will the Minister of Works investigate the economics involved in having precipitators installed having regard to the expected life of this station?

**The Hon. J. D. CORCORAN:** I sympathize with the honourable member's constituents, but this matter has been raised before by the honourable member's predecessor. It is a matter of concern to the Electricity Trust and one with which I have had dealings since I have been Minister of Works. I know the problems and the economics associated with this matter, but in fairness to the honourable member and his constituents I will obtain a considered reply.

**Mr. KENEALLY:** Will the Attorney-General ask the Minister of Health to have tests made on the residual fall-out from the power station and bring down a report showing whether that fall-out is or is not detrimental to the health of Port Augusta residents?

**The Hon. L. J. KING:** I will take up the matter with my colleague and obtain a reply.

### **HIGHBURY EAST SEWERAGE**

**Mrs. BYRNE:** On July 30 the Minister of Works informed me by letter that Cabinet had approved of the expenditure of \$89,100 for a sewer to serve Tolley's winery, Hope Valley, to provide discharge points for common effluent systems, and to sewer the area bounded by Amber Avenue, Zircon Avenue, and North-East Road, Highbury East. Can the Minister give me further details of this project?

**The Hon. J. D. CORCORAN:** The honourable member was kind enough to tell me that she would ask for this information. The Government has decided to act on complaints about pollution resulting from winery wastes at Highbury. Sewer works to deal with this situation and provide an outlet for three common effluent areas in the district have been approved. Cabinet has agreed to spend \$36,000 on sewers to deal with winery wastes and sewage from 39 houses. A connection will also be provided for common effluent areas serving 68 houses. Cabinet has also agreed to spend \$53,100 on a sewer extension for the 51 houses and 17 vacant lots in the area bounded by Amber Avenue, Zircon Avenue, and the North-East Road, Highbury East. Funds totalling \$89,100 have been provided for the two-part extension scheme in this year's Loan Estimates.

## PRICE CONTROL

Mr. RODDA: Has the Premier a reply to my question of August 5 about the price of lemon and barley water?

The Hon. D. A. DUNSTAN: A report from the Prices Commissioner states that the retail price suggested by the manufacturer, F. H. Faulding and Company Limited, for lemon and barley water was increased in July from 52c to 65c. Purchases made by the honourable member's constituent at 50c would have been below the suggested retail price. The increase was the first since 1966. The product has been manufactured in South Australia for the past six months only since closure of Faulding's factory in Perth. Examination by the manufacturer of its costs showed that the costing on which the old price had been based was unrealistic, and even at the increased price production of this line may cease in the relatively near future because of the limited demand. Although production of lemon and barley water commercially may be economically unattractive, it has been suggested that the product could be made easily and inexpensively at home by anyone needing it for medicinal purposes, the only ingredients required being pearl barley, lemon juice and water, with a sweetening additive.

## DESALINATION

Mr. LANGLEY: In the *Advertiser* this morning a report states that the opal mining centre of Coober Pedy, because its desalination unit has broken down, is dependent upon water carting for its water supply. I point out to the Minister of Works that in the District of Mitcham a company, Water Desalination Plant Proprietary Limited, manufactures desalination units. I understand these units are extremely efficient and require a minimum of upkeep and maintenance. I have been in contact with representatives of this company today, and believe they have offered the Coober Pedy Hospital the loan of a unit so that it can get through the present water crisis without having to curtail services. I have been told that the company could, within three months, install at Coober Pedy a desalination plant capable of providing the town with 20,000gall. of fresh water a day. Also, in the interim period, it could provide six smaller units to assist with the water supply at present. Because of the water situation at Coober Pedy, and the fact that the story in the *Advertiser* stated that the town's present unit had been having increasing mechanical trouble, will the Minister consider the possibility of

testing Water Desalination Plant Proprietary Limited's unit to discover whether it would be feasible to phase out the present unit and replace it with a unit designed and produced in South Australia by this company that could also be used in other parts of the State?

The Hon. J. D. CORCORAN: This matter is causing the department much concern, and I know that it is concerning the member for Eyre, in whose district Coober Pedy is situated, because he has made constant representations to me about it. I am pleased that the member for Unley is looking after the interests of people who have established in his district and are producing machinery that may be useful.

Mr. Millhouse: It is in my area.

The Hon. J. D. CORCORAN: That dampens the issue a little. However, I appreciate the interest of the member for Unley in trying to solve some of the problems that have occurred in the Coober Pedy area. The General Manager of the firm lives in the district of the honourable member for Unley, so he is obviously keen to promote his product. As I pointed out earlier this week in reply to the honourable member for Eyre, the department has taken steps to solve the immediate problem by carting water 85 miles from Matheson's bore at a cost of about \$34 a thousand gallons, and this is expected to continue for about two months. I hope that the reverse osmosis plant at Coober Pedy, which produces 17,000gall. of water daily (compared with only 400gall. a day produced by the small solar plant) will enable us to resolve our difficulties in that period. I realize that this is not a complete solution of the problems at Coober Pedy, the population of which has increased from about 50 people in 1956 to between 1,800 and 2,000 people today.

Mr. Coumbe: And there are many itinerants there, too.

The Hon. J. D. CORCORAN: That is correct: they frequently come and go at Coober Pedy and Andamooka. This creates problems of water supply. I shall be happy to take up the honourable member's suggestion with the department and have it examine the feasibility of using this equipment. However, the honourable member should bear in mind that we may within the two months solve the problems that exist with the reverse osmosis plant. I hope we can, because the present procedure is not only inconvenient to the people of Coober Pedy, for whom I have the greatest sympathy in their difficulties, but it is also costly to the Government.

## OCCUPATIONAL THERAPY

Mrs. STEELE: On July 23, in reply to a question addressed to him by the member for Mitcham regarding the establishment of a school of occupational therapy as part of a future paramedical school at the Institute of Technology, the Minister of Education said, after a long explanation, that he hoped to be able to make an announcement later about the matter. Nearly a month has elapsed and no statement has been made. With some interest and pleasure, I have read in an advertisement in yesterday's *News* that occupational therapy is to be one of the courses available at the South Australian Institute of Technology in 1971. In his explanation the Minister said that the previous Government had said no finances were available for the establishment of this school in 1970. However, this was not contemplated because it was arranged that the course should begin in 1971. Indeed, the previous Labor Minister of Education, when presented with a petition asking that a school of occupational therapy be established, took no action. Following the announcement that an occupational therapy course is to begin at the institute next year, will the Minister of Education say whether applications have been called for a director of the school and, if someone has been appointed director, who he is? If applications have not been called, when will this occur; what will be the initial intake of students into the course; what is its proposed duration; and will its diploma be of acknowledged world standard?

The Hon. HUGH HUDSON: I should first correct certain statements. No arrangements were made between the previous Government and the institute at the beginning of the 1970-72 triennium for the establishment of occupational therapy or librarianship courses. Indeed, a letter I have received from the Director of the institute suggests that its budget was cut without any discussion having taken place with the institute. I have not seen the advertisement to which the honourable member refers, and I cannot at this stage give her any information.

Mr. Millhouse: What about answering my question of a month ago?

The Hon. HUGH HUDSON: The member for Mitcham sits next to the member for Alexandra, and I should have thought that the latter would have told him he was being discourteous.

Mr. Millhouse: That's a nice way of not answering the question.

The Hon. HUGH HUDSON: As soon as I can provide a reply for the honourable member and make a detailed announcement, I will do so.

## HIRE-PURCHASE CONTRACT

Mr. CLARK: I think I could describe the case to which I am about to refer as a peculiar car sale deal. A constituent of mine, an undischarged bankrupt and invalid pensioner, thinking that he was buying a car on hire-purchase, and with a friend of his acting as guarantor, traded in his F.J. model Holden car for a newer model, receiving a trade-in allowance of \$200 for his old car. After making regular payments to the finance company by post each month totalling \$160, he went into the office of the finance company personally one day, because he happened to be in the city, to make his normal payment. To his amazement, the car was taken from him; he was told it was not in his name and that he had no right to drive it. Eight days afterwards the car was auctioned for \$550, and his friend, who acted as his guarantor, is now being asked to pay the balance owing on the first transaction. My constituent has lost the \$200 that he was allowed as a trade-in price for the car he owned previously, and he has lost the \$160 that he made in repayments on the purchased vehicle. Apparently, the car never belonged to him and he should not have been driving it, even though he was paying for it. I have received a letter from my constituent giving further details of this case. If I hand this letter to the Attorney-General, will he investigate this matter to see whether my constituent can obtain satisfaction?

The Hon. L. J. KING: If the honourable member will let me have the details, I shall have the matter investigated.

## MODBURY HOSPITAL

Dr. TONKIN: Will the Attorney-General, representing the Chief Secretary, say whether there has been any change in the number of beds that it is estimated will be provided by the completion of the first phase of the Modbury Hospital, and ultimately by the completion of the entire project? Also, what positive steps are being taken at present to provide adequate nursing and medical staff for the hospital when it opens?

The Hon. L. J. KING: I will obtain a report from my colleague for the honourable member.

## BLATANT BLUE DUCK

Mr. JENNINGS: In case the Minister of Agriculture does not read *Hansard* as assiduously as he might, I ask the Minister of Works to draw to the attention of his colleague an ornithological oddity called a blatant blue duck, which was described here last evening by the member for Alexandra. I should like the attention of the Minister of Agriculture drawn to this matter so that the haunts and habits of this unusual bird can be properly catalogued.

The Hon. J. D. CORCORAN: I shall be happy to raise the matter with my colleague, although I believe the question may have been more properly directed to the member for Alexandra, for I am given to understand that, after he dropped this gem last evening, he went to the library and did some research into exactly what was a blatant blue duck. Although he would not divulge to me the results of his research, he implied that he had discovered something very interesting which, in due course, he would let the House know. Possibly he could let us know now.

The Hon. D. N. BROOKMAN: Mr. Deputy Speaker, would I be in order in accepting the invitation of the Minister of Works to reply to that question?

The DEPUTY SPEAKER: Order! The honourable member may arrange for one of his colleagues to ask him a question, or he may ask leave to make a personal explanation.

The Hon. D. N. BROOKMAN: I ask leave to make a personal explanation.

Leave granted.

The Hon. D. N. BROOKMAN: True, last evening, when I was rather disturbed at the Government's attitude, I likened the Government to a blatant blue duck. It is also correct that I went to the Parliamentary Library, but this was to find out not what a blue duck was but whether by any chance this bird was on the protected list anywhere in the world. My inquiries suggest that it is a pest type of bird everywhere.

## VICTOR HARBOUR RAILWAY

Mr. JENNINGS: Some weeks ago I asked a question of the Minister of Roads and Transport, as a result of my interest in a recent Public Works Committee investigation concerning the Victor Harbour railway line. This question concerns various districts, including that of the member for Adelaide at one end

of the line, many other districts on the way, and the district of the member for Alexandra at the other end of the line.

The Hon. G. T. VIRGO: He took exception to your asking a question about it.

Mr. JENNINGS: Yes, but he will not do it on this occasion.

The SPEAKER: Order! The honourable member must explain his question.

Mr. JENNINGS: I am going to do that, Sir. I thought I had better warn the member for Alexandra. Can the Minister of Roads and Transport reply to the question I previously asked about the Victor Harbour railway line?

The Hon. G. T. VIRGO: I have a reply to give the honourable member, and I am sure that the member for Alexandra, who referred to this matter previously, will be as delighted as I think all people will be with the announcement that arrangements have now been completed for a trial one-day special rail tour to Victor Harbour to take place on Wednesday, September 2. This will be a rather novel experience: the excursion will involve the use of Bluebird cars (the most comfortable offering); the fare will include morning and afternoon tea being served on the train; a chicken and ham carton lunch will be provided for adults and children; and there will be a scenic road bus tour from Victor Harbour to Port Elliot. The train will leave Adelaide at 8.57 a.m. and return at 6.15 p.m., and the all-inclusive cost of what I think will be a most enjoyable trip will be \$3.80 for adults and \$2 for children. I hope that this experiment will be the forerunner to many more excursions, and I confidently look forward to receiving an encouraging report from the Railways Department after this tour has taken place.

## WHALES

The Hon. D. N. BROOKMAN: A few days ago I asked the Premier whether he would ascertain the position regarding whales and the law regarding their protection, particularly because a whale (or whales) had been seen at Victor Harbour. I again saw the whale (I am not sure whether I saw two whales) this week from a point close inshore near Chiton Rocks and not far from the railway line. I am sure that if the whale is not molested it will become an added attraction for the new railway service and, as tourists will be interested in it, the service may prosper.

The Hon. Hugh Hudson: Did you see any blue ducks?

The Hon. D. N. BROOKMAN: The whale is an interesting sight for tourists and it would be a pity if it was molested by people with rifles or other weapons.

The Hon. D. A. DUNSTAN: Unlike the blatant blue duck, all species of whale are protected in South Australia under the provisions of the Fauna Conservation Act, 1964-1965, and it is an offence to take or shoot whales unless a permit is first obtained.

#### PROBATE

Mr. NANKIVELL: I understand that over about the last six months increasing delays have been experienced in obtaining grants of probate in the Supreme Court for deceased estates. Whereas the normal waiting time was previously four to five weeks, I understand that delays are now extending to nine and 10 weeks before probate is granted. As the Attorney-General knows, this can cause much unnecessary delay in administrative work in winding up estates and in distributing estates to beneficiaries. Will the Attorney-General ascertain what is occasioning the delays and whether something cannot be done to speed up this process?

The Hon. L. J. KING: Yes. I am aware of the problem to which the honourable member refers, and it has been under consideration since I assumed office as Attorney-General. The immediate cause of the delay has been a shortage of staff in the probate office, and steps have been taken to appoint an additional Assistant Registrar in order to cope with the work and in an effort to reduce delays. I am not certain whether the appointment has actually been made or whether it is about to be made but, at any rate, the matter is in hand. In addition, consultations are taking place with the Law Society, and representatives of the Law Society are about to confer, or have perhaps begun conferring, with the Commissioner of Stamps and Succession Duties and the Registrar of Probates in an effort to see whether some simplification and streamlining of procedures can be arrived at which will reduce the work involved in this area and thereby contribute further to reducing delays. I hope that by a combination of additional staff and a simplification of procedures the present problem can be solved soon.

#### POPE CORNER

Mr. CURREN: Where the Sturt Highway enters the settlement of Kingston-on-Murray there is a fairly sharp bend, which is sign-posted at 50 miles an hour, this bend being known as Pope Corner. Many accidents have occurred at this bend in recent years, some of these accidents having been caused through vehicles failing to take the bend because of excessive speed, and many other accidents have occurred because, particularly when the road is wet, it is fairly slippery, and it is impossible to control skidding. Will the Minister of Roads and Transport have this matter investigated and, if possible, have a new surface placed on this road for a short distance so that accidents will not occur in future?

The Hon. G. T. VIRGO: Although I hope that this is not a sectarian question, I will certainly have the matter investigated, and bring down a report.

#### HYDATIDS

Mr. EASTICK: It seems that no figures after 1967 are available in the Parliamentary Library relating to reports on miscellaneous disease conditions occurring in South Australia. Will the Attorney-General ask the Minister of Health to ascertain the number of reports received in each year since 1965 of hydatids in humans?

The Hon. L. J. KING: I will obtain a report from my colleague and let the honourable member have that information.

#### WOOL TARIFF

Mr. McANANEY: I have a pamphlet, which was issued in April or May, stating that the Labor Government would give a shot in the arm to rural industry and suggesting various things that the Government might do. However, I find that only two of the things mentioned were not already being done by the previous Government. One matter relates to increased forestry through Commonwealth financial assistance, and the other matter relates to an approach to the Commonwealth Government with a view to having talks held with the United States Government dealing with the abolition of the 25.5c tariff applying in that country on Australian greasy wool. Will the Minister of Works ask the Minister of Agriculture what progress has been made in regard to this approach and whether there are any results as yet?

The Hon. J. D. CORCORAN: I shall be happy to take up the matter with my colleague. I am pleased to know that the honourable member is taking such an interest in what was and still is an excellent policy.

#### STUDENT TEACHER

Mr. CARNIE: Last week I asked the Minister of Education what action his department intended to take regarding a student teacher who had been convicted for using obscene language. I asked for this man's dismissal because of the charge on which he had been convicted and not because of his political views, as the Minister attempted to imply in his answer. As the Minister said that he was not familiar with the full details, knowing only what had appeared in the newspaper report, and that he could give no answer until he had received full details and considered the matter, can he say now whether he has received full details and considered the matter and, if he has, can he say what action he contemplates taking?

The Hon. HUGH HUDSON: An interview between the college authorities and the man concerned was to take place this week, and I am now waiting for an account of the result of that interview.

#### NORTH-EASTERN HOSPITAL

Mr. MILLHOUSE: My question concerns the building of the North-Eastern Community Hospital which, I think, is in the District of Coles, which is represented by the Attorney-General at present. From my recollection, this project had been approved at the time the previous Government went out of office. My information is that for some time after the present Government came into office it appeared as though the project were to proceed as it would have done had there not been a change of Government. I am informed that a meeting was fixed for early in the month (I think August 5 or August 6) of the organizations that must provide money for the nursing home part of this comprehensive hospital complex because, until the board has cash in hand, it cannot obtain the Commonwealth subsidy which, in this case, as the Attorney-General may know, is about \$160,000—money from the Commonwealth that could come into South Australia to help the building industry apart from the other benefits that it would confer. At this meeting representatives of the various organizations, of which

Aged Cottage Homes Incorporated, which is well known to the Attorney, was one, were told that there would be a delay because the State Government was looking at the whole project of the North-Eastern Community Hospital and that it would be at least three months before a decision whether or not to proceed with the hospital was made. Can the Attorney-General say whether the position is as I have outlined it and, if he does not know, will he refer the matter to the Chief Secretary? I point out to him that, as I have already said, apart from the benefits of having the hospital and the nursing home constructed, this is a way in which South Australia will benefit from an injection (perhaps by his standards a modest injection) of about \$160,000 from the Commonwealth. Therefore, I hope the project is to proceed at the earliest possible moment. I shall be glad if the Attorney either gives the House information about the matter or obtains it speedily.

The Hon. L. J. KING: The project to which the honourable member refers is one in which I have a great interest. The honourable member is correct in saying that the proposed hospital is in the district I represent. Since being the member for Coles, I have made it my constant interest to promote this project. Regarding what has happened in the past, my only comment is that at a reception, which was given by the Mayor of Campbelltown a week ago to persons interested in this project and working for it (and I think this must be the meeting to which the honourable member refers), the Mayor referred to the address given by Dr. Shea at the meeting saying that that information was received with great gratitude by those interested as it was the first ray of light they had been able to obtain about the hospital. So that, so far from there being any question of this project's being neglected by the Government, it has been under the constant attention of the Chief Secretary and me, as member for the district. I hope that soon the problems (and there are problems) connected with this hospital will be solved and that an announcement can be made.

Mr. Millhouse: What are they?

The Hon. L. J. KING: In the meantime, I shall obtain a report from the Chief Secretary and give the honourable member the answer from my colleague on the matters within his Ministerial control.

## OVINGHAM INTERSECTION

Mr. CUMBE: Has the Minister of Roads and Transport a reply to my recent question about the intersection of Churchill and Torrens Roads at Ovingham?

The Hon. G. T. VIRGO: Improvements to the intersection of Churchill Road with Torrens Road form part of a major scheme for extensive upgrading of Torrens Road, including a railway over-pass. Detailed planning for the scheme is in progress, and at this stage it appears that no construction work will be able to commence for several years. In the meantime, land that is known to be required is being purchased as the opportunity occurs.

## STUDENT ALLOWANCES

Mr. GUNN: Has the Minister of Education a reply to my question about the eligibility of students for boarding and travelling allowances?

The Hon. HUGH HUDSON: The relaxation of the regulations and policies on eligibility for boarding and travelling allowances would adversely affect enrolments at country secondary schools, and considerably increase the annual expenditure on these allowances, particularly boarding allowances. The policy has been reaffirmed many times in recent years, and it is considered that it should remain unchanged.

## WATER STORAGES

Mr. LANGLEY: Has the Minister of Works a reply to the question I asked him yesterday regarding water intakes and storages?

The Hon. J. D. CORCORAN: I have obtained a report for the honourable member to make sure whether the figures I gave yesterday were substantially correct. The total storage in the metropolitan reservoirs this morning was 27,404,000,000gall. This is less than the 30,153,000,000gall. stored on August 20, 1969, because the reservoir storage at the end of last summer was much lower than at the end of the 1968-69 summer. The actual figure for reservoir intake from May 1 to August 20 this year is 13,052,000,000 gall. compared with 10,071,000,000gall. for the same period in 1969. The improvement in intake this year is thus almost 3,000,000,000gall. The reservoir intake for the last 10 days ended August 20 was 2,073,000,000gall.

## FRANCES SCHOOL

Mr. RODDA: Has the Minister of Education a reply to my recent question regarding the state of repair of the Frances Primary School?

The Hon. HUGH HUDSON: The residence at Frances has been inspected recently and its replacement has been recommended. It was not possible to include Frances on the 1970-71 residence list but its claims will be kept in mind when further lists are being prepared, and it will be included as soon as possible. The matter of consolidating the Frances, Binnun and Kybybolite Primary Schools was the subject of a most comprehensive and detailed survey recently by the District Inspector of Schools at Naracoorte. Conclusions drawn from the survey indicate that there is no prospect of agreement being reached among the parents of children at the three schools. There appears to be little likelihood that consolidation would provide a better service for secondary students of the area and it is also likely that the cost of consolidation would be out of proportion to any possible gains.

## CANBERRA TOURIST OFFICE

Mr. NANKIVELL: I understand that there is not a Tourist Bureau branch office in Canberra. Will the Premier find out whether this is correct and, if it is, will he consider establishing such an office in Canberra, which has become a focal point for tourists from overseas?

The Hon. D. A. DUNSTAN: I will certainly consider the matter and, if we establish such an office, I will suggest that one or two Commonwealth Ministers use its facilities.

## SUDDEN DEATH SYNDROME

Mr. MILLHOUSE: I understand, although I have not seen the report, that some weeks ago the Premier announced that the Government was making \$2,000 available to the Adelaide Children's Hospital so that the hospital could keep records of occurrences of the very distressing sudden death syndrome in babies. It has been suggested to me that, although this amount may be sufficient to enable records of these unfortunate occurrences to be kept, it is insufficient to do more than that and there is a need for investigation and research into this syndrome. I have been asked to take up with the Premier the matter of making available to the hospital

or to some other body or individual further money for investigation of this syndrome. Will the Premier entertain this request?

The Hon. D. A. DUNSTAN: I will certainly consider the matter and get a report for the honourable member.

#### LEIGH CREEK WATER SUPPLY

Mr. ALLEN: On visiting the northern coal-mining town of Leigh Creek last weekend my attention was drawn to the quantity of water stored at the Aroona dam, which supplies the only water available for this township. Yesterday I flew over this area and I saw that the water level in the dam was low. Will the Minister of Works ascertain the present storage capacity of this dam?

The Hon. J. D. CORCORAN: Not only will I ascertain the present storage capacity but I will also obtain a report for the honourable member about whether it is considered to be adequate to supply the town or whether there are difficulties associated with it.

#### MARINE STORE DEALERS

Mr. MATHWIN: Has the Attorney-General received any recommendations from the Police Commissioner's office about the fact that the colour of carts and trucks used by marine store dealers is no longer important either to the Police Department or to the general public, because more specific means of identifying vehicles are now available?

The Hon. L. J. KING: Although I thought I had referred this matter to the Chief Secretary, I will obtain a reply for the honourable member.

#### LOXTON PRIMARY SCHOOL

Mr. NANKIVELL: Has the Minister of Education a reply to my question of August 11 about the experimental unit at the Loxton Primary School?

The Hon. HUGH HUDSON: A contract has been let for the erection of a Burnside-type experimental open-type unit at this school. The contractor has started work but has had to postpone further construction because of the non-delivery of laminated beams, which are an essential component. Because of the delay in the supply of these beams, arrangements have been made to get them from an alternative supplier. All wall and floor panels are on site or in possession of the contractor, and as soon as the beams are available, which is expected to be in about five to six weeks time, the work will proceed. At present it is expected that the unit will be completed by the end of the year.

#### TEACHER TRANSFER

Mr. COUMBE: Has the Minister of Education a reply to my question of July 29 concerning the department's efforts to avoid undue hardship caused by the transfer of a teacher at short notice from Whyalla?

The Hon. HUGH HUDSON: The teacher concerned in the honourable member's question had applied for a transfer, as the Whyalla climate aggravated a complaint from which she suffered and she needed specialist treatment in Adelaide. An unexpected vacancy occurred at a school at Elizabeth when a teacher who had been taking the new children admitted at the middle of the year enrolments was unable to continue. This provided an opportunity to meet the Whyalla teacher's request, but I must point out that advice of this move was conveyed to Whyalla on the Monday, although the teacher could not be contacted until the Tuesday morning. She was given three days to organize her affairs, and travelled by air on Thursday taking up duty at the South Downs Primary School on Friday. I assure the honourable member that everything possible is done to avoid transfers at short notice as it is realized that these cause difficulties, but on a few occasions they are unavoidable. In each case consideration is given to any difficulties experienced by the teacher.

#### EXCURSION FARES

Mr. VENNING: Has the Minister of Roads and Transport a reply to my question of July 29 about excursion rail fares being available during the period of the Adelaide Royal Show?

The Hon. G. T. VIRGO: In 1969 some increase in country travel occurred during the period of the Royal Show. However, as this also coincided with school holidays and weekends, some of the increase would well have been occasioned by student vacation and weekend excursion tickets. The 1970 Royal Show commences on Friday, September 4, and concludes on Saturday, September 12; that is a period of eight days. On four of those days, namely, the two Fridays and the two Saturdays, weekend excursions are in fact applicable. In view of this, extending the period covered by these excursion tickets is not favoured.

#### GARDEN SUBURB

Mr. MILLHOUSE: The matter on which I wish to ask a question concerns both the Minister of Local Government and me, as it is one about which he asked me several



questions when our positions were reversed. It concerns the future of the Garden Suburb of Colonel Light Gardens, a matter on which no firm decision had been made at the time of the election. As the honourable gentleman has interested himself in this matter over the years (at one time he represented part of the Garden Suburb), I am sure that by now, three months after the election, he would have reached a satisfactory conclusion on it. Can the Minister say what the proposals are for the future of the Garden Suburb? In particular, can he say whether it is to be amalgamated with Mitcham and, if it is, on what terms?

The Hon. G. T. VIRGO: I appreciate the confidence the honourable member shows in me, as the Government of which he was a Minister had the report for about nine months and could not make up its mind regarding what it should do, yet I, who have had it for only eight weeks, already am expected to have made up my mind about what to do. This report was left in my lap when I assumed office, which occurred as a result of the overwhelming vote that the electors gave the Labor Party.

Mr. Millhouse: Not in Colonel Light Gardens.

The DEPUTY SPEAKER: Order! Interjections are out of order. If Ministers are going to be subjected to interjections when replying to questions, I will ask them not to proceed.

The Hon. G. T. VIRGO: Thank you for your guidance, Sir. In the Colonel Light Gardens booth the Labor Party polled a tremendous vote.

Mr. Millhouse: Are you sure?

The Hon. G. T. VIRGO: If he desires, the honourable member can examine the statistical returns. Like so many more matters that the Government inherited, this is unfinished business. The Government is tackling such matters as quickly as it can, and in due course, when the desired information is available, it will make a decision on this matter and inform the House accordingly.

#### ANCILLARY STAFF

Mr. McANANEY: Both part-time and full-time ancillary staff are now employed at many of our schools. I have been approached by teachers regarding the employment of laboratory assistants who, if they are not employed

on a full-time basis, apparently cannot be made available at all. Now that the Government is getting so much additional money from the Commonwealth Government not only from the old source but also from the two new sources, as a result of the generous offer by the Prime Minister, will the Minister of Education examine this matter to see whether something can be done about it?

The Hon. HUGH HUDSON: I know that the honourable member lives in a financial fairyland all of his own. The Government is not getting so much more money from the Commonwealth Government. Indeed, the change in the formula for the subsequent four years of the five-year period for which the new formula is to run means that the percentage increase each year in the amount of education reimbursement grants will be only slightly greater than it was during the last five-year period, when so much trouble occurred. The matter of laboratory assistants has already been reviewed and the decision taken on it will be announced shortly.

#### POTATO MARKETING ACT AMENDMENT BILL

Adjourned debate on second reading.

(Continued from August 12. Page 677.)

Mr. McANANEY (Heyesen): Those engaged in the potato-growing industry have been asking for a considerable time that the Potato Board have its own administration and distribution facilities. Indeed, I think this is something that we should have had years ago, but previously considerable opposition had been expressed to this, because much money would have been required, and there was always the possibility that, as a result of a petition, the Potato Board could be disbanded. However, I do not think there was any basis for this opposition. I do not believe that much extra work would be involved in the board's carrying out these functions. Potato growers have been complaining because they have not received payments for a considerable time, but I think that if the board has a source from which it can draw money and make payments it will be able to pay growers much earlier than has been the practice in the past. I support the Bill, because it has the full support of all the growers I know.

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

## WILD DOGS ACT AMENDMENT BILL

Adjourned debate on second reading.

(Continued from August 12. Page 678.)

The Hon. D. N. BROOKMAN (Alexandra): I support the Bill, the provisions of which I am glad to see, because of the critical stage reached regarding the Wild Dogs Fund. As the Minister of Works explained, the fund has been grossly over-taxed as a result of the many scalps submitted during 1969-70. As Minister of Lands during that year, I convened the conference referred to in the second reading explanation. This conference comprised mainly the State officers responsible for the control of dingo destruction, and it was intended at the conference to try to achieve uniformity. It is obviously important, if possible, not to have different scalp bounties applying in the various States, as this could encourage trafficking in scalps.

Although it was not possible to reach agreement on this matter, the officers concerned nevertheless agreed that it was desirable to achieve uniformity and, I think with one dissension, they agreed that the scalp bounty should be raised to \$6. South Australia went ahead and raised the bounty to this sum, bringing it up to the bounty applying in New South Wales. New South Wales is in a slightly unusual position in this regard, because the whole State is fenced. That is not to say, however, that there are no wild dogs inside the fence: there are many dogs inside it, particularly in the mountains, and this is a problem. The Pastoral Board, having considered this matter as well as past takings in connection with scalps, forecast that the fund, which at the time was in a healthy position, would be able to withstand the increased payments made as a result of more dogs being killed, and this increased activity was the aim. For most of the year, the increased number of scalps submitted was not spectacular and there was no real cause for alarm during most of 1969-70. However, the last quarter of that year revealed an enormous increase, and clearly something had to be done.

I applaud the move being taken here to authorize an advance in order to get over the immediate difficulties regarding the fund and to alter the rating provisions concerning pastoral lessees, who contribute to the wild dog control campaign. I suppose what was largely responsible for the fund's getting so low was that the scalps of pups were paid for at the same rate as that applying for the scalps of fully grown dogs. It would be logical to

make a uniform payment if every pup that was not caught became a fully grown dingo. However, there is a great wastage of pups in the transition period during which they grow from pups to dogs, and it is much easier to catch pups than to catch fully grown dogs.

It is noticeable that in certain areas some of the professional doggers, of whom there are few, were submitting many scalps of dogs but not many scalps of pups, while in other parts of the State many young scalps were being submitted, these scalps being difficult to identify; in fact, they could even have been *in utero*, and this makes it difficult to administer the fund. Reducing the rate applying to pups to \$1 is certainly desirable. On the good side, undoubtedly a tremendous number of dogs has been destroyed. They had reached plague proportions. I am not sure of the present position, but certainly they have been quietened in the parts of the State where they had gone far beyond their normal damaging activities. Of course, they are devastating in sheep areas. They had become extremely dangerous and sometimes were killing calves by hunting in small packs; they were doing much damage that was not easily recorded in figures. The dog fence, which is supported by the pastoral lessees situated inside the protection of the fence, is largely overlooked in its importance by the people of the State. It is about 1,500 miles long and crosses South Australia from the Australian Bight to the New South Wales border. It does not travel in a straight line, or even in a gentle curve, because of the way in which some properties have been developed and it has had to follow them. It is longer than it needed to be if it had been put up in the one operation.

The importance of the fence is so great that sheep farming could scarcely be an economic proposition at present if it were not there. It is notable that the importance of the dog fence in regard to the kangaroo population is always completely overlooked as well. Two factors contribute to the great increase in the number of kangaroos on these properties: first, the protection of the kangaroo from the dingo; secondly, the provision of water by the lessees. If anyone doubts the effectiveness of the fence he has only to travel through the country in the North or North-West and observe the kangaroos. He will see that they are thick in parts. I have done this, and I have noticed that the kangaroos are in possibly a normal balance

outside the fence, although they are still scarce and are not readily seen. They have existed with the dogs for a great part of history and they have never built up in huge numbers, certainly not enough to support a kangaroo shooter. All the shooting is done inside the dog fence and this is as a result of the protection of the fence, together with the improvement to properties that water has made.

I have observed a certain amount of research being done on this matter and, while the sheep and the kangaroos have different first choice for feed, they are undoubtedly in competition for many species of herbage, particularly in times of drought. I do not know that the people in the State realize either how much protection is afforded to our sheep industry by the rating for the maintenance of the fence. The people who support the fence are primarily the lessees of properties who benefit from it, together with the Government of the State. A large part of the interior of the State consists of properties that do not contribute anything to the maintenance of the fence: the maintenance is left to the pastoralists, and they have willingly agreed to the raising of the rate for the maintenance. This is quite distinct from the dog bounty itself. The Minister pointed out that the payment for maintaining the fence in dog-proof condition had been increased from \$12 a mile to \$35 a mile. The rates have been increased over recent years and, under the Bill, the lessees will have to carry a heavier burden for the dog bounty. The Bill provides for a maximum rate for the wild dog bounty of 25c, which is obviously inadequate (at present, it is 15c). I will ask the Minister in Committee to state the Government's intention regarding this rate. While the Bill sets a maximum rate, I imagine that a rate between the present 15c and the maximum of 25c could be struck. I support the second reading.

Mr. ALLEN (Frome): I support the second reading and commend the Government for introducing the amendments to the Act. Members may recall that I spoke on this matter in the Address in Reply debate. It is surprising the number of people who are unaware of the areas that are rated for the Wild Dogs Fund. The rates for the fund are paid by pastoralists all over the State, with the exception of those south of the line running along the Murray River to Morgan and then in a direct line to Port Pirie. The area involved is about 209,000 square miles, of

which about 170,000 square miles is in the 15c a square mile rate; the other about 36,000 square miles pays a lesser rate because the Act states that the rate will be 15c a square mile or one-half the annual rental.

Many property owners in the North pay less than 30c a square mile annual rent so, naturally, that reduces their contribution to the dog fund considerably. Much money is being spent at present on trying to control wild dogs in this State. This is money well spent. Possibly it will be necessary to spend this money for a long time to come, because we do not appear to be getting any closer to solving this problem. At present, about \$34,000 a year is spent on maintaining the dog fence and, after the Bill is passed, about \$48,000 a year will be spent in contributions to the Wild Dogs Fund, so that more than \$80,000 a year will be spent on controlling wild dogs in South Australia. Many of the people in the North with whom I have had conversations are concerned about the reduction of the bounty to \$1 for pups, or dogs that are not fully grown. They believe that the payment of \$1 for the scalp of a pup a few weeks old is justified, but that that payment for a half-grown dog is insufficient. They are afraid that many half-grown dogs will be left to grow to maturity so that people can obtain the full bounty.

Only yesterday, I was in the Gidgealpa-Moomba area where I asked people whether there were fewer dogs around since the Government had paid a bounty on 20,000 scalps last year. They told me that they could see no significant difference in the number of dogs about. This could be brought about by the fact that no firearms are permitted on the gas fields so that the dogs get relatively tame. There is a story that after the works came into operation and the men were working 24-hour shifts, the whole plant was floodlit at night and, after rain a few months ago, there was an invasion of a type of cabbage moth which fouled up the works, with moths getting caught in cooler fans and so on. The only solution was to turn out the lights and use torches. Surplus gas is continually fired in this area from high pipes, and the moths are attracted to the gas flame. As soon as they get within a certain distance their wings are scorched, so much so that every morning there are moths about 3in. or 4in. deep around the bottom of the pipe. Discovering this, the dingoes came in to eat the moths, so that indicates the shortage of food for the dogs

in that area at present. The few moths that are left after the dingoes are finished are disposed of by crows which come the next day and clean up what is left, so the crows certainly act as good scavengers.

Another interesting case was that of a dog's being caught in the area recently with a leather collar around its neck. This shows that it was either a pet or was being used to breed pups for the bounty. I believe that uniformity of scalp payments is necessary between the various States. The member for Alexandra referred to negotiations involving the previous Government; I urge the present Government to try to carry on those negotiations to see whether we can get uniformity of scalp payments throughout Australia. If we can achieve that, it will be a step in the right direction.

Mr. McKEE (Pirie): I have had quite a deal to do with wild dogs, particularly at election campaigns when I have run into wild Liberal dogs. The member for Alexandra said that he had information that it was easier to get dingo pups than to get fully grown dogs. What the member for Frome said bore this out, because he referred to a dog's being caught with a collar on it. I have good information that the reason there have been so many pups is that dingoes breed fairly quickly in captivity.

The Hon. D. J. Corcoran: There has been trafficking from other States.

Mr. McKEE: Yes, I understand that is so. The member for Alexandra said that the dog fence was of great benefit to people. I suppose that in the past the fence has benefited certain people but, of course, we know that it is now in bad repair. I do not know what it costs to maintain the fence, but it is 1,500 miles long. Recently people in the area have said that the dogs have no regard for the fence and that they cross it at will. I understand that the drought in the areas concerned has caused a shortage of food, and the hungry dogs have broken through the fence in search of food. Of course, there is a dingo population on both sides of the fence. I cannot understand why the member for Alexandra says that the fence serves a good purpose now.

Mr. Rodda: Do you think the fence shouldn't be there?

Mr. McKEE: If it is to be there, it should be kept in good repair.

Mr. Allen: It is in good repair except in a few places.

Mr. McKEE: That is enough for the dogs to get through. The alteration in the scalp payment is necessary, because the previous payment of \$6 for a pup as well as for a fully grown dog was out of proportion. The practice of breeding dogs to collect the bounty may have continued had this payment not been reduced but, now that it has been reduced, breeders in the area may be discouraged.

Mr. EASTICK (Light): I do not oppose the purpose of the Bill, and I accept the Minister's explanation and the information given by other members who have spoken. However, I draw attention to the fact that, in these circumstances, the wild dog is vermin and, had it not been for the increase in the sum that people in the area are required to pay, I should have felt disposed to oppose the Bill, for we could get the ludicrous situation where other vermin, such as rabbits, could be expected to be considered in this way. Although wild dogs in this situation are a potential danger to animal health, not only to the health of other dogs but also to the health of other animals (and they can be a danger to human health), we are fortunate that the population of these dogs is some distance from the metropolitan area so that it is unlikely that the first indication of an outbreak of rabies would occur in this area. I also referred to rabies, which is an exotic disease, in the Address in Reply debate. In the same areas other animals are a potential danger on a much greater scale to the Australian animal industry, and this applies equally in South Australia. In this connection, I refer to feral goats, feral pigs, and feral camels in particular. These cloven-footed animals are extremely dangerous.

Mr. Rodda: What does "feral" mean?

Mr. EASTICK: It means "wild", but cloven-footed animals are dangerous apart from that fact. They are an extreme danger to the animal population in respect of the exotic diseases rinderpest, blue tongue, Rift Valley fever, foot and mouth disease, African swine fever, and swine fever. Overnight, if any one of these diseases was to become established in Australia (and they could well become established in isolated areas) it would close the door to the export of all of our animal wealth. (The figure I gave previously for that was \$1,250,000,000 a year.)

The point I want to make is that, if it becomes necessary (and it could well become necessary) for these feral animals to be brought under control, it could be justifiably expected that the lessees of the properties

involved could become partly responsible for the control of these animals. If the sum provided for in the Bill for an increased rate and an increased lessee contribution decreased in any way the availability of funds from the lessees to undertake other controls that might be demanded of them, dangers might exist. If I can have the assurance of the Minister that these increases will not jeopardize other actions that may become necessary, I shall be happy to support the Bill.

The Hon. J. D. CORCORAN (Minister of Works): Briefly, I thank honourable members for their contributions to the debate on this Bill. The member for Alexandra asked about rates. The rate for 1970-71 has, of course, already been struck: it is a maximum of 15c a square mile. It will depend on what money the Government can make available on a \$1 for \$1 basis during the next financial year whether the rate will be increased to a maximum of 25c a square mile, as the Bill provides for.

I agree with the member for Alexandra (and I do not want to disagree with my good friend from Port Pirie) about the use and quality of the dog fence. There is the constant problem of the repair of that fence, as is only natural because it is 1,500 miles long. It would be an interesting exercise if one day a representative of one of the news media travelled with the people who maintain the dog fence. It would be an interesting experience for him, and I think it would interest the people of South Australia. A good article could be written for the newspaper explaining to the people of South Australia what the maintenance people did and giving some facts about the fence itself. I endorse what the member for Alexandra said about its value to the people of this State.

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

#### LOAN ESTIMATES

In Committee.

(Continued from August 11. Page 637.)

State Bank, \$2,912,000.

Mr. MILLHOUSE: I refer to student hostels. Last year, estimated payments were \$300,000 and the actual payments were only \$7,096. I do not want the Minister to misunderstand me: I am not blaming him or the Government of which he is an esteemed member for that. No blame attaches in this case, but the fact is that that financial provision was little drawn on. I notice that this

year the amount proposed is reduced to \$200,000, with estimated repayments of \$15,000. Because of the great advantages to be derived from the erection of student hostels, can the Minister of Works tell me whether he knows of any actual advances that have been or are likely to be made during this year and whether the Government proposes to take any action to encourage the use of this item?

The Hon. J. D. CORCORAN (Minister of Works): For the moment, I have no specific information for the honourable member but I shall be happy to obtain it for him and let him have it as soon as possible.

Mr. Millhouse: You cannot tell me anything now?

The Hon. J. D. CORCORAN: No, I cannot at the moment. In fact, I doubt whether there is any information prepared on that point.

Mr. Millhouse: Surely there is.

The Hon. J. D. CORCORAN: There is not. The honourable member is being unreasonable early in the debate. Explanations are not always given for items. However, I will obtain a report for the honourable member on the information he requires as soon as possible.

Line passed.

Highways and Local Government,  
\$4,050,000.

Mr. HALL (Leader of the Opposition): This line provides payment for the matters outlined in the explanation given by the Treasurer regarding roads and bridges. It makes provision for approaches to the new ferry link with Kangaroo Island, which work follows the report of the expert committee appointed by the previous Government to consider the possibility of providing a more convenient link with the island. I am pleased that the Government will act on the committee's recommendation. Not only will the new link be useful to those who live on the island and those who have commercial dealings with the island, but it will make the island a more pleasant place to visit and will increase its tourist potential. Kangaroo Island does not need to be over-sold: in many ways that cannot be done. The island offers tremendous variety to the tourists, who will be able to travel there by car without incurring the expense and inconvenience of an extensive sea voyage. This link will provide tremendous incentive to tourists. I am also pleased about this statement in the explanation:

In the meantime it seems clear that additional expenditures will need to be incurred by the Highways Department this year in providing approach roads and ancillary services, and possibly in upgrading some roads. These expenditures cannot yet be calculated accurately, but will be beyond those previously planned by the department in the normal course. Accordingly, it is desirable that a provision be made for advances to the department sufficient to meet at least part of the probable additional costs.

The Metropolitan Adelaide Transportation Study plan arises under this heading and, although one assumes that the Ministers know what action will be taken regarding M.A.T.S., other members do not know.

The CHAIRMAN: The Leader is out of order in discussing the M.A.T.S. plan, or anything that may involve legislation.

Mr. Millhouse: There's no legislation on M.A.T.S.

The CHAIRMAN: I did not say there was. Anything that may involve legislation cannot be discussed in the debate on the Loan Estimate lines.

Mr. HALL: I understand that the Government has announced its intention to withdraw the M.A.T.S. plan. On the other hand, some Government members have said that freeways will be needed.

The CHAIRMAN: Can the Leader direct my attention to any item under the provision for Highways and Local Government to which he is directing his remarks?

Mr. HALL: Yes, I am directing my remarks to the third sentence under the heading "Roads and Bridges, \$1,000,000" in the Treasurer's statement.

The CHAIRMAN: No. I have a list of items under the heading "Highways and Local Government" on page 3 of the Loan Estimates. There are four items under that heading.

Mr. HALL: The first item on that line is "Roads and Bridges", and I relate that to the Treasurer's explanation, under the heading "Roads and Bridges", where he states:

In the meantime it seems clear that additional expenditure will need to be incurred by the Highways Department this year in providing approach roads and ancillary services, and possibly in upgrading some roads.

It seems to me that, although we use the term "freeway", the word "road" can be applied to any place where persons cross public lands.

The CHAIRMAN: Any remarks can be directed only to the line to which the Leader has referred and must be in connection with

the line. Any proposition about the future of the M.A.T.S. plan cannot be discussed in the debate on these lines.

Mr. HALL: May I ask you whether you believe that the roads that may be built under the provisions for "Roads and Bridges" will be completely divorced from any proposals that may be included in the M.A.T.S. plan?

The CHAIRMAN: An amount of \$1,000,000 is provided for that item. The Leader would not suggest that the whole M.A.T.S. plan, or part of it, could be implemented for \$1,000,000, would he?

Mr. HALL: No. Previously it was intended that the M.A.T.S. plan would be implemented over 20 years but I think the new Government mentioned a period of 30 years. Money will need to be spent on gradual upgrading and this will be part of a continuing programme. The M.A.T.S. plan is part of the planning for the future. Specific items already planned are constituent parts of the M.A.T.S. plan. I refer to the freeway through Salisbury, which includes the overway at Cavan, which is subject to any revision the Government may make of it.

The CHAIRMAN: The Leader may be correct in what he has said. No doubt he is, but in these Loan Estimates there is no provision for implementing the M.A.T.S. plan, and I am trying to point out to the Leader that, although he may make certain comments in the debate on the first line, once that line is passed discussion of any matter that may involve legislation is out of order.

Mr. HALL: May I submit that the legislation was passed last year, when this Parliament adopted the M.A.T.S. plan? It is, therefore, a formal part of the legislation and would be recorded in the documents of proceedings last year.

The CHAIRMAN: If the legislation has been passed and there is no provision in these Loan Estimates for implementing that legislation, the discussion of the plan is out of order.

Mr. HALL: I submit that there is no detailed itemization of what this amount is for, except that it is for roads and bridges.

The CHAIRMAN: We have reached the question stage and the Leader can ask the Minister for information about how the money will be spent.

Mr. Millhouse: He can do more than that, surely.

The CHAIRMAN: He probably can, but this is not involved in the M.A.T.S. plan.

Mr. HALL: That would be the information that I would seek. All members, except Ministers (who must know what Government policy is) must be extremely doubtful about what the Government intends to do in the roads programme mentioned in these Loan Estimates in relation to M.A.T.S. This Parliament has adopted the M.A.T.S. plan, yet the Minister of Local Government, in replying to a question in this House, told a member, "Can't you get it into your head that the Government isn't proceeding with the M.A.T.S. plan?" So, it may be that none of this sum will be spent on the M.A.T.S. plan. On the other hand, on August 12, 1969, the then Leader of the Opposition moved a motion concerning Adelaide roads, portion of which is as follows:

(b) that the plan should be withdrawn and referred to the State Planning Authority for reassessment to ensure:

- (i) a properly integrated plan for roads and public transport development;
- (ii) that any plan is financially feasible;
- (iii) that the destruction of homes and other properties is minimized;

That was an important part of the view of the then Opposition—that the State Planning Authority should be the body to reassess the M.A.T.S. plan.

The CHAIRMAN: Order! Any further discussion on the M.A.T.S. plan will be out of order.

Mr. HALL: I am very disappointed in that ruling, Mr. Chairman. I reserved my remarks until this item was reached because I thought it was the appropriate time to discuss the matter.

The CHAIRMAN: On a previous occasion I had to rule in the same way in regard to the member for Mitcham when he was speaking about intermediate courts. He made the same kind of explanation as the Leader of the Opposition has just made: that he had reserved his remarks concerning intermediate courts until we reached the line dealing with courts, but he should have made his comments in the general discussion, as the intermediate courts involved legislation.

Mr. Millhouse: This is ancient history.

The CHAIRMAN: I will have to ask the Leader not to deal further with the M.A.T.S. plan. I do not like curtailing debate, but I must point out that the M.A.T.S. plan is not under discussion. If the Leader seeks information from the Minister concerning this sum of \$1,000,000, depending on the answer I may have to give a different ruling.

Mr. HALL: Mr. Chairman, I appreciated very much your control of this House yesterday as Deputy Speaker, and I have no desire to clash with you on your ruling. On the other hand, I can only assume that I am prevented from speaking on the roads programme connected with this item. Therefore, I cannot speak.

The CHAIRMAN: Order! The honourable member can discuss the roads programme in so far as it concerns this sum of \$1,000,000.

Mr. BECKER: The south-western suburbs drainage scheme is the greatest pity that has ever happened to residents at Glenelg North. It affects the whole of the Patawalonga basin. There are rumours that the scheme will be further extended, that the Patawalonga Lake will be widened, and that a 6ft. bank will be built along the eastern side of the Patawalonga Lake along Adelphi Terrace. This will affect the values of houses along that terrace. When this matter was dealt with some years ago, very little consideration could have been given to the property owners near the Patawalonga basin. I realize that something had to be done to relieve the flooding from within the Marion council area. Earlier, when I had a house in that area we were almost flooded out. Now that I live in Glenelg North the water from Marion is being flushed down the Sturt Creek to where I live. So, again I am unhappy. The big problem in the area is the pollution of the Patawalonga Lake, and there is no provision under this item to prevent that pollution. Can the Minister of Works say whether any consideration has been given or will be given to controlling that pollution?

The Hon. J. D. CORCORAN: The honourable member said that this was one of the worst things that had ever happened in the area. I do not know what alternative proposals he had in mind. When the Public Works Committee investigated the scheme and issued a report in 1967, it said it was satisfied with the project. No doubt during the course of construction some people are inconvenienced. The details of the expenditure for this year are clearly set out in the Treasurer's statement. I am unaware of any plans to control the pollution that the honourable member has alleged will occur in the Patawalonga basin. I am certain that, if it does occur, the Government will pay due heed to the problem. To my knowledge it is not being considered at present.

Mr. MILLHOUSE: I do not want to reflect on the Minister of Works, but I always understood that, while the Loan Estimates were being considered, the Treasurer was in charge of the Committee and was here to answer members' questions. Indeed, normally the Treasurer takes all the questions, and individual Ministers do not. The Treasurer is not here. We have been discussing the Loan Estimates for half an hour or more and I have been expecting him every minute to come in and take charge. The Minister of Works obviously is having difficulty in finding the place. I asked him a question on a previous line and he could not give me the answer; this, in spite of his undertaking to get the information for me, is unsatisfactory. As you said, Mr. Chairman, this is the time when we should ask questions, and we are entitled to expect answers. I ask for your ruling, Sir, on whether or not the Treasurer should be here to take charge.

The CHAIRMAN: That is outside the jurisdiction of the Chairman. I have no right to demand the presence of the Treasurer.

The Hon. J. D. Corcoran: Adjourn the Committee and see how you get on.

Mr. MILLHOUSE: I can only say that I am disappointed and that I consider the Minister's interjection a gross discourtesy to the Committee, when he invites me to attempt to adjourn the Committee and see how we got on. In other words, we have to like it or lump it.

The Hon. J. D. Corcoran: That is right.

Mr. MILLHOUSE: This is an exercise in arrogance which one can expect from the present Government but which I nevertheless deplore. Why is the Treasurer not here to take charge? It is his job to do this. Will the Minister tell us where the Treasurer is?

The Hon. J. D. CORCORAN: The Treasurer is engaged in a very important discussion. The honourable member makes great play of the fact that something is not regular. If the honourable member has any specific inquiry that I cannot answer, the information will be obtained. Invariably this has happened during the debate on the lines. In the past, when I have been unable to get answers on the spot, a reply has always been forthcoming later when the report has been obtained from the department. The honourable member knows this, but is trying to make great play out of nothing. The Treasurer will be in the Chamber when it is possible for him to be here.

In the meantime, if I cannot give specific information I will obtain a report and bring it down as soon as possible.

Mr. MILLHOUSE: I can do nothing except protest in this way, because numbers count. I have been approached by a constituent (Mr. Bennett) who lives at Birdwood Street, Netherby, and who wrote a letter on June 16 to the Minister of Roads and Transport concerning the acquisition of his property. Mr. Bennett owns a house at this address and tried to sell it about 15 months ago, but because it was on the line of the projected Hills Freeway he was unable to do so. His agent approached the Highways Department with a request to purchase the property under the arrangements which were in effect then, that if anyone had difficulty, because of the publication of the M.A.T.S. proposals, in selling his property and it caused hardship the department would acquire it. My letter, on behalf of Mr. Bennett, to the Minister was acknowledged on June 18 and the second paragraph of the reply states:

I am having this matter investigated and will write again at a later date.

On July 21, I placed a note in the Minister's bag asking for a reply, as I had heard nothing. I received a letter dated July 28 from the Minister in which he referred to my letter and stated that he was inquiring whether any action was contemplated by the Highways Department to purchase the property. The letter states:

There has been no change in the policy which enables the Commissioner of Highways to recommend purchase of properties on free-way routes where hardship is apparent.

Hardship is apparent in this instance. Having said that, the Minister stated:

However, from information given by Mr. Bennett to the Highways Department there is no evidence of severe personal hardship and, therefore, acquisition is not contemplated.

In this instance the principle of purchase in the case of hardship is qualified: it is only in the case of severe hardship and personal hardship. Mr. Bennett has been left exactly where he was before, and he cannot sell his property even though the route of that free-way was deferred by the previous Government and even though the present Government has stated that the M.A.T.S. plan has been scrapped, although the policy of acquiring properties on proposed routes apparently still stands. This is extraordinary, although I make no complaint about it in this instance because it should assist my constituent. However, it



is not assisting him because of the narrow interpretation that the Minister is placing upon the policy which, he says, still stands. Will the Deputy Premier, who is deputizing for the Premier—

Mr. Clark: Don't be sarcastic.

Mr. MILLHOUSE: I am not being sarcastic: it is a fact. I do not expect the Minister to have an answer to my question now. Will he therefore ask either the Treasurer (to whom I should be able to put the question) or the Minister of Roads and Transport whether this matter will be reconsidered because of the narrow interpretation that has been put upon the principle of acquisition in cases of hardship?

The Hon. J. D. CORCORAN: The \$1,000,000 provided under the heading "Roads and Bridges" is concerned primarily with the provision of a ferry between Penneshaw and Cape Jervis. This money is being made available in case it is needed by the Highways Department during the current financial year. Although the honourable member's point has no bearing on the \$1,000,000 to which I have already referred, I shall be happy to take it up for him and obtain a report.

Mr. McANANEY: Last year \$200,000 was provided on this line, and this has been increased to \$1,000,000 this year. Can the Minister say whether this State will be able to match the Commonwealth grants, which are increasing every year?

The Hon. J. D. CORCORAN: The honourable member said, correctly, that only \$200,000 was provided last year and that \$1,000,000 has been provided this year. I have explained why this increase has occurred (and, indeed, it is clearly set out in the Treasurer's explanation): it is necessary in case approach roads have to be built to the ferry that will cross Backstairs Passage. The Highways Department will be able to match the Commonwealth grant that has been made available to the State this year. However, to ensure that what I have said is correct, I will obtain the relevant information for the honourable member and bring down a report.

Mr. BECKER: It appears that no provision has been made for additional works at the Patawalonga basin. Is the Deputy Premier aware that the volume of water passing through the Patawalonga basin is affecting beach erosion at Glenelg North, and can anything be done to prevent this large volume of water from passing through the basin? One would have thought that in preparing the whole

drainage scheme plans would have been made to build an artificial lake farther north of the Patawalonga basin. A number of tidal creeks in the area could have been enlarged and another huge lake created. Something is needed at the basin to regulate the flow of floodwaters coming down. I am wondering, if what I have suggested has not been provided for, whether something along the lines that I have outlined might be undertaken within the next 12 months.

The Hon. J. D. CORCORAN: I shall be happy to have the honourable member's suggestions examined by the appropriate department, and I will inform him in due course whether any provision can be made for what he has suggested.

The Hon. D. N. BROOKMAN: Although the proposed ferry to operate to Kangaroo Island is not financed under this line, the road and bridge works, which may be necessary as a result of this project, do come under it. The ferry operation represents such a marked change from other methods of transport to and from the island that the matter calls for special attention. Whereas the old system involved what might be termed a long sea haul and a short road haul, it is to be supplemented now by providing a road link, involving a minimum of sea travel, and this will naturally necessitate a long road journey. It will be necessary, first, to travel 50 to 60 miles to Cape Jervis and then by road from the eastern end of Kangaroo Island for some distance over the island on a route that will be common to all points at the western end of the island.

At present, the road extends to the head of Pelican Lagoon on American River and then divides and heads in various directions. There has been much discussion about the possibility of building a bridge on or close to American River, thus reducing by some miles the distance to be travelled. When I accompanied the Minister of Roads and Transport on a recent visit to Kangaroo Island, we discussed this matter on the spot. No decision has yet been made or, at least, communicated to me. It is clear that the project to which I am referring would provide an enormous benefit for the towns of Penneshaw and American River, particularly as it would link those two towns, although unfortunately there would be less benefit in respect of the western end of the island. The road between Kingscote and Penneshaw for the most part has consisted of a sealed bitumen surface, and there is a

definite plan for the remainder of the road to be converted to bitumen. It is this central link around the lagoon, or possibly across it, that has not yet been decided.

The question previously has been whether the road link will be provided. However, as that road link will now be provided, the decision to be made becomes much more urgent because, if the inquiry committee's forecasts are correct, much freight will be transported over the road in question. This would involve a long journey from the western end of the island eventually to reach Adelaide, and would be expensive, even in terms of road construction. Because of the ferry plan, the construction and quality of the main roads on Kangaroo Island are of far greater importance than previously.

A large amount of freight that went through Kingscote need not necessarily go through there now. There is no certainty what the activity will be in the port of Kingscote, but undoubtedly a huge proportion of freight will go by ferry. So I stress the importance of an early decision on the matter of road quality all the way from the Main South Road works to the farther end of Kangaroo Island. The Noarlunga bridge to be completed in the next few years will be a big improvement. Improvements have already been made at Pedler Creek, and the redesign of the road at Sellick Hill has made a difference. There is a new bridge just north of Myponga and there will be other straightening and general improvements all the way down to the cape, culminating in a very steep hill at the cape that will present a problem to heavy freight vehicles. Road improvement and bridgeworks from Adelaide right to the western end of Kangaroo Island are of vital importance to the success of the proposed new sea link between the road system from the mainland and the island.

Mr. RODDA: I use the South-Eastern Freeway, and it sits there as a monument to passers by. The passage to Stirling is expeditious, to say the least, but the other road on which work will have to be done—

The CHAIRMAN: Order! What item is the honourable member discussing?

Mr. RODDA: "Roads and Bridges".

The CHAIRMAN: I understood the member to be talking about some highway.

Mr. RODDA: I am talking about the South-Eastern Freeway and when the additional two miles to Verdun will be open.

The CHAIRMAN: Is that on this item?

Mr. RODDA: It is on the item "Roads and Bridges".

The CHAIRMAN: The honourable member may have been in order in discussing this during the general discussion on the first line.

Mr. RODDA: I take it then, Mr. Chairman, that the item "Roads and Bridges" has been passed?

The CHAIRMAN: During general discussion, the honourable member may have been in order.

Mr. COUMBE: Mr. Chairman, regarding your ruling, I wish to ask a question about roads in my district under this item. If I did, would you rule me out of order?

The CHAIRMAN: Yes. The question must be directed to the exact line to which it refers.

Mr. HALL: Can the Minister say quite firmly that none of the money to be used on bridgework for this freeway will be Loan money? If he can say that that is the position, the whole point is cleared up but, unless he can give a categorical assurance, we must seek information.

The CHAIRMAN: That is correct. I suggested earlier that, if the question had been asked as to what this \$1,000,000 was for, it might have saved some discussion.

The Hon J. D. CORCORAN: The best thing I can do is reiterate the Treasurer's explanation as follows:

Roads and Bridges, \$1,000,000—The Government has already announced its intention of providing a ferry link between Cape Jervis and Penneshaw, on Kangaroo Island. The details of how the ferry will be operated are still being worked out and the Government will present further information to Parliament as soon as possible. In the meantime it seems clear that additional expenditures will need to be incurred by the Highways Department this year in providing approach roads and ancillary services, and possibly in up-grading some roads. These expenditures cannot yet be calculated accurately but will be beyond those previously planned by the department in the normal course. Accordingly, it is desirable that a provision be made for advances to the department sufficient to meet at least part of the probable additional costs.

I think that the Leader can see for himself that the purpose of this \$1,000,000 is to cover expected expenditure in connection with the provision of a ferry to go from Penneshaw to Cape Jervis. I cannot see that the matter extends any further than that. However, I do not object to questions by honourable members, and I shall be happy to obtain information in due course. I do not have any information

with me about the South-Eastern Freeway, nor do I have information in reply to the question asked by the member for Mitcham. I am sure he would not expect me to have that information.

Mr. Millhouse: I said I didn't.

The Hon. J. D. CORCORAN: I am dealing with the Loan Estimates, and that is all that I am dealing with.

Mr. HALL: Some of the difficulty for members on this side arises from previous practice, which has been to use Loan funds for bridgeworks. I can remember allocations from Loan funds for bridges in various parts of the State. Perhaps there has been a departure, and money for bridges now comes entirely from the Highways Fund, exclusive of Loan moneys, but that has not been the practice in the past. However, if the Minister can assure us that no Loan funds are used on bridgeworks on this freeway, that will prove the point.

Line passed.

Lands, Irrigation and Drainage, \$2,018,000.

The Hon. D. N. BROOKMAN: There have been increasing difficulties in the last few years in relation to South-Eastern drainage work. Probably the most basic problem is that the payment of rates for drain maintenance and capital payments are restricted to those people who are most directly affected. There are important general effects in the South-East, which are apparent, yet the number of ratepayers is strictly limited. Depreciation payments have risen sharply in the last few years. The board wanted to get to a straight line of depreciation: in other words, to get the rate burden evened out so that the rates would remain the same instead of increasing, but to do this would involve certain big increases now. This was only one of many problems that have occurred over the years, have been getting worse and were

apparent both when the present Minister of Works was Minister of Lands and during my time as Minister of Lands. There are many other questions relating to drainage, such as administration and appeals, that I think could reasonably be asked. Is the Minister prepared to make a statement on the present general drainage position?

The Hon. J. D. CORCORAN: As the honourable member has stated, this is a problem that has worried Ministers of Lands for some time. During the honourable member's administration of this portfolio, some difficulties were encountered. Meetings were held in the areas concerned and the Minister set up a committee to investigate the problems associated with the South-Eastern drainage scheme that he has outlined today. All I can tell him at this stage is that the department has now finalized its deliberations in this matter, which I expect to be placed before Cabinet on Monday next. Naturally, I cannot give the honourable member details of the recommendations yet, but he can rest assured that that is the position. It has not been and still is not an easy matter to solve because, no matter what we do in regard to this problem, as the honourable member knows we shall be faced with—

The Hon. D. N. Brookman: Will it involve legislation?

The Hon. J. D. CORCORAN: Yes, I believe it will; but, in addition to that, I expect that, once Cabinet has made a decision in the matter, it will be made known and honourable members will have an opportunity to discuss in full the pros and cons of the decision.

Progress reported; Committee to sit again.

#### ADJOURNMENT

At 5.30 p.m. the House adjourned until Tuesday, August 25, at 2 p.m.