

**HOUSE OF ASSEMBLY**

Tuesday, August 25, 1970

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

**RETURN OF CLERK**

The **SPEAKER**: I welcome back to the Chamber the Clerk of the House (Mr. G. D. Combe), who has returned from long service leave during which he visited countries overseas. Although he was on long service leave, Mr. Combe availed himself of the opportunity to visit Parliaments in Ontario and Manitoba in Canada, the Parliament of India at New Delhi, and the House of Commons at Westminster. I am sure that all members will be much wiser as a result of the knowledge Mr. Combe obtained while visiting those countries. Having discussed certain aspects of his trip with him, I am sure that what he has learned will be beneficial to the House as a whole. I extend to him a warm welcome on his return to office.

**QUESTIONS****FILM INDUSTRY**

Mr. **HALL**: Before asking my question, I wish to endorse your remarks, Mr. Speaker, on the return of Mr. Combe, and to say how happy we are that he is so obviously in good health. The film industry has been referred to on several occasions previously in South Australia. When I was Minister of Industrial Development, I had talks with two groups that had made first approaches with a view to making this State a possible venue for film production of world standard. At that time, the approaches did not go far enough so that the Government could provide detailed information about what it could do for such an industry; inquiries were made and were still open to be continued. Since then, the Premier indicated at the time of the last election that he was interested in furthering the film industry in this State. I understand that he is presently having discussions with representatives of at least one group that may be interested in coming to South Australia to produce feature length films. Will the Premier report on any progress he has made in this matter?

The Hon. D. A. **DUNSTAN**: I have had talks with several groups interested in feature film production in South Australia, and I shall be seeing some more people this afternoon, but, to make sure that the basis upon which film activity is undertaken in South Australia

will be viable, not only immediately, but that it will continue to be so, the Government considers that a feasibility study must be undertaken. In the past two months we have had discussions about setting up this feasibility study and we expect that it will be undertaken within a month. This study will consider seeing to it that South Australia is able to provide facilities in what will be a continuing profitable area of work in film. One problem is that there is a falling market internationally for feature films, and several new technologies are developing rapidly. Particularly, there is the technology of putting quite lengthy entertainment on cassette for home entertainment, similar to the way in which tape recording cassettes, and high-fi equipment are now used, and this area is likely to expand very rapidly. We want to be certain that we do not incur heavy expenditure in setting up equipment or sound stages that will become outmoded in a short time but that we provide equipment that will be usable in the long term and that we keep our options open for the use of the new technologies that are being developed. Consequently, our feasibility study will be looking to the long-term future of any film development in the State and to making sure that what we do is not only profitable but, generally speaking, is worth while artistically. Therefore, for our feasibility study we have gone to people who are in the most experienced and advanced area in Australia in considering work of this kind. I have given evidence to the Commonwealth Advisory Board on Films, relating to the establishment of the National Film School in South Australia. I think I can say that the basic choice for recommendation is either New South Wales or South Australia, but South Australia has been shown to have advantages for the development of a National Film School, and we hope that our representations to the board will be successful. At this stage, we have no indication of what will come out of the board's report to the Commonwealth Government but we know that we are being considered and I hope that, in the foreseeable future, we will have here a basis for an activity that will be continuing and expanding.

**DAVENPORT RESERVE**

Mr. **KENEALLY**: I have been presented with a petition signed by Aborigines residing on the Davenport Reserve and in the township of Port Augusta but, as the petition has not been completed in a form acceptable for presentation in this House, I will read it before asking

my question. The petition, which is addressed to the Premier, states:

In view of the recent deaths of two aboriginal inhabitants of the Davenport Aboriginal Reserve, namely, Sylvia Parker and George Mungarani, in what can only be described as violent circumstances, we, the undersigned strongly urge the State Government to institute a Royal Commission to investigate the circumstances of these deaths and the administration of the Davenport Aboriginal Reserve. We feel this investigation must be carried out at the earliest possible time, as the situation at Davenport is so chaotic that further lives will be lost through violence.

In view of the contents of the petition and of the real concern being shown by Aboriginal residents at Port Augusta, will the Minister of Aboriginal Affairs say what action he intends to take in this matter?

The Hon. L. J. KING: As one of the deaths to which the honourable member's question refers is the subject of a criminal charge, it would be inappropriate for me to comment on that. I think that for that reason and for other reasons a Royal Commission would not be an appropriate way of dealing with the situation referred to. However, I have previously indicated that, immediately the new Director of the department arrives in Adelaide next week, an inquiry will be instituted into the operations generally of the Aboriginal Affairs Department, and, as a result of the disquiet that has been expressed in relation to the Davenport Reserve, urgent attention will be given in this inquiry to that reserve. I have obtained a brief report on the circumstances surrounding the death that is the subject of the criminal charge; but, because it is the subject of a charge at present before the courts, I do not think that it is appropriate to refer to that report. Regarding conditions at the Davenport Reserve generally, I am in the process of contacting the Secretary of the council representing the Aborigines at the reserve, and I hope to be able to speak to him by telephone this afternoon. As soon as the new Director arrives next week, I will confer with him about the matter and request him to institute, as part of his inquiry into the operation of the department generally, an immediate inquiry into conditions at the reserve.

#### TRANSPORTATION STUDY

Mr. MILLHOUSE: As I understand that Dr. Breuning and his associate are leaving for home on Thursday and that they have given the Minister of Roads and Transport an interim report of their investigations made while they have been in Adelaide, can the Minister now make that report available to the

House? If he cannot, will he indicate when he will be able to do so?

The Hon. G. T. VIRGO: The interim report of Dr. Breuning and Mr. Kettaneh was presented to Cabinet yesterday afternoon. As it was a verbal report, I cannot table anything for the benefit of the honourable member. However, I expect that, when the final report is presented in three or four weeks' time, when the detailed considerations in which the two gentlemen have been engaged since their arrival in South Australia are available, and when that report has received proper and due consideration by the Government, a full report of the recommendations will be made available.

#### LYELL McEWIN HOSPITAL

Mr. CLARK: Has the Attorney-General obtained from the Chief Secretary a reply to the question I recently asked about the possibility of the Lyell McEwin Hospital at Elizabeth becoming a Government hospital?

The Hon. L. J. KING: My colleague reports that this matter was also raised with the previous Chief Secretary by representatives of the three district councils that contribute towards the maintenance of the Lyell McEwin Hospital at Elizabeth. It has also been discussed with the hospital board. The general view arising from these discussions was that the hospital should ultimately become a Government hospital, but that it would be preferable to delay the change in status until plans for the long-term development of the hospital had been finalized. The current status of the Lyell McEwin Hospital is that of a private hospital with full Government subsidy for capital purposes, a substantial subsidy (\$148,000 in 1970-71) for general maintenance and with the full cost of casualty and pathological services being assumed by the Government. In summary, there is likely to be no immediate change in the status of the Lyell McEwin Hospital, but in the long term, with further extensions and development, it could become a Government hospital with additional teaching and specialist responsibilities.

#### WINE TAX

The Hon. D. N. BROOKMAN: Under the new Commonwealth taxation provisions, wine-makers have to pay duty of 50c a gallon on wine before it leaves their premises. This has an embarrassing effect on the co-operatives, one of which in my district has a loan with the State Bank under the provisions of the Advances to Settlers Act. There is no overdraft arrangement or any accommodation for

short-term finance. However, in the terms of the State Bank loan, the bank demands all the co-operative's banking. The commercial practice in the wine industry is that payment for wine is rarely made before the expiration of three months, as a result of which the co-operative has to pay \$500 for every 1,000 gallons of wine sold. If the co-operative demands cash, the order is merely cancelled and placed with a winery that can raise the required duty. The co-operative to which I have referred has established itself as a sound venture and, indeed, its activities for its first few years proved to be an essential factor in the survival of many local vigneron. Will the Treasurer discuss with the State Bank the need for overdraft finance with a view to helping this co-operative solve the problem?

The Hon. D. A. DUNSTAN: Yes.

Mr. CURREN: As a result of the Commonwealth Government's severe impost of 50c a gallon excise on wine, and other taxation increases in the Commonwealth Budget, the Wine and Brandy Producers Association last week announced price increases for all wines. Will the Premier say whether these increased prices have been examined by the Prices Commissioner and, if they have, what was his report?

The Hon. D. A. DUNSTAN: They were examined by the Prices Commissioner, who, after examination, reported on them to me without dissent.

Mr. HALL: I have not gathered the full import of the Premier's replies. Last week in addressing himself to his motion the Premier indicated that the increase in price to the consumer would be far greater than the 50c a gallon duty imposed by the Commonwealth Government. Obviously, the transactions that take place following this imposition will involve additional responsibilities in monetary outlay, and the risk of collection of accounts and other general financial aspects are involved. However, there will be no greater physical activity in the transactions for the consumer than there was prior to the imposition of this duty. The Premier has referred to the deliberations of the local industry advisory council and, in speaking on his motion last week, he said he had had discussions with the representatives of the industry. Can he therefore say why it is necessary for the trade to base such an increase on the excise added to the wholesale price, and why the margins cannot be fixed so that

no more than the excise itself, plus the additional charges involved in the additional financial outlay, is charged to the consumer?

The Hon. D. A. DUNSTAN: The reason for the increase is simple. The duty imposed by the Commonwealth Government was \$1 a dozen 26oz. bottles or 25c a flagon. The additional imposts in the Commonwealth Budget relating to the general costs of industry resulted in the wholesalers increasing their wholesale price by \$1.25 a dozen 26oz. bottles and by 31c a flagon. The honourable member will know that the structure of pricing in the trade provides for a specific percentage mark-up on wholesale prices: this is the basis for the general retail price structure and it does include the turnover tax to the State. The result, therefore, was that after investigation the retail price for one dozen 26oz. bottles rose by \$1.75 and the retail price for flagons went up 43½c, which was equal to 14.6c a bottle, which was adjusted to 15c a bottle, and 45c a flagon. After investigation, the Prices Commissioner agreed that these increases were justified.

Mr. HALL: I am disturbed by the discrepancy that exists between the amount of the excise duty that is to be applied following the recent Commonwealth Budget to wine sales in this State and the increase in price that the consumer will pay for his wine. The Premier has given several replies on this matter today, and I can understand that little more will be gained by his adding further off-the-cuff comments to those replies. Will he therefore obtain for me from the Prices Commissioner an itemized account of where these dollars and cents that are being added to the price of bottles and flagons of wine are going? Will he also ascertain, along with any other information that may be useful to satisfy my curiosity, how much of the increase is due to the costs of handling the excise itself? Also, how much is due to the costs imposed by the Commonwealth Government in its Budget on the retail and wholesale wine industry, and how much is due to an increase in profit margins between the wholesalers and retailers?

The Hon. D. A. DUNSTAN: I will get the information. The member for Alexandra has pointed out today that winemakers (and this does not apply only to co-operative wineries) are faced with considerable extra funding. They have to find large cash sums and, as many of them operate on an overdraft, this means they have to pay much larger amounts in interest because the money

has to be found immediately. The excise officers called on most wineries in South Australia within a matter of hours of the Budget's being announced and one company had to find \$60,000 immediately, although it will be 60 days before the company gets some of this money back in payment. Small makers are faced with finding \$10,000 overnight, and this is only one of the elements involved in the problem.

Mr. Hall: Will the Premier answer my question?

The Hon. D. A. DUNSTAN: Yes, I will get the details for the honourable member.

#### SALINITY REPORT

Mr. COUMBE: In reply to a question I asked some time ago about a salinity report commonly called the Gutteridge report (a River Murray Commission paper), the Minister of Works said that the commission was expected to meet on August 19. As that date has now passed, will the Minister say when this report will be tabled in the House?

The Hon. J. D. CORCORAN: The report has been brought back by South Australia's representative on the River Murray Commission (Mr. Beaney), and it was in my office when I arrived at work yesterday morning. A copy of it was also delivered to the Premier, and a distribution list is currently being prepared. The commission intends to print about 1,000 copies of the report, which is a very weighty and technical one, and each member of the House will receive a copy. Although I cannot say when the copies will be distributed, it should not be long, as the printed report is in my hands at the moment.

#### EDUCATION SURVEY

Mr. HOPGOOD: Will the Minister of Education say what action was taken by the Education Ministers on the survey of education needs, at the Ministers' meeting held in Melbourne last Friday?

The Hon. HUGH HUDSON: The Ministers of Education of the various States met in Melbourne on Friday and, as the Australian Education Council, resolved unanimously on certain views concerning the Australian survey of education needs. First, it was resolved that the council express regret at the lack of action taken by the Commonwealth Government in consideration of the survey; secondly, the Ministers, as a council, called on the Commonwealth Government to make immediate grants for school-building purposes; thirdly, the council appointed its representatives to meet with the Commonwealth Minister for

Education and Science at the earliest opportunity to stress the need to consider the conclusions of the survey. The representatives of the council who are to meet Mr. Bowen are the Minister for Education in New South Wales (Mr. Cutler), the Victorian Minister of Education (Mr. Thompson) and I. Finally, the council resolved that each Minister would acquaint his Premier of the need for Commonwealth-State Government contact at Premier-Prime Minister level on the conclusion of the survey. The reason for the latter decision of the council is that it is apparent that the Commonwealth is currently adopting the attitude that recurrent needs for education are covered adequately by the changed formula relating to the Commonwealth income tax reimbursement grants to the States. However, this is not the view held by the Ministers of Education; consequently we are hoping that this matter can be taken up by the Premiers with the Prime Minister at Government level.

The publication of the results of the survey was also discussed at the meeting: the final text of the national survey report was agreed on with certain minor amendments, and it was resolved that the report be published at the earliest opportunity. The report will be printed in New South Wales and we hope to have it published at the end of this week or early next week. There will be sufficient copies of the survey report made available initially for each member of this Parliament and, as soon as it is available in South Australia, I will distribute copies to members.

#### BREAD

Mr. MATHWIN: Under the heading "Retailers Annoyed Over Bread Law", the following report appears in the *Advertiser* of August 22:

South Australian shopkeepers are annoyed at the Government's decision to enforce a law against the return of unsold bread to bakeries. Several people who operate small shops, and members of the public (this matter affects shopkeepers and people generally), have approached me, pointing out that, after September 1, retailers will be required to order the exact quantity of bread, as no returns will be accepted. Further, there is the Government prohibition on baking fresh bread at weekends.

The SPEAKER: Order! The honourable member is tending to debate the matter. He may explain his question, but he must not comment.

Mr. MATHWIN: Very well, Sir. As two factors to which I have referred could make the

position of the buying public and of retailers desperate, will the Attorney-General ask the Minister of Health whether the Government will consider relaxing the regulation relating to the baking of fresh bread at weekends?

The Hon. L. J. KING: I will confer with my colleagues and bring down a reply for the honourable member.

#### SERVICE INLETS

Mr. PAYNE: Can the Minister of Works say whether the Engineering and Water Supply Department has considered requiring developers, when they open up new areas, to be responsible for providing suitable pre-cast concrete conduit, which can be installed at ground level at the fence line on footpaths and fitted with a removable cover, allowing for the installation of water, gas and electrical services and eliminating the need to dig up the road surface, except in the case of providing for sewerage?

The Hon. J. D. CORCORAN: I am not aware that this matter has been considered by the department. However, although I am not aware of this, it may have been considered by the co-ordinating committee comprising representatives of the Highways Department, the Engineering and Water Supply Department, local government and some other organizations. As I think the honourable member has made a good suggestion, I shall be happy to refer it to the appropriate authority.

#### SUDDEN DEATH SYNDROME

Mr. EVANS: Has the Premier a reply to my recent question whether he would make money available to the Adelaide Children's Hospital to enable the collation of facts about the cause of sudden deaths of young children?

The Hon. D. A. DUNSTAN: I am pleased to announce that Cabinet has approved a grant of \$2,000 to the Adelaide Children's Hospital for the purpose of carrying out research into the cause of the sudden death syndrome. This money will be used to engage a pediatrician on a sessional basis to examine the various records from all sources relating to the incidence of the sudden death syndrome. This will include the examination of the Coroner's files and the Registry of Deaths in South Australia. Depending on the outcome of this examination, Cabinet has under further consideration also the possibility of an additional grant of funds to enable a complete review to be made of all literature available on the subject with the object of deciding whether a major research programme on this syndrome should be supported. The sudden deaths caused among

the very young by this syndrome are a mystery all over the world, and are not peculiar to South Australia. An attempt has been made to keep records at the Adelaide Children's Hospital relating to these deaths, but these are inadequate to assess accurately the incidence of the syndrome. The Government is well aware of the importance of discovering the cause of this mysterious death syndrome, and is very hopeful that the \$2,000 grant it has made will assist in finding a solution to this most disturbing problem.

#### CORPORAL PUNISHMENT

Mr. SLATER: I was interested to read a press report about a Norwood High School student's parent who took certain steps at the school that resulted in court action. Can the Minister of Education say what action a parent should take when he believes that his child has been unfairly punished by a public school teacher?

The Hon. HUGH HUDSON: I should suggest that the parent concerned should immediately consult the headmaster of the school and thoroughly discuss the matter with him before deciding to do anything. Even after that, I would advise that no violent action be taken by the parent. Certainly an attempt should be made to consult fully with headmasters, who are perfectly willing in these circumstances to discuss with parents all problems concerning the welfare of students under their care. That is the kind of action that should be taken in all cases.

Mr. GOLDSWORTHY: I, too, refer to the assault on the Deputy Headmaster at the Norwood High School as reported in the press. In view of the Australian Labor Party's policy of abolishing corporal punishment, can the Minister say whether the Government contemplates abolishing caning in schools and, if it does, can he say what alternative form of discipline the Government will recommend?

The Hon. HUGH HUDSON: A.L.P. policy on corporal punishment relates to corporal punishment being instituted as a penalty by a court of law; it has no connection with the caning of children in schools. The existing policy with regard to that is set out in regulations that provide, as I think the honourable member will know, that corporal punishment may be used only as a last resort. It is not to be given for trivial breaches of school discipline, but may be employed for offences against morality, for gross impertinence, or for wilful and persistent disobedience. As the honourable member will also know, the regulations provide that corporal punishment

may be inflicted only by the head teacher, except that he may, on his own responsibility, authorize the senior assistant (being a male) to act in his stead. In such case, the senior assistant must report every punishment inflicted by him to the head teacher, who shall initial the record of it in the punishment book. Of course, in addition, the corporal punishment of girls is prohibited. The Government does not intend to alter these regulations.

#### DEBT CHARGES

Mr. McANANEY: At the last Premiers' conference, the Commonwealth Government offered debt charge assistance of \$172,500,000 and annual capital grants of \$148,000,000. In the temporary absence of the Treasurer, will the Minister of Works obtain a report on the saving of interest, sinking fund payments, and so on, in each of the next five South Australian Budgets for each type of assistance to which I have referred?

The Hon. J. D. CORCORAN: I am sure that my colleague will be happy to obtain a report.

#### PARLIAMENTARY QUESTIONS

Mr. SIMMONS: As a new member, I have been impressed with the value of Question Time to members on both sides, but I consider that valuable time is being wasted because of some of the present procedures. One such procedure is that by which a member asks a Minister whether the Minister has a reply to a question that has been asked previously, when the Minister has already told the member privately that he has a reply. Will you, Mr. Speaker, ask the Standing Orders Committee to consider whether it would be practicable for Ministers to read these prepared replies at the beginning of Question Time, thus obviating the necessity for members to ask for them?

The SPEAKER: We have been pleased to welcome back to this Chamber the Clerk of the House, who has had the privilege of visiting Parliaments in Europe and observing procedures in those Parliaments. Doubtless, we will be having further consultations on the matter raised by the honourable member and other matters in due course and, if necessary, this matter could be considered by the Standing Orders Committee.

#### MOUNT GAMBIER HOUSING

Mr. BURDON: Has the Premier a reply to my recent question about the erection of Housing Trust houses at Mount Gambier?

The Hon. D. A. DUNSTAN: The trust is currently examining extensions to its build-

ing programme in Mount Gambier and expects to call tenders soon. An increasing number of applications is being received from families in the lower income groups who require low rental accommodation and efforts are being made to increase the building rate of rental housing in the town.

#### DEBIT ORDER WORK

Mr. GUNN: Has the Minister of Roads and Transport a reply to my question of August 11 about debit order work carried out by councils in the western districts?

The Hon. G. T. VIRGO: Whilst it is true that some councils in the western districts will be spending less Highways Department funds under debit order in 1970-71 than they spent during 1969-70, it is not true that the programme of road construction in the area is being curtailed. In this regard, the report in the West Coast *Sentinel* of August 5, 1970, is incorrect, and the conclusions drawn are misleading. Work undertaken by councils during 1969-70 was primarily earthworks involving considerable expenditure from councils' own resources, supplemented by hired machinery. The phase of work to be undertaken during the current year comprises laying pavement materials on the earthworks and sealing. This involves the Highways Department in heavy payments for crushed rock and bituminous sealing, and there is a corresponding reduction in the effort by councils. In addition, work is progressing into the District Council of Murat Bay area, where the temporary building up of council resources is not warranted, and several large Highways Department contracts have been arranged. Overall departmental expenditure in this area for 1970-71 will be of the same order as for 1969-70. It is a feature of debit order allocations to councils, which assist in the departmental programme, that allocations will vary from year to year, according to the construction phase of the work being undertaken, or according to the progress of the work from one council district into another. For this reason, councils are constantly reminded that they should not consider debit order allocations to be continuing work loads for council construction resources. If any temporary increase in these resources is necessary for peak demands, it is preferable for the increase to be met by the use of hired plant. This has been done quite successfully in the area in question, and it is significant that the same newspaper report mentions that the District Council of Elliston

stated that its present work force could be maintained but that there would be restrictions on work let to outside contractors. It is part and parcel of the contracting business that the location of work must vary according to demands. It is not an over-simplification to state that the lessening contract effort in the council districts of Elliston and Streaky Bay is more than offset by the increased effort required in the district of Murat Bay.

#### NAPPERBY PRIMARY SCHOOL

Mr. McKEE: I have received a letter from Mr. Burgess (Secretary of the Napperby Primary School Committee) asking me to obtain information from the Minister of Education about the department's policy on the installation of overhead fans. Mr. Burgess explains that the committee, having installed an air cooler in one classroom under the basic subsidy scheme, now desires to install coolers in the other two classrooms, and the committee asks whether the department will subsidize the cost of the coolers on the same basis as that on which the cost of overhead fans is subsidized. Will the Minister consider this request?

The Hon. HUGH HUDSON: We have made a general policy decision on the provision of overhead fans that will involve the installation of these fans in temporary classrooms over a period of time, starting with classrooms in the hottest parts of the State. I will have investigated the proposition regarding reimbursing the school committee for the cost incurred at Napperby and give the honourable member a reply as soon as possible.

#### M.T.T. BUSES

Mr. CARNIE: Has the Minister of Roads and Transport a reply to my recent question about the provision of demisters on Municipal Tramways Trust buses?

The Hon. G. T. VIRGO: Combined wind-screen demisting and cab heating units have been a standard installation on all buses purchased by the trust since 1963. These units are being fitted to the 260 buses now being constructed to replace the trust's older buses used to convert from tram to bus operation between 1955 and 1958. These older diesel buses are not fitted with demister units and, as they are to be withdrawn from service progressively over the next three years, it is not economic to install them. However, the interior windscreens of these buses are treated every week with a special chemical solution known as alkarene. The regular application of this solution has been satisfactory in pre-

venting the fogging up of windscreens under all but extremely adverse conditions.

#### WHYALLA HIGH SCHOOLS

Mr. BROWN: As members know, a third high school is to be built at Whyalla. Can the Minister of Education say what name the department intends to give to that school?

The Hon. HUGH HUDSON: I thank the honourable member for asking that question. As he told me earlier that he intended to ask it, I have been able to consider the matter fully. It has been decided tentatively, subject to obtaining local approval, that the third high school in Whyalla should be called the Stuart High School. It is to be located in the suburb of Whyalla Stuart. It has also been decided (again, subject to ascertaining local opinion on the matter) to drop the term "technical" from the name of the three Whyalla secondary schools, so that the Whyalla Technical High School, the Eyre Technical High School and the new school will be known as the Whyalla High School, the Eyre High School and the Stuart High School. This change in name will reflect more accurately the broad range of courses offered in Whyalla at these schools (and to be offered at the Stuart High School), covering both general and technical education. As, in a real sense, these schools are fully comprehensive, in our view it is appropriate that "technical" should be dropped from the title.

#### SWIMMING POOLS

Mr. RODDA: I was interested to hear the Minister elaborate on technical high schools and I was also interested to hear that at the weekend when the Minister of Education addressed a meeting of the Royal Life Saving Association, he forecast a policy regarding recreation and the physical training of students in swimming pools. I understand he talked about the department, local government and the Government participating in a three-way split of the subsidy in regard to swimming pools. Does the Minister expect this policy to be implemented, in the metropolitan area, or is it to be a general policy in major centres throughout the State?

The Hon. HUGH HUDSON: The honourable member's source of information is reasonably accurate but some of the details are wrong. I was speaking at the annual dinner of the South Australian Amateur Swimming Association. The proposal I discussed at that dinner arose from the suggestion that it would be an advantage for a number of high schools in a particular area to combine their resources

to provide a larger swimming pool under Government subsidy than could be provided at the one school under existing policy. It seems that in these circumstances it is well worth considering general policy in this area involving the Education Department, the Government and local government to see whether the swimming pool subsidy arrangements that apply to secondary schools could not be used to help establish olympic-size swimming pools throughout the State. The reaction to the suggestion was favourable and at present discussions are proceeding between the Education Department and one council in relation to such a joint scheme. Any final determination of this matter, if it extends beyond the Education Department, will have to involve a Government decision but I cannot at this stage formulate precise propositions. It is my view (and I am sure other members would support this view) that, in the provision of community olympic-size pools, Adelaide is deficient when compared with other capital cities in Australia.

#### RABBIT CONTROL

Mr. RODDA: Some district councils engage in rabbit control, using the technique introduced by the Commonwealth Scientific and Industrial Research Organization, this State's activities being designed and administered by Mr. Bromell (Vermin Control Officer of the Lands Department). However, a problem has arisen because, although some councils have issued notices concerning the destruction of rabbits, the necessary plant is not available at the time to carry out the work, and it has been reported to me that some landholders are using this as an excuse not to comply with the notice. Will the Minister of Works discuss this matter with the Minister of Agriculture and, if I give him details of a specific instance, will he ask his colleague to have an investigation prices.

The Hon. J. D. CORCORAN: I shall be pleased to pass this question on to my colleague. During my term as Minister of Lands, I had a great deal to do with the development of the scheme to which the honourable member has referred and which I believe has been most successful wherever it has been applied. Indeed, I wish that councils throughout the State would take advantage of the scheme by examining the position existing within councils where it has operated. I can imagine the difficulties to which the honourable member has referred, and I am sure that my colleague will be happy to look into the matter.

#### LIQUOR PRICES

Mr. LANGLEY: Has the Premier, as Minister in charge of the Prices Branch, a reply to the question I recently asked about vendors buying extra liquor supplies when a price increase is foreshadowed and making much extra profit through selling them at the increased price?

The Hon. D. A. DUNSTAN: Winemakers incurred the new duty on all sales of wine from the commencement of business on Wednesday, August 19. Duty on beer and spirits was not varied. The Liquor Industry Council, in announcing increased prices for wines to operate from Monday, August 24, gave two full trading days' notice of the impending increase, and consumers were already aware two days earlier that prices would rise. As wine is not subject to price control, the Prices Branch cannot stop licensees from selling wine purchased prior to the Budget at the new higher retail prices, but it is considered the delay in increasing prices would have enabled any consumers interested in purchasing stocks to do so at the old prices.

#### ELECTRICITY SURCHARGE

Mr. WARDLE: My question concerns relief for people engaged in primary industry in respect of the surcharge or standing charge made in connection with installing electricity power lines. The Minister of Works will no doubt be aware that in the last two or three years many new lines have been laid through the north-eastern part of my district, extending into the district of the member for Mallee, and this has meant that the people concerned must meet the charge therefor. It has been suggested to me in several letters that I have received and in conversations that I have had with certain people that this surcharge might be deferred for a year or two or that it might be halved so that the term over which it is to be paid might be extended, and so that only half the cost would have to be met in any one year. Will the Minister consider this suggestion?

The Hon. J. D. CORCORAN: The honourable member will appreciate that the surcharge is necessary if the Electricity Trust is to expand its activities throughout the State. The problem confronting some of his constituents is that evidently the sum to be paid is too great and that they prefer to extend the period over which it is to be paid so that the sum paid each year is reduced; alternatively, it is desired that payment be deferred for a couple of years. I take it that the honourable



member is referring to difficulties being experienced at present because of climatic conditions and because the people concerned desire the charge to be deferred so that the burden of payment is not placed on them immediately. I shall be happy to examine the suggestion and to see whether we can do something about it.

#### SOUTHERN MATERNITY HOSPITAL

Mr. HOPGOOD: Has the Attorney-General obtained from the Chief Secretary a reply to the question I previously asked about the building of a maternity hospital to serve the districts south of Adelaide?

The Hon. L. J. KING: My colleague reports that the area mentioned in the honourable member's question will comprise part of the larger area which will be surveyed in conjunction with the detailed planning of facilities for the new teaching hospital to be built on campus at the Flinders University. The present opinion is that such a survey should include not only the need for maternity beds in the community but also the need for other types of bed, namely, children's, geriatric, etc. It is essential of course that the maternity beds be associated with the medical school and hospital complex because of the need to provide sufficient teaching beds for the training in midwifery of medical under-graduates and nursing staff. The overall planning for the complex is in the hands of a subcommittee appointed for the purpose, and this matter has been referred to that subcommittee.

#### SOLITARY CONFINEMENT

Dr. TONKIN: Much concern has been expressed by various social workers and other people in the community about the use at Brookway Park of cabins for solitary confinement or for isolation particularly of young children. As I think most people consider this to be an unfortunate practice, particularly at a time when young people need support and help, can the Minister of Social Welfare say whether his department has discontinued the use of isolation cabins for solitary confinement as a form of punishment or as a means of controlling children at Brookway Park and in other institutions?

The Hon. L. J. KING: This form of punishment and discipline in institutions has given me much concern since I first learned of its use. I have conferred with officers of the department on whether this practice is necessary or whether an alternative method of discipline cannot be found. At present the results of these consultations are somewhat inconclusive.

As I have said in reply to an earlier question today, the new Director of the department will arrive in Adelaide next week to take up his duties, and he has had a wide experience in dealing with juvenile problems, particularly as they exist in institutions. He is a humane man with wise views on these topics, and I hope that on his arrival I will have the benefit of his advice on this matter and that it will lead to some improvement in this direction. At present the practice has not been discontinued, nor has any definite decision been taken on it. However, the matter will be reviewed following the Director's arrival.

#### MAIL ORDER COMPANY

Mrs. BYRNE: Has the Attorney-General a reply to the question I asked on August 19 regarding the activities of a mail order company?

The Hon. L. J. KING: Following a number of inquiries from the public, the Prices Commissioner conducted an investigation into an advertisement inserted in the press by a mail order company in New South Wales indicating that big money could be earned by folding pamphlets at home. This was the advertisement and activity that the honourable member referred to. Any person contacting the firm is sent an application form, which has to be returned with a fee of \$1. For this sum the applicant receives a single typewritten sheet, which merely makes a few suggestions as to traders and organizations likely to be interested in issuing pamphlets. It is quite useless.

It was impossible to take any action against the promoter of this scheme as he operates by mail order from another State. The matter was therefore referred to representatives of the *Advertiser*, the *News*, the *Sunday Mail* and suburban and country newspapers. All have agreed to refuse further advertisements from this source. Such action has in the past effectively curtailed the operations in this State of similar firms.

#### LOCAL GOVERNMENT LEGISLATION

Mr. ALLEN: Members will be aware that the proposed new Local Government Act is at present being printed prior to its being forwarded to local government bodies for their consideration and that most bodies are anxiously awaiting its release. Will the Minister of Local Government say whether provision has been made in the new Act to bring all areas in South Australia under local government control?

The Hon. G. T. VIRGO: I think the honourable member is somewhat confused. A new Act is not being printed, as only Parliament can pass legislation. A Bill to amend the Local Government Act is currently being prepared. I do not know whether the honourable member is referring to that or to the report of the Local Government Act Revision Committee.

Mr. Allen: The report.

The Hon. G. T. VIRGO: As the report is in the hands of a private printer, I cannot say when it will be delivered, although I hope it will be available soon. As soon as it is ready, copies will be made available to all local government bodies throughout the State.

Mr. ALLEN: First, I must apologize to the Minister of Local Government for confusing him. Indeed, in his confusion, he forgot what my question was. Can the Minister say whether provision has been made in this report to bring all areas in South Australia under local government control?

The Hon. G. T. VIRGO: The committee examined this matter, and I am quoting from memory when I say it strongly recommended bringing the whole of South Australia within the jurisdiction of local government.

Mr. Gunn: People don't want it.

The Hon. G. T. VIRGO: The member for Eyre can say that people don't want it: I was asked whether the committee had considered this matter and recommended on it and, to the best of my knowledge, the answer is "Yes". If the member for Eyre wants to oppose this attitude of the committee, he is entitled to do so, but I think that he ought to ascertain the opinion of the people before he tries to express their opinion.

#### SOCIAL WORKER

Mr. McKEE: In reply to the question I asked some time ago regarding the appointment of a social welfare officer at Port Pirie, the Minister of Social Welfare said that difficulty was being experienced in obtaining office space. Can he now say what progress has been made on efforts to obtain satisfactory office accommodation at Port Pirie, and when the appointment of a full-time officer at Port Pirie is likely to be made?

The Hon. L. J. KING: I have received no information in the last few days regarding the precise position at Port Pirie. However, negotiations on specific premises at Port Pirie that would serve for this purpose were in hand with the Acting Director. I will take up the

matter with the departmental officers and supply the honourable member with further information.

#### ROAD SIGN

Mr. BECKER: Has the Premier, as Minister of Development, a reply to the question I asked on August 5 regarding road signs near the toll gate at Glen Osmond?

The Hon. D. A. DUNSTAN: The Highways Commissioner reports that, in conjunction with the nearby information bay, the sign "Coast" at the old toll gate at Glen Osmond presently displays appropriate wording. To replace this sign with one worded "Glenelg" would be unfair to the proprietors of tourist facilities at coastal locations other than Glenelg. The information bay provides the opportunity for displaying information regarding specific facilities and the sign is intended to indicate the direction of the coast generally.

#### HOTEL HOURS

Mr. EVANS: During the last few weeks I have received many letters from constituents who are concerned that hotel hours may be extended to allow hotel bars to open on Sundays. As we are at present considering altering shop hours, I ask the Premier whether the Government intends to introduce legislation to extend hotel trading hours so that bars may open on Sundays.

The Hon. D. A. DUNSTAN: The Government has no proposals for relating the trading times of licensed premises to restricted hours in certain areas of the State subject to early closing provisions.

Mr. EVANS: Can the Premier say whether the Government is considering introducing legislation to extend hotel trading hours so that bars of licensed premises will be open on Sundays?

The Hon. D. A. DUNSTAN: I know of no such proposal.

#### INDEPENDENT SCHOOLS

The Hon. D. N. BROOKMAN: Former residents of certain European countries, for example the eastern European national groups, have formed themselves into clubs. Some of these groups have established small independent schools for the instruction of the children of their members in the language and customs of their former country. I believe that everyone would approve of the wish of these people to perpetuate their traditions. These schools are struggling because many of the parents are in a difficult economic situation. Will the Minister of Education consider the needs of these

schools when he gives independent schools the assistance he recently announced?

The Hon. HUGH HUDSON: Whatever was done in this area would require the Government's applying not only the additional assistance to these schools but also the assistance already given on a per capita basis. I will examine this matter thoroughly and bring down a reply.

#### ENLARGEMENT OF CABINET

Mr. COUMBE: Does the Premier recall that during the last Parliament, when the House was debating the enlargement of this House, it was freely said on both sides that when the House was enlarged there would be an increase in the size of the Cabinet? Does the Premier intend to increase the size of his Cabinet and, if he does, when?

The Hon. D. A. DUNSTAN: Yes, I intend to enlarge the size of the Cabinet and I hope it will be before the end of the year.

#### GIN TRAPS

Mr. LANGLEY: Members on both sides have received cards from people calling for the banning of the gin trap because, according to the Animal Welfare League of South Australia, its use is both diabolical and cruel. The gin trap is the name commonly used for a steel-jawed rabbit trap. As I have been told that this is a very cruel way of catching cats and other pets that stray on to property, will the Attorney-General ask the Chief Secretary whether the use of the gin trap could be investigated to see whether such use results in cruelty?

The Hon. L. J. KING: I will look into the matter and bring down a reply.

#### DROUGHT RELIEF

Mr. NANKIVELL: On August 13, I drew attention to the serious position in the Mallee area and asked the Minister of Works, representing the Minister of Agriculture and the Minister of Lands, whether the position could be examined. I do not know what has been done but, in view of the urgency of this matter, will the Premier say whether he has written to the Prime Minister, drawing attention to the serious position and putting a case for drought assistance for South Australia?

The Hon. D. A. DUNSTAN: I will read the letter I have sent to the Prime Minister about drought relief. A month ago the honourable member for Chaffey set in motion, as a result of representations on behalf of farmers in his district, an inquiry by Mr. Joy, of the

Lands Department, into the effects of drought in the Chaffey District. Arising from this, the Lands Department and the Treasury have been working for the last month on the material that came within this inquiry for the preparation of the submission to the Commonwealth. The letter states:

Dear Mr. Gorton, This is an application for financial assistance from the Commonwealth for the State of South Australia to enable the State to take emergency measures to mitigate the effects of the present drought which is now apparent and which will have a crippling effect on primary industry in this State during the next 12 months or so. Rainfall experience this year has been very much below average in a number of areas, but at this stage the situation is most severe in three areas:

- (a) the West Coast,
- (b) the northern areas,
- (c) the Murray Mallee areas.

Attached hereto is a report and map showing rainfall statistics at centres across the State in previous droughts or very dry years, compared with rainfall to date this year. In many of the drier areas no seeding has taken place at all. In some of these areas it is now too late to repair the situation and any seeding which is effected will be carried out purely as a conservation measure. In other areas, where seeding was carried out, germination has been poor and growth has been weak and patchy. In many areas wheat, only a few inches high, is running to head and will yield nothing. In other areas crops are barely off the ground and are drying off. The chance of improvement in these cases, even if good rains arrive right now, is negligible.

There is very little feed available in paddocks apart from the meagre residue of last year's crops and, in a number of locations, farmers are selling off their stock for what they can get for it. Emergency rulings made by the Metropolitan and Export Abattoirs Board have given priority to stock from drought areas, but in many cases the stock is in such poor condition as not to give a return sufficient to cover transport costs. Instances have been quoted in recent weeks of sales of sheep for as little as 10c to 15c a head, and farmers are slaughtering and burying sheep on their properties or using the carcasses for pig feed rather than incur the expense of hand feeding.

Some discussions have been held with banks and stock firms regarding the extent of financial support which may be available from normal commercial channels to enable farmers to obtain carry-on finance, and it is confidently expected that these institutions will again assist to the maximum extent possible consistent with the security available and their assessment of the ability of the farmer to service additional commitments. However, compared with earlier years, and in particular compared with the 1967 drought emergency measures which were implemented in this State, continuous falls in wool prices and the necessity to impose wheat quotas, both of which have materially reduced farm income, coupled with ever rising costs, have materially affected the

market value of farming properties, and therefore farmers' equity in their land. Thus there are three categories of farmer with whom the Government is concerned.

The first is that group who will be in difficulty because, whilst the drought has drastically reduced and, in some cases, completely eliminated farm income for the year, they are the occupiers of farms which, given an early return to reasonable seasons, will yield a reasonable income. The word "reasonable" is used in the sense that the income is sufficient to enable the farmer to meet commitments and leave him a surplus which, whilst it represents by no means a commercial return for his capital and labour and, in some cases, is little more than the minimum wage, is sufficient to enable him to go on living the life he has chosen fortified by optimism that things must improve. However, to obtain further finance from commercial sources, he must also have equity, and this presents a problem for many farmers.

Banks and other commercial lenders would be reluctant to make further advances where they consider that such may reach, or even exceed, reasonable expectations of forced sale values. Similarly, stock losses and poor returns from stock will see many farmers owing money to stock firms with livestock assets quite disproportionate to the amount of their debts. Nonetheless, these farmers will probably be able to carry on and recover their situation provided they have carry-on finance available. I have gone to some lengths in reciting the present financing situation, because I believe that the present drought will see many more farmers applying for carry-on finance than was the case in 1967, when the banks were able, within their traditional approach to lending, to assist what was probably the bulk of their clients to recover from the drought of that year.

I think I should mention that there was some criticism in 1967 of the criterion that Government assistance was available only for those applicants who had been refused assistance from normal commercial channels. It was considered that the less provident and therefore less credit-worthy farmers, farming properties which had not been materially improved, were helped and that the farmer who had put back all his surpluses into his property to build up his equity was forced to recover from the drought by using much more expensive finance.

Of the total of \$2,200,000 spent on drought measures in 1967-1968, some \$560,000 represented repayable advances made to farmers and the first instalment of \$69,000 was repaid to the Commonwealth in March of this year. You will appreciate that in 1967 the incidence of drought was most severe in the Mallee area although there were other pockets which qualified for assistance. This year the situation is much more widespread and, in addition to affecting more farmers in absolute numbers, there will also be a considerably higher proportion who, this time, will not be able to meet the bank's equity criteria.

In addition, it will be necessary again to assist in preservation of stock by subsidizing stock movement out of drought areas for

agistment and, where such is justified, by subsidizing freight on fodder and water into the drought areas. It may also be necessary to subsidize grain prices for stock feeding. It seems quite certain also that, as with the 1967 drought arrangements, it will be necessary again to meet the cost of getting water for stock and domestic usage to properties not served by reticulated water supplies.

As a corollary to the above, my Government believes it to be most important for farmers to be able to gain access to funds which do not involve any interest or repayment obligations. Experience with the 1967 drought indicated that the arrangements under which persons may qualify for unemployment relief are such as to normally preclude farmers from relief in this fashion. Perhaps the most useful sort of assistance short of a straightout gift is the provision of employment. In 1967, grants totalling \$768,000 were made to local authorities for employment of farmers on approved works, and it is suggested that this form of relief be again authorized. Once again I emphasize that, whilst relief works were concentrated in the Mallee area on the occasion of the last drought, the requirement this time will be much more widespread. The press currently reports that the farmers from the northern areas are at present seeking and accepting employment of any kind, with or without the use of their vehicles, so long as it is not at too great a distance from their farm. I am sure that you will agree that any form of assistance, where the recipient is paid a fair price for a fair job, has the proper respect for dignity which is an essential part of the Australian way of life.

A second way of assisting farmers would be to advance the time for payment to them of moneys due and becoming due for wheat already delivered. Many of the people whose finances are critical would receive some relief if they could receive further payments now in respect of wheat delivered in the 1968-69 and 1969-70 harvests. Many of them have "over-quota" wheat in silos and, whilst they will have no crop at all this year, they will become entitled to a first payment in relation to this "over-quota" wheat when deliveries of the 1970-71 harvest commence. Their situation would be materially relieved if this payment, due say December, could be made now. I ask that you give this suggestion your serious and urgent consideration. If such payments may not be made through the Australian Wheat Board, perhaps arrangements could be made for the State to be placed in funds by an advance from your Treasury, and for the State in turn to make payments to farmers against the security of an assignment of their interest in payments due in respect of the earlier harvests, and of their interest in their "over-quota" wheat to count against their 1971 quota. I am informed that some 12,000,000 bushels of "over-quota" wheat are held in silos in South Australia.

The following represents the best assessment which may be made at the present time. In the areas of the West Coast, the northern areas, and the Mallee, there are over 2,000 farming holdings. The experience of the 1967

drought was that some 200 farmers applied for assistance and that the assistance granted represented an average of \$2,800 an applicant. As pointed out earlier, the 1967 experience was concerned in by far the majority of cases with the Murray Mallee. On this occasion we have the other two areas and we have the expectation that a very much higher proportion of applicants will fail to obtain normal commercial finance. I think it must be accepted, too, that the security for any advances made under any scheme adopted will be restricted to a security over crops as in most cases the farmer's equity in property will be marginal. I have heard that only about half of the 900-odd farmers in the northern area, which has been affected by drought, have sown a crop this year. There could easily be, on this occasion, five or six times the number of applicants for assistance compared with the last drought. Converting these into figures, the following preliminary estimates are made of the cost of providing relief measures:

	\$
Loans to applicants . . . . .	3,000,000
Freights rebates on fodder and water . . . . .	500,000
Grant for employment producing works . . . . .	2,000,000
Emergency water supply measures . . . . .	500,000
Total	6,000,000

The second category relates to those farmers whose situation is complicated by the fact that they have undertaken financial responsibilities which were based on the reasonable productivity of the land at the time. The present trend in costs seems likely to rise. Whilst there could be some margin for improvement in efficiency in some areas of farm management, it is difficult to see continuing economies sufficient to offset the continuing cost increases. At the same time there seems little ground for optimism that prices for primary products will improve substantially. In these circumstances, present and prospective returns will not permit these farmers to meet their living expenses, their overheads and their debt servicing and redemption. Left alone these farmers will almost certainly proceed to bankruptcy, with consequent loss to themselves and their secured and unsecured creditors.

The farmers themselves have quite certainly lost a large part, if not all, of their equity in their land. There are no buyers at prices which would discharge mortgages and leave equity to the farmer. In fact, if a buyer could be obtained in these cases, even the first mortgage would be involved in substantial losses in many cases. Nonetheless, some of the farms in this category could continue to yield a reasonable return for the labour of their owners, were it not for the high annual cost of servicing their indebtedness. There thus could be some farmers who, in addition to requiring carry-on finance, would require some measure of debt adjustment to become viable.

The final category concerns those whose operations were quite marginal before the abrupt downturn in returns from primary production, and whose operations, even given a measure of debt adjustment, are no longer viable at all. They have little hope of survival in the present situation, because their returns will not permit them to even make a decent living. For example, some farms have wheat quotas of less than 2,000 bushels and little, if any, net return from wool proceeds from the sheep the property will carry, after allowing for production, shearing and transport costs. Somehow these people have to be phased out of the industry. This may involve the provision of funds for amalgamation purposes, of properties which are less than economic units—a repetition perhaps of the marginal lands schemes of 30 years ago.

In this regard the present owner, committed as he is, may not be able to expect to get out with any surplus on the disposal of his land. He may have to be satisfied to get out with a fresh start debt free, whilst his secured creditors may have to write off some part of their advances, and a substantial part at that, for the sake of getting any sort of an offer for the property. Under present circumstances only the Government would be interested in buying, and then only for amalgamation.

Accordingly, Mr. Prime Minister, I seek the consideration of your Government of the implementation of a scheme to enable the less than viable units in marginal areas to be phased out of production. This involves the provision of capital funds for acquisition and, where the marginal producer receives no proceeds from the sale of the property, the further provision of funds for living expenses to cover a period of readjustment to enable him to leave the property and secure housing and employment in some other area.

In the first place I would appreciate your urgent advice that the Commonwealth will provide the necessary funds to meet the proposed urgent drought relief measures. You appreciate, I am sure, the difficulties of translating these proposals into money terms.

I would appreciate your consideration of the request that the Commonwealth provide finance, as was the case in the earlier exercise, for reconstruction of holdings in the marginal areas. My officers will be pleased to discuss the details of such a scheme, and its implementation, with your officers as soon as is practicable.

Apparently, the extent to which drought has affected South Australia is appreciated little beyond this State. We hear much publicity about the drought situation in other States, but the situation in the areas I have mentioned is now worse than it was in 1967, and the prospects are that that position will continue. True, the drought has not affected the whole State, but in the areas concerned the degree to which the difficulties have now gone is, I consider, far worse than the situation that faced the State and the farmers in 1967..

Mr. VENNING: The Premier, in his letter to the Prime Minister, has given much detail about the situation in the drought areas of the State. As he has known about the gravity of this situation, in the Budget that he will introduce soon what provision is he making to assist, at State level, to solve the problems that he has told us so much about?

The Hon. D. A. DUNSTAN: Certainly, I have provided the measures that were mentioned in the Labor Party's policy speech before the last election but, as the honourable member knows well, to meet large payments in an emergency of this kind is entirely beyond the financial competence of this State, in the present position of financial stringency. All State Governments have sought Commonwealth Government assistance in this matter. This has been standard practice in all States, regardless of the political colour of the Party that happens to be in office in those States.

Mr. VENNING: Am I to understand that, if the Commonwealth Government does not help South Australia in relation to its drought conditions, nothing will be done? Also, is there to be no provision in the Budget to help South Australia in this regard? The situation has deteriorated considerably since the Premier delivered his policy speech. The A.L.P. candidate that opposed me had a little card stating on the outside "If you need help" and, on the inside, "call me". Mr. Speaker, I am calling on the Premier to say what he intends to do regarding these drought areas in South Australia, which he outlined so clearly today in relation to the letter he sent to the Prime Minister? Also, what legislation complementary to that of the Commonwealth Government can this Government pass to help solve this problem?

The Hon. D. A. DUNSTAN: The honourable member seems to think that Canberra is going to be extraordinarily hard-hearted and that his colleagues there will take the attitude that nothing need be done for the man on the land. If that happens, consideration will be given then to what State resources can be used to bridge the gap that the Commonwealth Government will create (and there will be a gap) only in this State. This is a hypothetical question. I have appealed to the Commonwealth Government on the basis of a completely documented case for the kind of assistance which the Commonwealth Government has in principle agreed to previously.

The Hon. J. D. Corcoran: And which the other States are getting at the moment.

The Hon. D. A. DUNSTAN: Exactly. I cannot see the Commonwealth Government telling the farmers of South Australia that it will leave them entirely out on a limb and do nothing for them. If the honourable member thinks that is what it will do, I hope he will join with the Government of this State in making representations to the Commonwealth Government.

#### ONE-TEACHER SCHOOLS

Mr. EASTICK: My question has some reference to the Premier's reply about the drought situation in country areas. Many workers on properties are leaving these areas and taking their children with them, and this affects enrolments at one-teacher schools. Can the Minister of Education say whether the Education Department has any policy regarding the effective enrolment sizes in one-teacher schools, and can he say whether extenuating circumstances, such as drought, are considered in fixing these enrolments?

The Hon. HUGH HUDSON: The details of our policy on this matter are being considered at present, and I expect to make an announcement soon. When I am ready to do that, I shall let the honourable member have the information.

#### CRESCENT YOUTH CLUB

Mr. MILLHOUSE: Last week I asked the Minister of Local Government a question about Colonel Light Gardens (a part of my district in which I received a satisfactory majority at the last election) and its future; in particular, I asked whether the present Government had decided to amalgamate the Garden Suburb with the City of Mitcham area. However, the Minister was unable to give me a reply to that question. The question I wish to ask him now concerns the Crescent Youth Club, which functions in Colonel Light Gardens. Some weeks ago I was sent a copy of a letter that had been sent to the Minister at the end of July about the use by the girls section of the youth club of the Garden Suburb hall. The girls' section has been denied use of this hall from the end of, I think, November next, because the building is structurally unsound. I do not for a moment reflect on the decision of Mr. Sellars, as I guess it is his decision in this matter.

The SPEAKER: The honourable member cannot comment.

Mr. MILLHOUSE: No, Mr. Speaker. I am just covering myself in relation to this matter. In fact, the hall is attached to the original farm house, which is about 100 years old, and the

hall is getting fairly ancient. Can the Minister say whether he has been able to consider this request from the Crescent Youth Club, as he would have had the letter for nearly four weeks now, and can he suggest any way in which he can help the club?

The Hon. G. T. VIRGO: Immediately I received the letter to which the honourable member has referred, I wrote to the Garden Suburb Commissioner, because I was disturbed that a community facility was apparently being closed down. I was equally disturbed when a resident of Colonel Light Gardens told me that he had seen, on the notice board at the office of the Garden Suburb Commissioner, a letter that I, as Minister of Local Government, had written to the Commissioner. I was disturbed that this letter was posted on the notice board as a public statement, not that the letter contained anything particularly confidential—

Mr. Hall: You could have said it was confidential if you had wanted to.

The Hon. G. T. VIRGO: My thinking is different from that of the Leader, if that is his view. I should not think that, if I wrote the Leader a letter in reply to an inquiry from him, he would regard it as his right to post that letter on a notice board. However, be that as it may, the contents of this letter were to the effect that, pending final discussions and decisions on the outcome of the inquiry I had recommended, there could be no increase in the rate, which was struck by Mr. Sellars, for this current financial year and that the money available over and above that needed for normal day-to-day running costs should be devoted to upgrading the hall rather than to effecting road or footpath improvements.

I was disturbed subsequently to be informed in the letter from the girls' youth club that the Commissioner had virtually served notice on the club to terminate the use of the hall. I have made some inquiries since, but the reply has not found its way back on to my desk. However, I will continue to press this matter, and I assure the honourable member that, if I am able to do anything at all to continue making the hall available to the youth club, it will certainly be done, because I think the honourable member will know that this Government's policy is to promote facilities for youth activities.

Mr. Millhouse: I am afraid the problem is that it is not an economical proposition to repair the hall.

The Hon. G. T. VIRGO: I do not think that the honourable member is or that I am competent to say whether it is an economical proposition to repair the hall. All I can say is that I spent a good few happy hours at gymnasium in that hall.

Mr. Millhouse: It must have been a long time ago.

The Hon. G. T. VIRGO: I am still capable of doing a round or two for a pound or two as a result of it. It is not for laymen or politicians to determine whether it is economical to renovate a hall. I personally believe that the hall can be renovated and that the club will continue to use it, and I will certainly work in that direction.

#### COOBER PEDY WATER SUPPLY

Mr. GUNN: Will the Minister of Works set up a committee to examine the water problems existing at Coober Pedy and Andamooka, with a view to effecting a permanent improvement?

The Hon. J. D. CORCORAN: At about 1.30 p.m. today I received a letter from the honourable member setting out the difficulties being experienced, and I passed this on immediately to the Engineer-in-Chief for comment. The honourable member's question refers to the suggestion made in that letter. First, I would want the Engineer-in-Chief to examine this matter. It may well be that the department is fully acquainted with all the difficulties and that there may be no point in setting up a committee to determine the need that may exist. Indeed, I think this need is well known by the department. The steps necessary to rectify the situation are also known and the department is aware of the urgency of the matter. Although I am not at this stage knocking the honourable member's suggestion, which is a perfectly proper one, I am inclined to think that there would be little point in setting up a committee to examine this matter.

#### STUDENT TEACHER

Mr. CARNIE: Has the Minister of Education a reply to my recent question about a student teacher?

The Hon. HUGH HUDSON: The member for Flinders has requested dismissal of a teacher trainee who was involved in a recent court case. The individual concerned was a student at Flinders University. He has recently withdrawn from his prescribed subjects at the university and, as a consequence, is no longer registered as a student at Bedford Park Teachers College.

### DIRTY WATER

Mr. BECKER: In a recent written reply to me, following reference to him of a constituent's complaint and claim for clothing soiled by dirty mains water, the Minister of Works said:

Every effort is made by the Engineering and Water Supply Department to ensure a clean and satisfactory water supply, but at times there are circumstances where the occurrence of discolouration is beyond the department's control. Departmental policy in similar cases has always been to deny liability for soiled clothing, etc., as it is considered that the consumer should either check the clarity of the water prior to use or, in the case of automatic washing machines, provide some protection such as a filter. I regret that no exception could be made in this instance.

Will the Minister of Works consider printing a warning on Engineering and Water Supply quarterly accounts informing householders that the department denies liability for soiled clothing, etc., caused by dirty mains water and that householders should check the quality of the water prior to use?

The Hon. J. D. CORCORAN: Yes.

### OAKBANK AREA SCHOOL

Mr. McANANEY: I understand that negotiations have taken place to purchase land west of the Oakbank Area School. Will the Minister of Education say whether these negotiations have been finalized and what is the prospect of some of the old buildings at the school being replaced?

The Hon. HUGH HUDSON: I will check on the matter for the honourable member and bring down a report.

### COUNCIL ASSISTANCE

Mr. GOLDSWORTHY: The Minister of Local Government is no doubt aware that the Woods and Forests Department is buying up large areas of primary-producing land in the Adelaide Hills and planting them to pines, as a result of which district councils in these areas have lost much revenue. One such council in my district is the Gumeracha District Council, whose financial position has been made more acute because of this activity. Will the Minister see whether an allocation of money can be made available to this council to offset its continuing loss of revenue?

The Hon. G. T. VIRGO: I would not be willing to examine one individual council in isolation, as suggested by the honourable member. This matter cannot be considered in isolation. The case to which the honourable member refers is one of many that prevail

throughout the length and breadth of the State; it is merely a question of degree. At present several councils in the metropolitan area are drawing attention to the loss of revenue they are incurring as a result of Government purchases of property, during the period not only of the last Government but also of this Government, for road widening and proposed freeway routes. This problem has been examined by the Local Government Act Revision Committee. I do not believe that it can be solved in isolation. However, the recommendations contained in the committee's report provide a proper basis for future discussions which, if brought to fruition, could solve the problem to which the honourable member refers in the general case rather than in isolated cases.

### PARLIAMENTARY BROADCASTS

Mr. MATHWIN: Will the Premier say what is the Government's attitude regarding direct broadcasts of the proceedings of this Parliament as is done in the Commonwealth Parliament? I should be pleased if he would consider this matter, as I am sure that such broadcasts would benefit the community.

The Hon. D. A. DUNSTAN: I do not know whether the honourable member is suggesting that I should join the Royal society for prevention of cruelty to members of Parliament or the Royal society for prevention of cruelty to our constituents. With respect, there are disadvantages in the present form of the broadcasting of proceedings of the Commonwealth Parliament. Although it might be an advantage to broadcast some things that take place in this House, listeners would prefer not to hear many other things that take place here. If a broadcast or television channel became available to the State, I should think there would be far more purpose in providing an educational medium than in using it for broadcasting the proceedings of this place.

Mr. Mathwin: You could always switch it off!

The Hon. D. A. DUNSTAN: True, but there are more constructive uses such as educational television and broadcasting for which such a channel could be used. Although it might be admitted that some things that take place here would be a real education to the people of South Australia, I hope that, before we get to the stage of broadcasting or televising the proceedings of Parliament, all members will consider the proceedings of this House in order to ensure that a certain amount



of time wasting which takes place in here (and from which I do not excuse myself) is obviated.

### STANDING ORDERS

The Hon. D. N. BROOKMAN: I refer to the comments that the Premier has made about the amount of talk in this House and I refer to the conduct of the House. I ask the Premier whether, when seeking to suspend Standing Orders, he will revert to the long-standing practice of consulting the Opposition and giving the reasons for having Standing Orders suspended.

Mr. Millhouse: In advance?

The Hon. D. N. BROOKMAN: Except in the rarest instances, that has been the standard practice.

Mr. Millhouse: It has always been done.

The Hon. D. N. BROOKMAN: Yes, but last week it was specifically and carefully avoided. I therefore ask the Premier whether he will go back to the normal practice that is understood by all members of the House.

The Hon. D. A. DUNSTAN: I do not consider there has been any departure from previous practice as I have known it, and I can assure the honourable member that the previous practice will continue.

Mr. Millhouse: This was always the practice of our Government.

The Hon. D. A. DUNSTAN: I can cite a number of instances where it did not happen.

Mr. Millhouse: All right, what were they?

The Hon. D. A. DUNSTAN: The honourable member will possibly remember a previous occasion when a motion was passed by this House relating to the railways of South Australia. There has been a number of instances of this. So far as I can, I will keep the Opposition informed, for their convenience, of proposals for the conduct of the business of the House.

### LOCAL GOVERNMENT COMMITTEE

Mr. GUNN: A committee headed by Mr. Bray took evidence from a number of councils on Eyre Peninsula. Can the Minister of Local Government say when the committee's report will be presented to the House?

The Hon. G. T. VIRGO: I am not sure to which committee the honourable member is referring. Mr. Bray took evidence from councils on the West Coast on what?

Mr. Gunn: With a view to enlarging the council areas.

The Hon. G. T. VIRGO: A committee was appointed to look into the extension of local

government into areas not currently covered by the Local Government Act, and I take it this is the committee the honourable member is referring to. This committee has not completed its work but, when it has, the report will be submitted.

*At 4 o'clock, the bells having been rung:*

The SPEAKER: Call on the business of the day.

### RAILWAY HOUSES

Mr Coumbe, for Mr. WARDLE (on notice):

1. How many South Australian Railways dwellings are at Taillem Bend?

2. Of these dwellings, how many have (a) hot water services; (b) hand basins in the bathroom; and (c) departmental electric stoves?

3. How many applications from occupiers of these dwellings are outstanding for (a) power points; (b) additional indoor lights; (c) additional outdoor lights; (d) laundries; (e) carports or garages; (f) inside painting; and (g) outside painting?

The Hon. G. T. VIRGO: The replies are as follows:

1. There are 288 railway dwellings at Taillem Bend.

2. (a) None of these dwellings has hot water services although three will be installed this financial year; (b) 195 dwellings have hand basins in the bathroom, with a further 13 to be installed this financial year; and (c) none of these dwellings has a departmental electric stove.

3. Applications for works are outstanding as follows: (a) 17 for power points; (b) nine for additional indoor lights; (c) four for additional outdoor lights; (d) none for laundries; (e) 40 for carports or garages with six to be built this financial year; (f) 71 for inside painting; and (g) none for outside painting.

### AGED PERSONS HOMES

Mr. MILLHOUSE (on notice):

1. Has the Government been informed by any organizations eligible for financial assistance under the Commonwealth Aged Persons Homes Act, other than Aged Cottage Homes Incorporated, of increases in their charges to occupiers?

2. If so, which organizations have so informed the Government?

3. When was the information given?

4. What is the extent of the increases?

5. Does the Government consider the increases justified?

6. If not, does it intend to take any action?  
 7. If it intends to take action, what is proposed?

8. Has such action been taken?

The Hon. L. J. KING: The replies are as follows:

1. Yes; one organization.  
 2. Elderly Citizens Homes of S.A. Incorporated.  
 3. July 21, 1970.  
 4. The following increases apply from September 4, 1970:

Maintenance Charge—Donation Paid Type of Unit	Occupancy	Existing Main- tenance Charge	New Main- tenance Charge
Single Bedroom (full donation)	Two persons . . . .	\$2.00	\$3.50
	Single person . . . .	2.00	2.75
Single Bedroom (less than full donation)	Two persons . . . .	3.00	4.00
	Single person . . . .	3.00	3.50
Single Bedroom and Sunroom (full donation): or Double Bedroom (full donation)	Two persons . . . .	2.50	4.00
	Single person . . . .	2.50	3.25
Single Bedroom and Sunroom (additional donation paid): or Double Bedroom (additional donation paid)	Two persons . . . .	2.25	3.75
	Single person . . . .	2.25	3.00
Single Bedroom and Sunroom (less than full donation): or Double Bedroom (less than full donation)	Two persons . . . .	3.00	4.50
Double Bedroom and Sunroom (full donation)	Two persons . . . .	2.75	4.25
	Single person . . . .	2.75	3.50
Double Bedroom and Sunroom (additional donation paid)	Two persons . . . .	2.75	4.00
Rental (No Donation Paid)		Rent	Rent
	Two persons . . . .	\$4.00	\$5.50
	Single person . . . .	4.00	4.50

5. The Government has not formed an opinion nor has it been asked to do so.

6. Not applicable.

7. Not applicable.

8. Not applicable.

#### PUBLIC WORKS COMMITTEE REPORT

The SPEAKER laid on the table the report by the Parliamentary Standing Committee on Public Works, together with minutes of evidence, on Institute of Medical and Veterinary Science (Additions and Alterations).

Ordered that report be printed.

#### SUPREME COURT ACT AMENDMENT BILL (SALARIES)

The Hon. L. J. KING (Attorney-General) obtained leave and introduced a Bill for an Act to amend the Supreme Court Act, 1935-1969, as amended. Read a first time.

The Hon. L. J. KING: I move:

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

It is designed to increase the rates of salary paid to the Chief Justice and the puisne judges. The rates of salary were last fixed by the Supreme Court Act Amendment Act, 1969, at \$19,400 a year for the Chief Justice and \$17,500 a year for each puisne judge. Since that Act was passed, all the other States and the Commonwealth have substantially increased the salaries of their Supreme Court judges.

All the judges in South Australia are paying as contributions towards their pensions a proportion of their salary. The only other State that requires judges to contribute financially towards their pensions is Tasmania. Having regard to the increases that have occurred in the other States and in the Australian Capital Territory and to the pension contributions required of the judges in this State, the Government considers that the salary of a puisne judge should be increased by \$3,500 to \$21,000 a year.

The Chief Justice has a present differential of \$1,900 over the puisne judges, and the Government considers that his salary should

be increased to \$23,000. This margin approximates those in other States, having regard to the non-contributory pension schemes in the other mainland States. This Bill gives effect to these proposals and provides for the increases to take effect when the Bill becomes law. I commend the Bill to honourable members.

Mr. MILLHOUSE secured the adjournment of the debate.

#### MOTOR VEHICLES ACT AMENDMENT BILL

Second reading.

The Hon. G. T. VIRGO (Minister of Roads and Transport): I move:

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

It repeals section 118 of the Motor Vehicles Act and enacts a new provision in its place. Section 118 was enacted to overcome a problem arising from principles of common law. The development of the common law was to some extent influenced by a passage from St. Matthew's gospel in which husband and wife are said to be "one flesh". The result of this was that the law would not countenance an action in tort between a husband and his wife because they were not recognized as two separate persons and hence such an action would be equivalent to an action by a man against himself. This principle was to some extent overcome by the existing section 118 of the principal Act which provides that, where an insured person injures his spouse by negligence in the use of a motor vehicle, the spouse may recover damages by direct action against the insurer.

The present difficulty is that this remedy is available only where the insured person is insured by a policy of insurance issued under our own Act; it does not relate to a person who is insured pursuant to the Act of some other State and who is temporarily within the State. From time to time cases arise in which a husband or wife, who is insured outside this State, injures his or her spouse by negligence in the use of a motor vehicle. The present Bill is designed to overcome the problems arising from such a case.

The provisions of the Bill are as follows: Clause 1 is formal. Clause 2 inserts a definition of "bodily injury" in the principal Act. This term is used throughout the third party provisions. Although the point never seems to have been taken, it is arguable that "bodily injury" in its natural meaning excludes mental injury resulting from the shock of a motor vehicle collision. The provisions of the Wrongs

Act relating to mental or nervous shock do not appear to make good this deficiency. Accordingly, a definition is inserted in the principal Act to make it clear that the term "bodily injury" embraces, for the purposes of the Act, mental or nervous shock.

Clause 3 repeals the present section 118 of the principal Act and enacts a new section in its place. New subsection (1) provides that, where a person injures his spouse by negligence in the use of a motor vehicle, there may be a direct action between the spouses in negligence. New subsection (2) is enacted to make it clear that, where an injury results in death, a claim may be instituted under the Wrongs Act for compensation to the dependants. New subsection (3) declares the extent of the application of the new law. An action may be maintained under the new section if the injury was caused within the State, or if the parties were at the time of the injury domiciled or resident within the State, or if the defendant was at the time of the injury insured by a policy of insurance issued under our Act.

New subsection (4) gives the new provision a limited retroactive effect. It provides that an injury shall, subject to the law of the State, be actionable notwithstanding that it was suffered before the commencement of the Act. Thus, if a person was injured within the normal three-year limitation period for actions in tort, he should be able to commence an action under the new provision notwithstanding that the injury was sustained before the commencement of the amending Act. New subsection (5) provides that any third party policy of insurance must be deemed to include an indemnity against claims under the new section. New subsection (6) makes it clear that the right of action conferred by the new provision is exercisable whether the parties were married before or after the time of the injury.

Mr. MILLHOUSE secured the adjournment of the debate.

#### STATUTES AMENDMENT (PUBLIC SALARIES) BILL

Adjourned debate on second reading.

(Continued from August 6, Page 572.)

Mr. HALL (Leader of the Opposition): I do not think this Bill needs much comment. It contains references to several Acts. As the Premier has said in his second reading explanation, the Bill does two things: it applies the 3 per cent living wage increase of 1969 to those officers whose salaries are fixed by Statute, and it raises significantly the salaries of some other top public servants and

members of the judiciary. I do not consider the Bill controversial, but it raises one or two matters that I shall deal with in Committee. I should like to know why the 3 per cent living wage is being applied now, perhaps for the first time. I gather from the second reading explanation that living wage increases have not been granted previously in respect of these salaries. I shall also ask how the salaries, several of which have been increased substantially, compare with the salaries of equivalent officers in other Public Services. With those brief observations, I support the second reading.

Bill read a second time.

In Committee.

Clauses 1 to 3 passed.

Clause 4—"Salary and allowances of Agent-General."

Mr. HALL (Leader of the Opposition): Perhaps this is as good a clause as any on which to ask why the living wage increase is being applied in this manner. I commend the Government for increasing the Agent-General's expense account. I have visited the Agent-General's office in London and have spoken to him about his responsibilities and duties and, knowing some of the expenses that he incurs and knowing the admirable job that he does for South Australia, I fully support the increasing of his expense allowance, which has obvious advantages. I ask the Premier why the increase in the living wage is being added now. As these salaries are increased periodically by Parliament, adjustments can be made at any time, and I do not know why for the first time we are bringing another factor into the method of deciding the salaries of these officers. However, there may be an explanation, and I ask the Premier whether he can give it.

The Hon. D. A. DUNSTAN (Premier and Treasurer): The explanation was given to the Leader when he was in Government, and he approved it. A minute from the Chairman of the Public Service Board to the Chief Secretary, dated January 9 this year, states:

The salaries of permanent heads of the Public Service have been increased from December 22, 1969, by the addition of the 3 per cent 1969 national wage increase. Salaries of Crown offices which are set out below and which are not subject to the Public Service Board's jurisdiction may be adjusted in the manner indicated if the Government so wishes. In contrast to earlier arrangements, it has not been the practice in recent years to apply small increases in the living wage which have flowed to public servants, including permanent heads, but in the present instance it would

seem reasonable favourably to consider increasing these salaries by amounts equivalent to those already granted in the Public Service. The following adjustments would be required:

The adjustments are then set out. That minute went to Cabinet in January last and was approved.

Mr. Hall: Did I sign it?

The Hon. D. A. DUNSTAN: Yes. The only comparisons that I have relate to Commissioners appointed under the Industrial Code. The salaries of Commissioners in December, 1969, were \$11,850 in the Commonwealth Government service; \$10,995, plus \$125 allowance, in New South Wales; \$10,500 in Victoria; \$12,500 in Queensland and Western Australia; and \$10,240 in Tasmania. The President of the Industrial Commission wrote to the Minister of Labour and Industry in February this year stating that he understood that the salaries in the Commonwealth service and in New South Wales, Victoria and Tasmania were to be reviewed soon but that he had no information then on what movements might have taken place. On the previous submission, there was a recommendation from the Minister of Labour and Industry, prepared by his Secretary, pointing out that on the previous examination the salaries of Commissioners in South Australia had been lower than the salaries in the other States and that the President had expressed concern about that. The desire then was to bring our Commissioners into line, having regard to the differences between the duties of the various officers.

Mr. HALL: Obviously, the Premier has found a good initial or visual reason for adding on the 3 per cent living wage increase, but the substance of the argument eludes me. We could increase salaries on the basis on which we increased them previously without bringing in some complicating factor, and still do justice. However, that is a minor matter. I understand that we are adding a statutory figure coincidentally with the 3 per cent increase, and the justification for this eludes me. The criteria used in reaching the ultimate figure are not set out. I know full well the service that this State has had from its senior officers, and I think most of them are the envy of other Public Services in Australia. I think all Ministers, when they have attended conferences in other States, have found that our officers often take a leading part in these discussions and in discussions with the Commonwealth Government. They can help significantly.

The ACTING CHAIRMAN (Mr. Ryan): I remind the Leader that we are discussing the clause referring to the Agent-General.

Mr. HALL: I shall ask a further question later, Mr. Acting Chairman.

Clause passed.

Clause 5—"Short titles."

Mr. HALL: Surely the size of the operation that the officers are involved in controlling or assisting in South Australia and, certainly, the lower living cost in this State—

The ACTING CHAIRMAN: I point out that we are dealing with clause 5, and I cannot see how the Leader is linking up his remarks to this clause.

Mr. HALL: I am referring to the salary of the Auditor-General.

The ACTING CHAIRMAN: That is referred to in clause 6.

Mr. HALL: I beg your pardon, Sir.

Clause passed.

Clause 6—"Salary of Auditor-General."

Mr. HALL: Surely, two factors must be considered in relation to South Australia: one factor is the size of the operation compared with that elsewhere, and this must have some bearing on remuneration, although it may not be an enormous bearing; and the second is the more favourable cost structure in this State. Although this State's cost structure may not be responsible for an overwhelming discrepancy, it is a factor obviously to be considered. I refer to the salary of the New South Wales Auditor-General (\$19,850, on my information), to that of the Victorian Auditor-General (\$15,100), and to that of the Queensland Auditor-General (\$17,750).

The increase proposed here will take the South Australian salary to \$16,995, which is \$755 less than the Queensland salary. The Victorian salary will be exceeded here by about \$1,900, although the South Australian salary is almost \$3,000 less than the New South Wales salary.

The Hon. G. R. Broomhill: When were they set?

Mr. HALL: I shall be happy if the Minister can tell me. Perhaps adjustments in those States are being made, and this could render these comparisons meaningless. Although I am not complaining, I draw the Committee's attention to the relationship which must exist. I do not think that we should try to lead the field in this regard, because it would be most expensive if we were to do this, going beyond the criteria that obviously exist. I believe that our officers are

of a very high standard and that they should receive proper remuneration in relation to the existing Australian standard having regard to the size of operation, cost of living and other factors.

Clause passed.

Clause 7 passed.

Clause 8—"Salary of President and Deputy President."

Mr. COUMBE: Members will recall that the Industrial Code was amended in 1968, when the position of Deputy President was created. I do not cavil at the salaries set out here. However, does the Premier consider that the recently adjusted salaries of the two Commissioners are sufficiently in line with those paid to similar Commissioners in other States? The work load in this jurisdiction has increased considerably in recent years, and it is important that the Commissioners be suitably remunerated.

The Hon. D. A. DUNSTAN: We are not entirely happy with the situation concerning the Commissioners, but it is being looked at currently.

Clause passed.

Remaining clauses (9 to 18) and title passed.  
Bill read a third time and passed.

## LOAN ESTIMATES

In Committee.

(Continued from August 20. Page 922.)

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

The Hon. D. N. BROOKMAN: National reserves have been greatly enlarged by various Governments in the last six or eight years. This has been done to a large extent by using Government-owned land rather than by purchasing other land, and the area involved has increased tremendously, in some arid countries large areas having been added. Some national parks have not been dedicated, because they are awaiting the expiry of special mining leases or for other reasons. I realize that land has to be bought from various people and that many negotiations will have to be entered into with various owners, details of which I do not want the Treasurer to divulge. Will he say, however, whether the Government has any specific project in mind in relation to this allocation of \$250,000?

The Hon. D. A. DUNSTAN (Premier and Treasurer): Given the stage that negotiations have reached, it would not be wise for me to detail them at present. The honourable member will undoubtedly know of the negotiations which have taken place for a considerable property in the North of the State and which

are drawing to a successful conclusion. The honourable member will be aware, too, that that sale involves a large purchase price. In addition, progress is being made in relation to mining leases, which will allow purchases of land in other areas, including some in the honourable member's district. Numbers of these projects are being actively considered, and it is expected that we shall be able from other additional sources to exceed the sum shown here in the provision of national reserves.

Mr. EVANS: Is the suggested reserve on the Sturt River, to which publicity has been given, being considered in the present proposals?

The Hon. D. A. DUNSTAN: The submission from a group of people relating to the Sturt River has been forwarded to the Minister of Local Government. So far as I am aware, it has not at this stage been reported on by the Lands Department for acquisition under this line. I cannot say precisely what will be the outcome of those submissions. The honourable member will be aware that many considerations relating to the payment of money to Minda Home will arise. Some time ago Minda Home was interested in the development of the area and a plan was submitted to the State Planning Authority, but I cannot say at this stage that any conclusion on that matter has been reached.

Mr. MATHWIN: Seaside councils are faced with colossal expenditure in maintaining their beaches, which are used by people who do not live in the council's areas and who do not, as a result, pay rates to them. As even subsidies on capital expenditure or maintenance costs would help these councils, will the Premier say whether any thought has been given to classifying foreshore areas as national reserves?

The Hon. D. A. DUNSTAN: Yes, it has, but not under this line. I understand that the seaside councils intend to see me, as Minister in charge of tourism, to ascertain whether, in co-operation with councils, a general provision can be undertaken for the development and protection of foreshore areas and seaside resorts throughout the State. Grants for some improvements in pleasure resorts and foreshore areas are made by the Tourist Bureau. Indeed, in the last two weeks I have announced subsidies approved by the Tourist Bureau for important projects. The Government will certainly examine what general provision can be made in relation to foreshore planning.

Mr. McANANEY: A group of people wants to acquire land on the Strathalbyn-Milang railway line when it is closed, because special types of vegetation are growing on it. Will the Treasurer say whether such land would qualify as a national reserve or a public park under the Local Government Act?

The Hon. D. A. DUNSTAN: Yes, it would qualify as a national reserve rather than as a public park. It would come under the National Park Commissioners or one of the alternative forms of reserve administered not by local government but through the relevant State Government department. Places such as travelling stock routes, railway lines and the like have been dedicated in this way in the past.

Line passed.

Woods and Forests, \$2,900,000.

The Hon. D. N. BROOKMAN: The sum of \$500,000 has been set aside for the purchase of land as it becomes available. It is well known that the department has been unable in the last few years to buy land as fast as it can plant it, and that it was greatly concerned about the possibility of running short of land. Of course, any area of suitable land was available, but not at the price that department was willing to pay. I am wondering whether, as a result of agricultural conditions, there has been any large-scale change in the department's buying programme. Clearly most people would agree that the department should plant land that is suitable for afforestation and that the department should prosper, for that certainly helps the State. On the other hand, local people undoubtedly complain about the department's plantings for a variety of reasons which, although they may not necessarily be justified, should be considered. I know of a case that occurred a year or two ago where people in the South-East objected to the department's planting land too close to a town, involving a fire risk. Other objections arose as a result of problems faced by the councils in that they lost rate revenue from the land purchased by the department. Has there been any notable change in the availability of suitable lands and, if there has been and if it has been significant enough, will the whole position in relation to balance of production in a particular locality be examined?

The Hon. D. A. DUNSTAN: As I cannot answer the honourable member off the cuff on that, I will obtain a full report for him.

The Hon. D. N. BROOKMAN: I refer also to the control of Sirex wasp. I do not think that South Australia has ever had this

wasp, although there may have been a few discoveries of it in packing cases at ports from time to time. However, it has never established itself in the State, despite the fact that it has done great damage in other States. The sum of \$52,000 for the control of Sirex wasp may be this State's contribution towards a programme designed to control or eradicate Sirex wasp in other States in the interests of this State, or it may be spent on air reconnaissance in searching for the wasp. Will the Treasurer find out how it is spent?

The Hon. D. A. DUNSTAN: This \$52,000 was spent in 1969-70, during the term of the honourable member's Administration. However, I will get him the details of the expenditure.

Line passed.

Railways, \$7,800,000.

Mr. COUMBE: From year to year, in the discussion on this line I have raised questions about work undertaken at the Islington railway workshop, as many of my constituents work there and I am interested in the level of work undertaken. Having carefully checked the figures disclosed this year, I have found that, with regard to rolling stock and other work, a satisfactory level obtains. We all welcome the Commonwealth Government's announcement about the building of the line from Port Augusta to Whyalla and the fact that money has been put aside in the Commonwealth Budget for the initial planning of the line to go from near Tarcoola to Alice Springs. This will inevitably mean that much more rolling stock of the standard gauge type will be required. I have seen standard gauge equipment being manufactured at the Islington workshop. In view of what the Commonwealth has in mind in regard to planning the Tarcoola to Alice Springs line, can the Treasurer assure me that representations will be made to the Commonwealth to see whether work on the extra rolling stock that will be required can be carried out at the Islington workshop, which is capable of doing the work, so that the workshop will run at full capacity and so that employment will be created, particularly for my constituents?

The Hon. D. A. DUNSTAN: I know that the Minister of Roads and Transport is constantly on the lookout for work at the Islington workshop.

The Hon. G. T. VIRGO: The Commonwealth Government tried to force the previous State

Government to take work away from there, even though the railways tender was lower.

The Hon. D. A. DUNSTAN: Our side of politics has constantly been insisting on the fact that we have considerable workshop capacity at Islington that can be used to greater advantage than has been the case in past years. We are constantly on the lookout for work. I assure the honourable member that, if we are able to get Commonwealth contracts in this regard, we will certainly do so. If we do not get them, it will not be for want of trying.

Mr. COUMBE: If he is not already aware of the fact, I point out to the Treasurer that the Islington workshop also did work for Western Australia. I am not sure whether that work has been completed. However, possibly other avenues of this type can be explored, and I take it that the Treasurer is also prepared to do that.

The Hon. D. A. DUNSTAN: Certainly.

Mr. VENNING: Regarding the standard gauge line from Port Pirie to Broken Hill, can the Treasurer say whether the compensation owing to people in South Australia who are involved has been completely paid, as constituents have told me that compensation claims involving property acquired to put through the standard gauge line have not been finalized? Is the situation well in hand, or do problems still exist?

The Hon. G. T. VIRGO (Minister of Roads and Transport): To the best of my knowledge, there are no outstanding claims for the payment of compensation in regard to properties affected by the standard gauge project.

Mr. McANANEY: In the 1969-70 Loan Estimates \$600,000 was allocated for the special betterment on the main line, and last year we discussed the sufficiency of this amount, because of the report on the condition of the line from Adelaide to Melbourne. As the sum of \$393,000 provided this year seems to be much less than should be spent on that line, can the Minister of Roads and Transport explain this reduced allocation?

The Hon. G. T. VIRGO: The allocation is increased, not reduced. An amount of \$144,000 is provided for plant and sundries under the way and works section and this, together with the \$393,000 provided for special betterment and the \$267,000 provided under the rolling stock item, makes a total of \$804,000. In addition, debits have been received for a total of \$290,000 and at the time of preparation of the Loan Estimates these had been expected to be received during 1969-70. Therefore, we

shall have to meet \$1,094,000 during 1970-71 if work is to proceed as planned, and I assure the honourable member that we shall be proceeding with this important and desirable upgrading of track with all possible haste.

Mr. HALL: The Treasurer's explanation in relation to railway accommodation states that expenditure of \$795,000 last year raised the cumulative total of expenditure on the project to \$41,900,000 at June 30 last. This refers to the estimated cost of completion of the standard gauge line from Port Pirie to Broken Hill of about \$45,000,000. We are gratified that the work has proceeded so quickly. Most of the difficulties regarding derailments occurred more in other States, and our costs were incurred mainly in the running of the track. This is a large expenditure in one year and, doubtless, is the basis for much employment in South Australia. It will provide business opportunities for those supplying equipment and materials, which will cost a large part of the \$7,500,000. This work should be proceeded with in continuity, but it seems that this will not be achieved. The Playford Government, the Walsh Government, my Government, and two Dunstan Governments have been negotiating about standardization of the line from Adelaide to Port Pirie or to somewhere near Port Pirie, to connect with the national standard gauge line. I submit that the argument has gone on for long enough and, if it is continued, we will lose not only the argument and the economic advantages, but also the psychological advantages, which outweigh the economic advantages, for the next 20 years. South Australia cannot afford to be without this facility for so long. The means of settling the argument were arrived at by appointing independent consultants to consider the standardization procedure in steps.

The CHAIRMAN: I have allowed the Leader a fair amount of latitude. The standard gauge line is not mentioned in the Loan Estimates. Therefore, if legislation is required, the matter cannot be discussed in the debate on the lines.

Mr. HALL: The sum of \$341,000 is provided for 4ft. 8½in. gauge rolling stock, which can be used on any line, and the item in the explanation to which I have referred is the large expenditure on rail standardization. My remarks are directed to obtaining continuity of work for persons employed in terms of this provision. I intend to develop my argument, but I am not putting the matter in a controversial way. I appreciate your indulgence, Mr. Chairman. When the first report of the consultants

was submitted, my Government decided that the line did not provide sufficient contact with industry in the metropolitan area. We said that, if we did not get a connection with Elizabeth, we would not accept the proposition. The Commonwealth Government did not accept that, and the present Government took office soon after. Since then the present Government has wanted something entirely different from the Maunsell report. I suggest to the Minister that the argument has gone on so long that the Commonwealth Government will not go back to square 1, and, if we pursue our present attitude, we will not get the link for a long time.

The CHAIRMAN: I think the Leader had better ask his question. If he takes any longer, other members may ask me to permit them to discuss the matter.

Mr. HALL: I concede the point, Mr. Chairman. Will the Minister, in whatever representations he deems necessary to have, perhaps, more industry served than my Government sought to have connected to the standard gauge line to the metropolitan area, use the Maunsell report as the basis of negotiation? If he does that, he will keep negotiations open.

The Hon. G. T. VIRGO: To alleviate the difficulty that you are in, Mr. Chairman, I mention that provision is made to purchase six 830-class diesel electric locomotive bodies and 4ft. 8½in. gauge equipment which, although at present designed for the Broken Hill to Port Pirie section of the rail link, will be used wherever we have a standard gauge line. In considering their purchase, we hoped that there would soon be a standard gauge line connecting Adelaide to the east-west standard gauge line. The Leader has asked whether we will use the Maunsell report as the basis of our negotiations with the Commonwealth Government: that is exactly what we are doing at present. No-one more than our Government regrets the delay that has been caused.

However, I suggest that it would have been fit and proper to present the facts to the Commonwealth Government much earlier than we had the opportunity to present them. This relates not only to a connection for the benefit of industry: we want to see the farming interests of the North equally catered for by a standard gauge line. I should have thought that the member for Frome and the member for Rocky River would support the Government regarding this line because of the tremendous advantage to be derived by farmers and graziers in their districts. The Treasurer, after ascertaining the position, immediately wrote to the



Prime Minister requesting that, before any decision was made (and, as the Leader knows, no final decision had been made prior to his going out of office)—

Mr. Hall: The proposal had been accepted.

The Hon. G. T. VIRGO: The Minister for Shipping and Transport had sent a telegram to, I think, the then Premier or the former Minister, and there was subsequently a confirming letter, but that is as far as it had gone. Through the Premier, we immediately asked the Prime Minister for a full and proper consideration to be given to the points raised by the South Australian Railways Commissioner, as it seemed that these points had never been placed before the Commonwealth authorities. Our fears, I regret to say, later proved to be correct. I then had discussions with the Commonwealth Minister at the last meeting of the Australian Transport Advisory Council and, following this, I wrote to the Commonwealth Minister and forwarded him the dockets, which he had never seen previously. I am not prepared to say that there has been an undue delay, because I think the Commonwealth authorities must properly consider our request, as well as the recommendations contained in the Commissioner's report.

Those authorities are currently examining the matter, and I know of only one thing that has occurred since: I refer to a newspaper report, which I still hope was a false report, namely, the statement attributed to Mr. Sinclair, when opening the Country Party conference, to the effect that the South Australian Government was holding up this work. That is utter rot. The whole matter is in the hands of the Commonwealth Government. We have asked that Government to consider what seems to us as laymen to be a better scheme and one that will be responsible for connecting more people, both farmers and those engaged in industry, to the standard gauge line at a price lower than the one referred to in the Maunsell report.

We will pursue this matter to the point of getting a decision made, so that this project can proceed at the earliest possible opportunity. However, I do not think that our desire to have this connection completed should be so great that we would take second best: we have to fight like the devil to get the best that we can get for industry and for the farming interests of South Australia, and that is why we have made our submission to the Commonwealth Government.

The CHAIRMAN: Order! I have allowed a certain latitude to the Leader of the Opposi-

tion, in asking his question, and to the Minister, in replying, but I am ruling now that any further discussion on gauge standardization between Port Pirie and Adelaide, including reference to the Maunsell report, will be out of order.

Mr. RODDA: Referring to the South-East rail service, I should like the Minister to say what is the nature of the repairs being made to the Finnis car, which is an older type of railcar. Will it be modernized, or is it merely receiving a facelift? I remind the Minister that, bearing in mind the distance of 300 miles covered by this line to Mount Gambier, together with the increased price of petrol, etc., this is a line that can and does give a real service to people living in the South-East.

The Hon. G. T. VIRGO: I regret that I cannot give the honourable member this detailed information but I will seek it and provide it by way of a reply to a question on the matter.

Mr. HALL: I noticed in the Treasurer's explanation concerning the rail programme to be implemented under Loan works that some joint cars were being constructed, and I take it that this refers to cars being constructed jointly for South Australia and Victoria.

The Hon. G. T. Virgo: Yes.

Mr. HALL: I take it also that the four joint stock sleeping cars are for the Overland and that the \$164,000 provided for three joint stock club cars relates to the innovation previously discussed, namely, the addition to the Overland of a club car to provide facilities for a sort of social gathering, rather than merely providing cabin space for passengers who use this service. Although this represents a significant expansion in connection with the service (a good service, which I use sometimes a couple of times a year when visiting Melbourne), it comes at a time when increasing use is being made of air services between the Australian capitals and when we can expect a tremendous increase generally in air travel with the introduction of air buses as they are known. Can the Minister say whether an assessment has been made by the Railways Department of future needs in respect of rolling stock for the Overland? Can he also say whether the number of passengers carried is increasing, and also whether a profit is made on this service?

The Hon. G. T. VIRGO: The decision to provide additional rolling stock was made because of a trend that has been apparent for some time. Because the Overland is well patronized, additional accommodation is needed

to meet the demand for accommodation. I do not know of any long-range forecast nor am I sure that such a forecast would be valuable: it would be a matter of opinion only. I do not think that any function of the railway service is meant to make a profit. The Overland service is probably one of the most financially successful of all, but we should not consider this operation on a business basis, which is how the Leader is considering it. If this were the case the member for Rocky River would have no service now and would not have had a service for the last 50 years. The Railways Department has been the agent for opening up this State and putting value on properties by providing a service for people in the honourable member's district, and this is the way in which the railway services benefit this State.

Mr. Rodda: And the honourable member appreciates it, too.

The Hon. G. T. VIRGO: I do not think so, otherwise a programme would not have been introduced to close many railway lines.

Mr. HALL: The Minister is ingenious: it seems that the Overland service has caused the increase in price of property in the district of the member for Rocky River. I was not criticizing the Minister or the department, because the present charges were the responsibility of my Government a few months ago. If we are devoting substantial funds to expanding a specific service it is necessary for members to ask questions about it. I do not expect the Minister to have these figures available now, but I would appreciate his ascertaining whether this service pays. Perhaps he could get details of the operating and capital costs, too.

Mr. COUMBE: A considerable increase has occurred in the quantity of goods carried by rail between Adelaide and Melbourne and *vice versa*. Will the Minister obtain details of traffic figures for the last three years and the earning capacity of the department in connection with freight cartage between these cities? The carriage of container cargo was successfully tendered for by the Railways Department with the result that these cargoes are now carried from Melbourne to Adelaide by rail and not by sea, and no doubt this service will have some effect on the figures that I hope the Minister will obtain for me.

Mr. HARRISON: Will the Minister investigate the present interstate baggage collection arrangements at the Adelaide railway station, so that improvements can be made to the present appalling system?

Mr. McANANEY: I am not satisfied with the figures given by the Minister. I cannot

understand the Minister's change of attitude. When speaking on this line last year, he said:

... I suggest the Government is insincere in its approach to the South Australian Railways and the continuation of this service as a viable and effective transport system in this State. I believe this is further amplified when we look at the paltry sum the Treasurer has made available for the rehabilitation of railway track.

Yet what does the Minister do: he spends \$290,000 less. He later continued:

I have read a good deal of the report and I think that, by way of explanation of questions, I have been able to acquaint members of the Committee with much of it. The report also states (and members opposite should know this) that certain sections of the track are significantly bad from the point of view of lurching acceleration and must be regarded as potentially dangerous. There are no "ifs" or "buts" about that statement, yet we find the Treasurer making a miserable allocation of \$600,000, although the Premier had previously said that \$8,500,000 was needed.

He said that, yet he has reduced expenditure in this respect to \$390,000. He continued:

I believe the present Government's approach is completely and utterly insincere and that it is stage acting. It has made a political football out of the question of this service, which has assets worth \$160,000,000.

I would surely be wasting the time of this Committee if I repeated more of the rash and unwise statements that the Minister made previously. Despite what he has said, the Minister still has not explained what works have been cut back to enable this expenditure to be allocated in other directions.

Mr. CARNIE: Is it intended that the ballasting and relaying at present in progress on Eyre Peninsula is to be continued and, if it is, does that work come under this line? I notice that in relation to the 3ft. 6in. gauge provision has been made for 17 hopper waggons at a cost of \$130,000. Are these hopper waggons the only aluminium ones to be used for the cartage of grain, or are they steel hopper waggons to be used for ballast?

The Hon. G. T. VIRGO: I have not the detailed information that the honourable member desires, but I will obtain it for him.

Mr. EVANS: I understood the Minister to say earlier that with the club cars being put on the Overland extra accommodation would be available. Can he say whether extra carriages are going to be available on that train, or are better facilities only going to be provided? Also, are the three diesel-electric locomotives, for which progress payments have been allocated, to be used on the Overland when it is converted from under power to front power?

The Hon. G. T. VIRGO: I said that the three diesels to which the honourable member has referred were of 4ft. 8½in. gauge, so they obviously cannot be used on the Overland. It is obvious, too, that passengers will not be sitting up or sleeping in the club cars.

Mr. McANANEY: The Minister has not tried to reply to my question regarding what works are to be cut back. An additional sum of \$130,000 is allocated for new residences this year, which reduces the sum to be spent on the railways. As a private member last year, the Minister went on to say:

It is a tragedy for all South Australians, be they farmers, industrialists, workers or professional people, that, because the railways system is being neglected to the extent that it is, it is rapidly becoming a useless sort of organization through lack of interest by this Government and a lack of initiative in demanding standardization connections.

Yet he, as Minister, is considerably reducing expenditure on railway tracks this year.

Although he intends to spend more money on one track, will he say where he is taking that money from? Also, what condition will the railways get into if expenditure is cut back in certain directions by nearly \$1,000,000?

The Hon. G. T. VIRGO: The question that the honourable member has raised for the third time is the same as the one he raised at the outset when I told him that lines were being upgraded and that additional money was being provided for track rehabilitation. This work is not being done at the expense of anything else: it is a matter of rearrangement in the areas of greatest need. The facts are clear and simple: if the honourable member wants to proceed with his own academic exercise, he may do so. I have given him the facts, and I can do no more than that.

Mr. EVANS: The sum of \$827,000 has been set aside for three diesel-electric locomotives and spares, and \$324,000 has been set aside for nine diesel-electric locomotives and spares for the 4ft. 8½in. gauge. Can the Minister say whether the latter allocation has any relation to the former or part thereof? I think that the reference to the three diesel-electric locomotives and spares may be to the locomotives that will be used on the Overland when the conversion is made to front power from under power. Also, can the Minister say when the conversion will be made from under power to front power on the Overland?

The Hon. G. T. VIRGO: As I do not have the information, I cannot reply to the honourable member's last question; at this stage no

considerations have been placed before me. Regarding the other question, there have not been two bites at the cherry: the provisions are for different purposes. If the honourable member requires further clarification, I will obtain it for him.

Mr. VENNING: Last year, the member for Pirie got into trouble when he told his constituents not to use the train to Port Pirie, as it was not safe. What has been done to make this railway line safe? What sum is likely to be spent on this line, which we are trying to have converted to standard gauge? Will there be some economizing regarding the sum spent on the line in view of the possibility of its being standardized soon? If that is the case, in the light of what the member for Pirie said last year, I, who use this line often, fear for my safety.

The Hon. G. T. VIRGO: The honourable member has distorted the position a little. As I recall it, the member for Pirie repeated a report that had been submitted and, unfortunately, he got saddled with having made it himself. Perhaps the people who saddled him had ulterior motives for political purposes. There is no intention of down-grading the standard of maintenance on the Port Pirie line. At this stage, there is no indication of what will happen. As I gave a full explanation to the Leader about this, I do not intend to go over that again. The same procedure for maintenance as was followed in the past will be followed now to ensure working of the line. I think it is fair to say that there are far fewer accidents on this line than there are on many other lines, and that should dispel any fears.

Mr. HALL: There seems to be doubt whether the Minister fully understood the subject raised by the member for Heysen. Last year, \$600,000 was allocated in a new provision for special attention to be given to main lines. The Minister will recall that there was a tremendous problem regarding derailments of freight and passenger trains on the line from Melbourne. This became of economic significance in that almost weekly there was a derailment, and one can imagine the cost involved. This led to the appointment of a special committee of investigation and to this new provision for special betterment of main lines. Last year, \$600,000 was provided and, according to this year's report, \$550,000 was spent. If that extent of expenditure was carried out year by year, one could estimate that it would take nine years to complete the

programme, and that is a long time in regard to the operation of any line.

No doubt the Railways Commissioner studied this matter carefully, deciding that the work could be spread over nine years. To envisage a programme of improvement to lines extending beyond nine years is almost beyond a practical person's credibility. In that time, one can envisage a significant deterioration, in addition to the state of present deterioration, in the lines not receiving attention. In these Loan Estimates, \$393,000 is provided for special betterment of main lines. The Minister smiles, but I am referring to his figures. Does he intend to subvert his own figures before we have even passed the Loan Estimates? Surely he has not put false figures before the Chamber. Let us accept this figure at face value. The total programme is for \$5,200,000 and, when that amount is divided by \$400,000, the result is obviously an extension beyond the time of nine years originally provided in the programme we instituted, involving an expenditure of \$600,000 a year. In the two years of the previous Government, we saw hundreds of thousands of dollars lost in derailments and the search to find their cause. One of the causes was the condition of the track.

I should like to know the Minister's intention in reducing last year's expenditure of \$550,000 to a provision of \$393,000 this year. Forgetting his remarks as a private member last year, I want him now, as a responsible Minister, to give me this information. How long does he expect the special betterment of main lines to take? The previous period for this work was about nine years but, if the reduced expenditure is to apply, 12 or 14 years will be involved. I should like an assurance that next year the Minister will increase the expenditure sufficiently so that work on the rehabilitation of lines can be carried out in the period originally planned.

The Hon. G. T. VIRGO: Our present plans to have a total debit of \$1,940,000 for this work in 1970-71 will place us ahead of the rehabilitation time table proposed by the Railways Commissioner and adopted by the previous Government.

Mr. HALL: As we are discussing public finance, the Minister owes the Committee a better explanation. If he aggregates the figures, they still do not favour him. Last year the provision for the Way and Works branch was \$3,380,000 and this year the provision is \$3,093,000, and no aggregating of figures or telescoping of works allows him to say that the programme will take him ahead of the

previous programme. I assume that the Minister will not give any more information. I have asked him a question on this line, which is separate, for good reasons that he knows, and the amount provided is less than was expended last year.

Mr. COURCEL: I assume that the \$1,940,000 for ballasting, relaying, buildings, platforms and stockyards, station yards, signalling and safety devices, main lines, bridges and culverts, drainage, etc., is provided for the whole State, not for main lines only. The provision for these items last year was \$1,860,000. The Leader has mentioned the special programme for betterment of main lines, for which \$600,000 was provided last year, compared with \$393,000 this year. Those figures show that we are spending less this year than we spent last year. This is the Leader's point, and the Committee is entitled to an explanation. If only \$393,000 is provided this year for special betterment, the programme will be spread over a long period. The Committee is entitled to know why the special betterment provision has been reduced.

Mr. NANKIVELL: I refer to the introduction of the new Matisa upgrading machine and also to the Government's plans for upgrading the line to the South-East. I understand that upgrading, using the old electronic levelling machine, was undertaken on that line only months ago, and I ask the Minister whether the new machine will now be put over the same line. Further, if this line is upgraded and reballasted (which I assume is an essential part of upgrading), where is it intended that the metal for this work will be quarried?

The Hon. G. T. VIRGO: The Railways Commissioner's monthly report as at June 30 stated that a tender had been let to Quarry Industries Limited and that delivery of ballast to Keith had commenced. Therefore, all these works are being undertaken. I am not able to give details, on a mileage basis, of the work that the Matisa car is doing but, if the honourable member wants this information, I will get it for him, although I am not sure of its value to him.

Mr. RODDA: Extensive quarrying operations are going on at Keith, near Monster Mount. I understand that, because of its special qualities, metal from the Monster Mount site will be used by the Railways Department as ballast on the Murray Bridge to Serviceton section. Can the Minister say whether this is correct?

Mr. COURCEL: Apparently, the co-operative Minister will not reply to my previous remarks,

and I now ask another question. The Minister may know that the Commonwealth Government is now calling tenders, on a world-wide basis, for pre-cast concrete sleepers for the standard gauge railways. These sleepers are to comprise concrete, with pre-stressed cables through it, so that use of wooden sleepers can be discontinued. The Commonwealth Government has been experimenting and has examined a British patent. I also know that a South Australian has tendered on the Commonwealth Government application form. From my experience overseas and in Australia, I know that various types of sleeper, such as metal sleepers, which have not proved successful, and sleepers of different types of timber, some treated with creosote and other materials, have been tried. Also, some experiments involving pre-stressed concrete sleepers, an entirely new device, have been made. Can the Minister say whether his department has considered introducing into the South Australian system this new design of pre-stressed concrete sleeper, which has a double plate to hold the rail in position, as is used in the British railway system? If it has not, provided the economics and the safety margin are adaptable to our system, will the Minister ask the Commissioner to have the Chief Engineer or the appropriate officer examine this system with a view to implementing it in South Australia?

Mr. WARDLE: I wish to refer to three matters. First, can the Minister say whether ballasting, which is included in the item relating to relaying, buildings, platforms, etc., is a separate item in his records, showing just how much money will be spent on ballasting the Adelaide to Serviceton line? Secondly, I have a great interest in the repeated occurrence of derailments; indeed, it seems that many of them are in my district. Can the Minister say whether a Government committee is at present investigating derailments? I believe that such a committee was functioning about 12 months ago, and I presume it still exists. Does the Railways Department, through its own technicians and qualified officers, carry out an investigation after each accident, or are there members of this committee who are outside the Railways Department and who investigate and report on all accidents? Thirdly, the railway cottages at Tailem Bend have been a disgrace to Governments in this State for the last 40 years. Almost 100 of these dwellings in Tailem Bend do not have a hand basin in the bathroom.

Mr. Nankivell: Do they have septic systems?

Mr. WARDLE: Yes. Many people are concerned about the repeated derailments. I believe that the answer to this question largely is that we are not attracting the right type of officer to the department, and I do not believe that we have been sufficiently careful regarding the standard of accommodation provided. I am not saying anything at this stage about wages, although I think that this matter could also be examined. I think that much more could be done to make accommodation more attractive. There is no hot water service in any of the 288 cottages, and it is planned to install only three this year. No doubt, the occupants of the three houses concerned will appreciate a hot water service. In addition, there are no electric stoves in these 288 dwellings and many other things are needed.

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

Mr. WARDLE: At the present rate, it will take nearly 100 years to install hot water services in these dwellings. It is a pity that more amenities have not been installed in these houses in the past. Can the Minister say whether there is a separate item for ballasting for the Adelaide-Wolsley section? Also, is the committee actively investigating each derailment, and is it possible to allot further money to improve the cottages in Tailem Bend?

Mr. GUNN: I cannot see any reference to the provision of bulk superphosphate facilities on railway properties on Eyre Peninsula. As the Minister is no doubt aware of the importance of these facilities to rural industries, will he consider providing them?

Mr. McANANEY: I cannot understand why the Minister of Roads and Transport could not convince the Treasury of the importance of improving main lines, because last year in this debate the present Premier read practically the whole report and said that something should be done about it. I interjected and said, "You need not read the report. We have all read it." He then said that we had not read the report or we would have done something about it. It is therefore hard to understand why the Treasurer has not increased the railway allocation. It is only \$100,000 more than last year's provision, which is very much less than the amount needed.

The Treasurer said last year that we had dog spikes only here and there, and that only wooden liners were installed. Victoria has, for 30 years, installed sleeper plates in every third sleeper. Will the Minister or the Treasurer therefore say what progress has been made in removing dog spikes and inserting

sleeper plates, which are essential in modern lines? Also, can he say whether this work can proceed, despite the reduced allocation?

The Hon. D. A. DUNSTAN: The way and works proposals for this year include plant and sundries (\$144,000) and special betterment of main lines (\$393,000). Also, the sum of \$84,000 has been allocated for rolling stock construction for the provision of camp trains, which are for the betterment of the line; the sum of \$183,000 has also been allocated for new works, making a total of \$267,000. This means that \$804,000 is to be provided from Loan funds. In addition, debits have been received for \$290,000 which, when these Estimates were prepared, were anticipated from 1969-70. Therefore, out of this year's money we will have to meet \$1,940,000 during 1970-71 towards the total programme, if work is to proceed as planned. This is a considerable sum out of the total programme for rehabilitation of the lines. This is for track rehabilitation work within the total of the programme originally proposed, and it amounts to about \$5,000,000. We are therefore doing better than has previously been done, and about one-fifth of the programme of rehabilitation is intended to be spent from Loan this year.

Mr. COUMBE: The sum of \$1,940,000 covers a variety of items. Last year, the corresponding figure was \$1,800,000. The committee set up to consider safety improvements to main lines devised a programme to be completed in nine years. Last year, \$600,000 was set aside for the purpose, whereas this year only \$393,000 has been set aside. As the allocation for betterment of main lines has been reduced, it is likely that the whole of this programme will be extended far beyond the time recommended by the special committee.

The Hon. D. A. DUNSTAN: The honourable member has not understood what I have just said. The programme outlined for this year will put us ahead of the proposed eight-year programme. In way and works, the sum of \$144,000 has been provided for plant and sundries. That must be added to the \$393,000 allocated for direct work on the line. In addition, \$84,000 has been set aside for camp trains for the track rehabilitation programme. The sum of \$183,000 has also been set aside for new works, making a total of \$267,000. The amount provided is \$804,000. That is not the total amount of \$1,940,000, but it is the total of all items involved in track rehabilitation. In addition, there are debits to come to hand this year for \$290,000, which

were anticipated during 1969-70. So, we will have to meet this year \$1,094,000, due in 1970-71. The \$1,094,000 on the total track rehabilitation is significantly in excess of expenditure.

Mr. HALL: The Treasurer should do the Loan Estimates again, for they do not express the programme that he is talking about. Last year we instituted a programme based on a recommendation of a special committee. All members know the great trouble this State had because of the many derailments. A programme to cost in total \$5,200,000 was instituted for the rehabilitation of lines in addition to the normal rehabilitation programme. The sum of \$550,000 was spent last year and, on this line this year, the sum provided is \$393,000. The Treasurer is trying to say that the sum spent in this way will actually be greater because some service equipment to serve people who do this work is to be added. There is a sum of \$144,000 for track rehabilitation. Surely the special betterment of main lines includes the rehabilitation figure. Surely anyone framing these Loan Estimates would include such a figure. I suspect that the track rehabilitation figure is taken out of the line for "ballasting, relaying, etc.". Surely the money cannot come from new residences, plant and sundries or the relay from Ceduna to Kevin. There is nothing else it can come from except the vote for "ballasting, relaying, etc.", and therefore it is the normal programme.

The Hon. G. T. Virgo: We've had all this.

Mr. HALL: The Minister criticized the previous Government about this.

Mr. McKee: You allowed the railways to deteriorate for about 30 years.

Mr. HALL: The honourable member is outlining the problem, which the previous Government started to meet, following a special inquiry last year, by providing a programme for the special betterment of main lines. I presume that this is embarrassing the Government. If the item does not mean what it says, what is it doing here? If it is false, let us get it corrected. The Treasurer can make explanations from details that he has provided to him, but this document is all the Opposition has.

The Hon. D. A. Dunstan: You've had an answer and now you don't want it.

Mr. HALL: The Treasurer is saying that this figure is not right. He cannot put this figure into the document and say that it indicates something for another purpose and add another \$400,000 or \$500,000 to it.

The Hon. Hugh Hudson: If you relay track, are you improving it?

Mr. HALL: Of course. The provision we made was something superimposed on the normal programme. I draw to the attention of the Treasurer the sum total for two consecutive years of the total provision for "ballasting, relaying, etc." and "special betterment of main lines". Last year the total was \$2,460,000, and this year it is \$2,333,000; no matter how the Treasurer likes to juggle the figures the sum total comes to a figure that is significantly less than last year's figure.

Mr. McANANEY: When they were Opposition members last year practically all Cabinet Ministers protested strongly about the condition of main lines. The present Minister of Works said that the Government was doing nothing about the report it had called for. This year, with more Loan funds available, the Government is providing in total \$100,000 more for railways and \$287,000 less for the Way and Works Branch. The Government says that the figures in the Loan Estimates are not accurate. Why cannot another set of figures be produced that are accurate? Surely it is a lack of consideration for Parliament for the Government to produce something now that is different from what is in the lines. We have not received replies to questions we have asked. Will the sum provided for special betterment of main lines be reduced? Is it being reduced to make up for the new set of figures that the Minister of Roads and Transport now asks us to accept?

The Hon. D. A. DUNSTAN: I believe that members opposite are being somewhat unkind to themselves. I invite the member for Victoria, who was a Minister in the previous Government, to produce the Loan Estimates of the previous Government as extant at the time that Government left office in relation to this department. In the main, we have accepted those Estimates. Although there were some alterations, this was not one of them. This is what was agreed by the previous Government, and we have given the explanations prepared for that Government. We have tried to point out the basis on which we have accepted these figures. If members opposite suggest that they had a programme different from this one that they put forward as the basis of their Loan activity, I should like to hear from them, and I invite them to produce the documents showing that that was so.

Mr. HALL: Perhaps the Treasurer has overlooked the fact that criticism from members on this side first began after we studied the valuable words last year of the present Minister of Roads and Transport. Surely the

Minister, who has done so much to wreck the Metropolitan Adelaide Transportation Study plan in such a short time, could readjust Loan expenditure in favour of his own beliefs. It is paltry to say, "We have accepted the recommendations of the previous Government," when the Minister has acted so decisively in matters about which he really cares. We will not get anywhere by developing this argument. It is futile for the Treasurer to say that the Minister of Roads and Transport could not have adjusted the Loan funds in the last part of 1969-70.

The Premier did not know until he went to Canberra how much Loan funds he would have, and he did not know how much interest-free money the Commonwealth Government would provide. He got \$27,000,000. He did not know how much of the Loan interest burden the Commonwealth Government would lift from the State. He knows that the Loan programme was not fixed when he came to office. Substantial recommendations had been made and preliminary estimates approved, but they were subject to alteration, and the views previously expressed by the Minister of Roads and Transport regarding the previous Government were extremely uncharitable, yet the present Government will have a lightened interest burden, with tremendous effect.

The Hon. Hugh Hudson: What does the lightened interest burden do to the total amount of Loan money available?

Mr. HALL: The Minister of Education always adopts diversionary tactics.

The CHAIRMAN: Order! The honourable member is not obliged to answer interjections, which are out of order!

Mr. HALL: If the Treasurer is contemplating a deficit Budget, he knows the amount of interest-free money he gets will be pertinent. He has already arranged for \$4,000,000 unspent, and he knows the relationship between the amount that he leaves unspent and the amount of interest-free money that he gets in the Loan programme. The Premier cannot deny that these matters have a tremendous bearing on the Loan programme and the Budget accounts, because he knows that he has been provided, in his budgetary estimates, with another \$7,000,000 by the lightening of the interest burden.

The Hon. D. A. Dunstan: Not this year.

Mr. HALL: Is the Treasurer saying that this will not be effective this year?

The Hon. D. A. Dunstan: Not this year.

Mr. HALL: His Loan programme shows that he is altering the Public Finance Act to

enable him to receive \$27,000,000 interest-free this year.

The Hon. D. A. Dunstan: That does not affect the interest payment until next year.

Mr. HALL: It is a saving that the Treasurer can count on. He knows what it will be. It will be in this year's accounting whenever it is paid, and it will be part of this year's funds.

The Hon. Hugh Hudson: No, you are wrong.

Mr. HALL: The Minister of Roads and Transport has criticized the previous Government on its failure to provide more than \$600,000 for this vote. However, the Present Government is providing \$400,000 and claiming that, by adding works from the Way and Works Branch, this will be a greater figure. The Opposition does not accept that the line is different from what is printed. We dare not do that, because it is a failure of the Parliamentary system if we are told that something we are asked to accept is different from what is printed. The Treasurer has been here longer than I, and he knows that we are not expected to accept a line that is different.

The Hon. D. A. DUNSTAN: I am sorry that the Leader is not prepared to listen. We have given him an explanation of the total amount spent on track rehabilitation, and this involves expenditure for several lines on the matters contained in the committee's report. I have pointed out that, on the programme approved, we are ahead of schedule on rehabilitation work. Certain of the Leader's assumptions are incorrect. True, this year, as part of the total Loan allocation, we are receiving support from the Commonwealth Government for a share of the total Loan works programme, as we always have done, out of Commonwealth revenues, but in future that will be non-interest-bearing. In other words, it is a grant, not Loan, although it will be dealt with in Loan funds. The alteration in debt servicing charges will not accrue to the Revenue Estimates until next year, and the moneys coming in in grant this year make no difference to the total amount of Loan money available. It is being dealt with as Loan money. If it were not, we would have had less Loan money available than last year. We have a total Loan programme, which is always supported by the Commonwealth Government. That total is not altered, other than that there has been some overall increased allocation in governmental Loan moneys this year: in the total Loan works programme, there has been an increase every year in the last decade. There is no difference occurring

in the way we can allocate Loan moneys from the fact that part of it is grant now rather than Loan. The only way our monetary situation will be affected is that in future years this will have some effect on our debt servicing, but it does not affect us this year.

Mr. Coumbe: You're saying it will take effect as from next year, are you?

The Hon. D. A. DUNSTAN: Yes, as far as debt servicing is concerned, and that is when relief will come to the Revenue Budget. It does not affect estimated Loan works.

Mr. Hall: It does to the extent that you know that next year you will have a lighter budgetary responsibility.

The Hon. D. A. DUNSTAN: That is true regarding our requirements to use Loan money towards covering a deficit, but that occurs only next year, and at this stage it is impossible to forecast precisely what our budgetary situation will be then. As the honourable member knows there is a whole series of variables, which at this stage one cannot effectively forecast. One has to be reasonably conservative (in the best sense of that term, of course) in order to ensure that where there are unforeseen contingencies there is money to cover them.

Mr. Coumbe: I seem to remember your criticizing this last year.

The Hon. D. A. DUNSTAN: In those circumstances, the honourable member's Government had money to cover what was coming in, and that was proved by the Budget situation which eventually occurred; his Government could have covered it. We believe that the former Government should have spent more from Loan that year and, in fact, we are not making the same provisions from Loan this year that it was chosen to make last year to cover prospective deficits. We have used up much of the accumulated Loan surpluses in order to expand Loan expenditure this year in needy areas.

Our decisions have been that there are certain areas in which expansion was absolutely vital immediately, such as the area of school buildings. The honourable member is saying that either we should have reduced the sums that we are holding in caution against deficit, not knowing what our deficit situation was going to be, or that we should take it from other lines; in other words, we should do that to exceed the programme which his Government had put up to the Loan Council. I do not think that that is reasonable, and I have explained the basis on which we are proceeding. We are ahead of schedule in this area.



Line passed.

Marine and Harbors, \$4,735,000.

Mr. CUMBE: I refer, first, to the container berth commonly known as No. 3 dock, a project that is valuable to South Australia if used effectively. I had the privilege of negotiating the agreement on this project with Sir John Williams (Chairman of the Australian National Line) shortly after I became Minister of Marine in 1968. What we are asked to pass this evening is the final payment on this project, which I know has been physically completed, the sum involved being \$1,673,000, of which \$182,000 is being provided by the Australian National Line, and this matter was part of the agreement to which I was a party in 1968.

Knowing full well that the Australian National Line's *Sydney Trader* was behind schedule in construction, I recently asked the Minister what use would be made of this valuable dock, which can take roll-on-roll-off vessels and which has a crane to take deck cargo. The Minister said that he was examining the matter of another shipping line's making use of the dock. However, right from the beginning the idea was and the agreement stated that the Australian National Line should have first priority in the use of this dock, because it would have contributed a certain sum to pay for the facilities provided, and, when the Australian National Line was not going to use the dock, another vessel of any other company could use it to discharge cargo. In order to see that Port Adelaide is not by-passed and that vessels do not go to other States instead of coming here, we should make full use of this dock. The *Sydney Trader* is not quite ready yet and, when it does come here, it will do so only at infrequent intervals, so that there will be plenty of scope for other shipping companies to use this berth in connection not only with interstate trade but also with over-sea trade.

I was particularly pursuing the possibility of the K line and other Japanese vessels that could come to South Australia to use this dock. I believe that the expenditure on the facility is completely warranted because, if we do not provide this dock, we shall be by-passed. However, as the A.N.L. vessel has been delayed will the Minister of Marine say what steps are being taken to encourage other vessels to come to Port Adelaide and use this dock? At present we send our containerized cargoes by rail simply because, by a quirk of circumstance,

railway freight is lower than sea freight. In addition, Adelaide is only a feeder port, whereas Melbourne, Fremantle and Sydney are terminal ports.

In view of the expenditure required here, which I thoroughly approve of, I should like to know what steps the Minister or his department is taking to publicize the fact that Port Adelaide now has available this dock facility which was not available when I, as Minister of Marine, produced a brochure on Port Adelaide (brochures were subsequently produced concerning Port Pirie and Port Lincoln) which went all over the world to traders, trade commissioners and charterers. What is being done to attract extra trade here? I point out that the Australian National Line, which has priority in connection with this berth, will use it only at certain intervals. In the meantime this berth will be available for other vessels to use. I admit that at present containers that come on as deck cargo are unloaded at other berths at Port Adelaide and Outer Harbour and are transported to Gillman. Will the Minister say what steps are being taken in South Australia's interests to promote Port Adelaide, and especially dock No. 3?

The Hon. J. D. CORCORAN (Minister of Marine): I am sure members appreciate the honourable member's remarks. I give him full credit for the assiduous way he approached his task when Minister. I now have the responsibility of finishing the matters that he started. Until yesterday I thought the *Sydney Trader* was due to arrive at the dock tomorrow night, but its arrival date has now been put back to September 13. Like the honourable member, I should like to see Port Adelaide promoted. I believe in the long term that it will be used to a greater extent than it is at present. We have established container depots at Gillman, and we will continue to do so for this reason. Both the Director and I are aware of the need to do this, and no opportunity will be missed to upgrade or increase the use of our facilities at Port Adelaide. Although I have nothing specific to tell the honourable member, I can say that steps are certainly being taken to have these facilities used as much as possible when they are not being used by the Australian National Line. Accepting the honourable member's suggestions, I assure him that everything possible will be done in this respect.

Mr. VENNING: I am pleased to see that \$50,000 has been allocated for Port Giles. It is interesting to note that the first 30,000-ton wheat cargo ship, the *Anstethof*, is to load

22,000 tons of wheat at Port Lincoln and is due to top up with 8,000 tons at Port Giles next week. The Chairman of the Public Works Committee informed me today that the matter of improvements at Port Lincoln is to be referred to his committee at any time. I was concerned at the Minister's announcement that a committee would examine the situation at Wallaroo; a three-man committee has been set up for this purpose, its job being to examine a second deep sea port centrally situated in South Australia. It is also required to examine the possibility of accommodating vessels of 100,000 tons capacity. This aspect is indeed frightening, as it could mean the death of both these ports. It is important that a second deep sea port centrally situated in this State be proceeded with as soon as possible, but I should appreciate the Minister indicating whether the survey to be made at Wallaroo will include consideration of vessels of 100,000 tons capacity or will the port be of a more reasonable size?

The Hon. J. D. CORCORAN: I thought the first vessel to call at Port Giles was due there last Friday. I understood that it was unloading at Port Adelaide and that it was due to take on 9,000 tons at Port Giles. However, since then I have not received any further information regarding its arrival date. I am pleased that the sum of \$50,000 has been allocated to this port and that that sum will be spent this year on bulk loading facilities, if it has not already been spent. The Director of the Marine and Harbors Department had last week prepared his evidence for submission to the Public Works Committee; that information was relayed through a deputation that met the Director last week. Unfortunately, I could not receive the deputation because of circumstances. However, the Director was good enough to meet the deputation for me, and I received a full report from him thereafter. I am sure that much time and preparation goes into producing such evidence today. Following that, we got down to the detailed planning of the port. As it takes some time for the Public Works Committee to report on a project, we have not been able to start work this year on this facility. I hope that once this is done we can progress and that the facility will be available in three years.

The committee set up to make recommendations on the port is the same as the committee that decided on Port Lincoln. The honourable member referred to 100,000 tons, but I am not certain of the tonnage. Oil tankers have recently developed from 200,000 tons to

300,000 tons. However, I am not sure whence this figure of 100,000 tons came. I have complete confidence in the committee set up. I believe that it is necessary for a committee of this type to look into the matter, because I want to be satisfied, and I think the honourable member will appreciate that much evidence has to be collected about where the produce is grown and where it goes before a decision can be fairly made, taking into account that there are conflicting interests in this area. As I want to be certain that the decision is right, the committee has been appointed. I have complete confidence in the fact that it will do its work, and in due course, present its report to me.

Mr. RODDA: I see that \$400,000 is provided for the Outer Harbour passenger terminal, and I am pleased that the Minister has seen fit to continue work on this improvement. As this is the gateway to South Australia, passengers who have arrived there in the past and seen the dilapidated old terminal must have gained a poor impression of the State. My predecessor in office did much work on the gradual process of improving this terminal. I am pleased that my successor has seen fit to continue the programme to finish this passenger terminal. Can he say what stage work has reached? At the other end of the Outer Harbour, provision will be made for the roll-on-roll-off vessel which, I believe, is called a port astern. Can the Minister also say what progress has been made on that work?

The Hon. J. D. CORCORAN: At present the prefabrication of the steelwork is taking place in the department's workshop at Glanville, and I think that is the only progress that has been made at this stage. However, I remind the honourable member that, when the announcement was made, it was stated that the whole project would be completed within two years, and I hope that schedule can be maintained. Preliminary work is taking place at present but, as far as I know, the prefabrication of the steelwork has not yet been completed. I am not sure whether anything has been done about what the honourable member referred to as the port astern. However, I shall be happy to find out what stage planning has reached and whether work has commenced. I assure the honourable member that I am as keen as he is to see that the gateway to South Australia from the sea is of a good standard and that the work is completed as soon as possible.

Mr. WARDLE: I should like to see the provision of craft to patrol the Murray River.

The Minister will be aware that over the past three years seven people have died on the Murray River because of the activities of the increasing number of ski boats using it. The Minister will also know that all the clubs in the lower regions of the river at least agree that patrolling the ski boats will be helped by legislation providing for the registration of boats and the licensing of drivers. Will such legislation be introduced before the coming summer?

The CHAIRMAN: Order! I ask the honourable member to say to which line he is referring?

Mr. WARDLE: "Minor works".

Mr. Coumbe: Say "Sundries".

The CHAIRMAN: Order! I am not joking, and I ask members to accept that. The member for Murray was talking about some craft on the Murray and asking whether legislation relating to them could be introduced. The honourable member knows that he cannot refer, during this debate, to matters involving legislation: he may refer only to administrative action of the Government or of departments. To which line is he referring?

Mr. WARDLE: I believe that, with the possible introduction of legislation, money will be made available for the craft to which I have referred.

The CHAIRMAN: To which line is the honourable member speaking this evening?

Mr. WARDLE: To the last line: "Minor works, \$140,000".

The CHAIRMAN: Does "Minor works" include craft on the Murray?

Mr. WARDLE: Will provision be made under this line for the supply of the equipment to which I have referred?

The Hon. J. D. CORCORAN: Provision is made in the Loan Estimates for departmental equipment, and I think the honourable member is correct in talking about this sort of equipment. The Government is actively considering introducing legislation relating to the control of pleasure craft, although no final decision has been made on this. This has been in the offing since about 1967. Although it is desirable, it is a matter of working out how to go about it and what form of control is necessary. Patrol craft are not extremely expensive and, if legislation is introduced during this session, we will have scope in the Estimates to purchase these craft.

Mr. FERGUSON: I refer to the item covering slipways for fishermen.

Mr. HALL: On a point of order, Mr. Chairman, I ask whether, if we proceed to the provision for fishing havens, we forgo our right to deal with items occurring before that item.

The CHAIRMAN: No.

Mr. FERGUSON: I understand that the two recognized slipways in South Australia where fishermen can have their boats repaired and surveyed are at Port Adelaide and Port Lincoln, and sometimes fishermen have to wait at least a week at either of these places before getting on to the slipway. I understand that a further slipway was to be provided at Point Turton for use by fishermen from the southern parts of Spencer Gulf. Can the Minister say how far construction has proceeded and whether provision is made for the work in these Estimates?

The Hon. J. D. CORCORAN: I cannot say what progress has been made on this specific item, but I will find out for the honourable member. Last year \$225,000 was provided in the Loan Estimates, and only \$153,000 has been spent. However, we are again providing for an expenditure of \$225,000. I remind the honourable member that there are several slipways in the South-East.

Mr. Ferguson: I referred to the recognized ones.

The Hon. J. D. CORCORAN: The member for Alexandra can rightly boast about the development of a slipway at Lake Butler, which was constructed when he was Minister of Agriculture.

Mr. COUMBE: The Opposition is delighted at the affable and courteous way in which the Minister of Marine is replying, in contrast to the way we were treated in discussion of the previous line. I refer to the item "sundry works" in the section dealing with harbour works, and I refer particularly to Garden Island, in the District of Price. The previous Government intended to develop that island as a garden in the true sense. During negotiations with the Adelaide Speed Boat Club, I persuaded the club to move from Snowden Beach to North Arm and to have its skiers go there also, so that, apart from small yachting activities, the Port Adelaide Rowing Club would be unmolested and the speedboat operators and skiers would have free water in North Arm. I was able to negotiate to have a new clubhouse built at North Arm for the speed boat club, and this way a major project for the water sporting public of South Australia. I also negotiated with the Port Adelaide council to develop Garden Island by

dumping refuse on it progressively and then covering it. The Government was willing to give the council a title to the land. Unfortunately, instead of such facilities as golf links and ovals being developed, the Port Adelaide council then got a different mayor and a different town clerk (and I am not reflecting on the council here) and negotiations broke down. The Marine and Harbors Department had to develop runways on the periphery of the island for the launching of small boats, and the grand concept of developing the island from a tourist and recreational point of view fell by the wayside. I ask the Minister whether he has negotiated with the reconstituted Port Adelaide council about this scheme, which would benefit the council, because it would have the freehold title to the island. The Engineering and Water Supply Department has laid water mains, and a magnificent road has been provided so that the Electricity Trust pylons can be serviced. If the Minister has not had any negotiations with the council about developing the area, will he take up the matter now?

The Hon. J. D. CORCORAN: I hope that in 2½ years' time I will be able to stand up and pat myself on the back as effectively as the member for Torrens is doing it this evening, although I give him full credit for the things he has done. If the honourable member thinks that I am wrong in saying that we expect to spend more this year, he can tell me later, but I ask him to check the figures for his own edification and to take into account the West Lakes Development Scheme, and a few other things, in order to see where we stand. I have not had dealings with the Port Adelaide council on the matter the honourable member has raised but, having been to Port Adelaide fairly recently, I have seen the development to which he has referred, and I shall be happy to follow up the suggestions he has made.

Mr. BECKER: As I gather that the main purpose of expenditure on this line is to upgrade shipping facilities with a view to attracting overseas ships to South Australia, I should like to know whether any thought has ever been given to establishing an overseas shipping terminal at Victor Harbour.

The Hon. J. D. CORCORAN: I think the honourable member is being facetious.

Mr. CARNIE: I should like to know whether, subject to the report of the Public Works Committee on the Port Lincoln "super" port project, the Minister expects any of the \$24,000 provided for sundry works under "out-

ports" to be spent on preliminary design work, so that this project will at least be under way before the next Loan Estimates are considered.

The Hon. J. D. CORCORAN: As I pointed out earlier, the detailed (not preliminary) design work will proceed immediately the Public Works Committee reports favourably on the project, so we shall be able to spend further money on the project at the beginning of the next financial year.

Mr. GUNN: No doubt the Minister is aware of the importance of the Thevenard harbour to graingrowers in that part of the State, this port being their only outlet for wheat. In view of the serious situation facing the wheat industry, graingrowers should have every opportunity to get the maximum benefit from the port. Can the Minister say what size of vessel will be able to enter Thevenard harbour when the projected work is completed and whether it is expected that in future money will be spent on developing this port further?

The Hon. J. D. CORCORAN: Although I cannot say what size of vessel the port will be able to take following dredging work, I know that most of the money allocated will be spent on dredging. As I do not know the final details of the improvements being carried out, I will obtain this information for the honourable member and also ascertain whether a long-term study is proceeding in regard to effecting further improvements to the port.

Mr. COUNBE: Referring to "minor works", I wish to raise the matter raised earlier, on which the Chairman ruled the member for Glenelg out of order, in connection with beach erosion. I will confine my remarks to the metropolitan beaches extending from, say, Normanville and Yankalilla to Port Gawler. I firmly believe that unless something is done urgently about this situation it will deteriorate rapidly, necessitating considerable expenditure soon. I believe that the Marine and Harbors Department is the major department to inform the Government on this matter, because of the nature of its set-up and of the officers within this department. I had the advantage of receiving deputations from local government on this matter, following a preliminary report received some time ago from Doctor Culver, and I asked the Minister a question about a month ago to which he replied that he was awaiting a final report.

The Hon. J. D. Corcoran: I'm still waiting on it.

Mr. COUNBE: The interim report received from Dr. Culver was sufficient to indicate the

lines along which investigations could be carried out while the final report was being awaited. As Director of Marine and Harbors, Mr. John Sainsbury, who is one of the most efficient officers in the Public Service, was able to obtain for me details of the legislation applying in the various States concerning this matter and, more particularly, details of what applied in Great Britain. I believe it is imperative that the Government, without wasting time, get on with the job of consulting with beachside councils. Representatives from the Marine and Harbors and Lands Departments, the State Planning Authority, the Tourist Bureau and local government should without delay get together and form a committee to investigate the reports that have already been provided to the Minister of Marine on beach erosion, and to investigate further the experimental work carried out at Glenelg, Henley Beach and West Beach, particularly considering groynes and their effectiveness, especially on the eastern side of St. Vincent Gulf, where the littoral drift is from the south to north. It should investigate what steps can be taken to solve this serious problem. I draw the Committee's attention to a practical example of what can be done. All members are aware of the breakwater that protects the entrance to the Patawalonga and how, when one flies over it, one can see a build-up of sand on the southern side. Unfortunately, at the front of the Engineering and Water Supply Department sewage works there is a great denudation of sand. I raise this matter at this stage before the final report is published merely to see what type of organization should be set up to investigate this problem, and I emphasize the necessity of local government and seaside councils being involved.

I suggest to the Minister, who is (or should be) interested in this question, that there should be some sort of body to advise him on the type of legislation that should be promulgated to protect our beaches, which legislation would receive the support of most members. Erosion is also occurring on the hill between Christies Beach and Port Noarlunga and this is creating a hazard for road users. I emphasize the need for urgent action to be taken. The Minister should act now and not just wait aimlessly in his office for a final report to be submitted to him. I admit that I had preliminary discussions on this matter; the Minister has probably done so, too; and the Treasurer is, I believe, to have discussions on it soon. I raise this matter because it is of prime importance to the people of South Australia, most of whom live in the

metropolitan area. These people use the beaches and, unless we take care of this heritage, they will not have beaches to enjoy. Will the Minister now say whether he has pursued this matter since I raised it with him about a month ago? If he has not, will he actively pursue it in the interests of this State, and bring down a report?

The Hon. J. D. CORCORAN: The honourable member will acknowledge that the report referred to was instigated by the previous Labor Government and that he received an interim report last September. The Liberal Government did not leave office until May this year, and the Labor Government has been in office only since June. In the short time since then I have studied the interim report, and the Treasurer is to have discussions with the people concerned. As a result, the Government intends to set up an authority. Representations have been received from members representing beachside areas: I refer particularly to the present Minister of Labour and Industry and to the former members for Port Adelaide and Brighton. The Government is as concerned as the Opposition about this difficult problem. I do not know whether the Marine and Harbors Department will be entirely responsible, but the authority will be mainly representative of the bodies the honourable member has mentioned. As can be seen, the matter is being actively pursued with great haste, but with not so much haste that the authority will not be effective when it is set up.

Mr. HALL: For the West Lakes Development scheme, payments less credits to Loan Account from repayments as at June 30, 1970, amount to \$954,900. The estimated payments for this year are \$10,000. Repayments are estimated at \$250,000, leaving a credit of proposed net payments of \$240,000 for the year. Roughly, this would mean that one-quarter of the land would be occupied by the company, because about a quarter of the total purchase price would have been repaid to the Government as part of the repayments as indicated this year and last year. This matter has a long history, although the enabling legislation was passed in this Parliament recently. All members look forward to the successful development of West Lakes. As one proceeds through the area, one can see the work proceeding on the esplanade side of Seaview Road. This large project will have a bearing on the building activity in the State. Negotiations have reached more or less the ultimate in agreement between Government

and private enterprise. Can the Minister comment on the present state of this development? Although we have only left Government recently, when we had a full knowledge of this scheme, I should like his assurance that matters are proceeding as they should. Perhaps he has an up-to-date report that he can make on progress.

The Hon. J. D. CORCORAN: Progress has been made, and tenders have been let recently for drainage works. I think that on Friday last a major contract was let for work associated with the scheme itself. Not everything is running as smoothly as we would like it to run, and soon it will be necessary to introduce amending legislation to clear up certain matters that are creating difficulty. However, on present predictions, the scheme will probably be finished ahead of time, if anything, and I hope that is the case. As the Leader said, it is a big scheme and, because of the various organizations and councils concerned, problems are bound to arise, but I am confident that they can be solved. Work on the scheme is up to schedule at present. There was a slight delay on drainage work because of some difficulty experienced by the Woodville council, but this was resolved. I feel certain that, either by amending the indenture or introducing amending legislation, we will solve the problems that may appear in future and that the scheme will proceed and be completed.

Mr. Hall: Any legislation would more or less confirm the present plans?

The Hon. J. D. CORCORAN: Yes; if anything it would be to streamline procedures and to facilitate the development.

Mr. HALL: Under "Fishing havens", a sum of \$50,000 is provided to up-grade facilities at the Wallaroo jetty. Even though the Minister has only occupied his portfolio for a few months, he will be aware that Wallaroo is an extremely important port on Spencer Gulf that caters for the international grain trade through the loading facilities at its main wharf, as well as catering for much of the fishing trade: it is a transit port in relation to fishing boats. Because of its recent developments, the prawning industry is adding to the importance of these facilities at the Spencer Gulf ports. I believe that the fishing industry has a long-term future in the area. Can the Minister say how this \$50,000 will be spent? If he does not have the details, I should appreciate this information at his convenience.

The Hon. J. D. CORCORAN: I regret that I do not have details. However, I shall obtain them for the Leader.

Mr. BECKER: When I suggested that possibly Victor Harbour could be developed as an alternative port to serve oversea shipping, the Minister said that I was being facetious, but that is not so. I thought that the Minister would appreciate my reasonable suggestion. I am looking to the future, having regard to the position in about 50 years' time. If I were running a shipping company, I should be looking for a port somewhere much closer to the shipping lanes than is Outer Harbour. Have any studies been made or can they be made into establishing facilities at Victor Harbour to attract oversea shipping?

The Hon. J. D. CORCORAN: I apologize to the honourable member; I really thought he was being facetious and that he did not want me to treat his question seriously. Of course, one of the problems we have had in Australia in developing ports is a lack of capital. The honourable member will understand that a great sum is involved in developing the sort of facilities that he is talking about. This would be so much better than anything existing that we can develop at present that we are not able to look 50 years' ahead. This is a problem throughout Australia, so much so that the Commonwealth Government recently called a conference of Ministers to try to get some co-ordination between the States on port development, mainly because of the capital involved and because we are limited in the capital that we have. Unlike South Australia, which has one authority, in Tasmania five or six different authorities control the ports and each one has applied for a container port. Everyone knows that Tasmania cannot possibly justify five or six container ports. As I have never really thought about Victor Harbour as an alternative to Outer Harbour, I will raise the matter with the Director, who is far more experienced in these matters than I am.

Mr. MATHWIN: Has any thought been given to extending further the Glenelg jetty? Work was to be done in two or three stages. When the first stage was completed, an arm was envisaged to extend from the first stage incorporating a deep sea boat haven, which would be a great asset not only to Glenelg but also to the whole State and, indeed, to tourism. I am delighted that the Government has seen fit to regard as of utmost importance the setting up of a committee on beach erosion. It is a great problem for us. It has been a problem in Europe, where the beaches

have been ruined, particularly after the provision of groynes. Once a groyne is built on a beach, more must be added. This goes on and on and eventually ruins the beach not only for tourists but for everybody else.

The Hon. J. D. CORCORAN: No consideration has been given to an extension of the Glenelg jetty, nor am I inclined to say that it will be considered this year. No provision has been made for it. If the honourable member is concerned and thinks the project is worth while, we shall be pleased to receive and consider his representations on the matter. I, too, hope that the authority we propose to set up on beach erosion in this State will be effective.

Mr. GUNN: Can the Minister of Marine tell the Committee when the Government proposes to build a breakwater at Port MacDonnell, a sketch of which appeared in the *Border Watch*, and how much it will cost? I think the Minister of Agriculture and the Minister himself have endorsed this project.

The Hon. J. D. CORCORAN: I have not yet received information on this. The Minister of Agriculture stated at Port MacDonnell (and he is the authority who decides where the money shall be spent; I am merely the constructing authority) that he thought a breakwater should be provided there and that he would consider it. The honourable member will appreciate that the normal financial allocation made for fishing havens could not be used for this project, because we could not fairly deny ports in other parts of the State the facilities they urgently need; so it would have to be a special allocation if approval was given. So far, the Government has not finally considered this matter, nor has it indicated whether or not funds will be made available.

Mr. RODDA: I think I understood the Minister to say that he would look into the matter of Point Turton raised by the member for Goyder. I think that when I was Minister we called for tenders for the earthworks. As the Minister occupies an office in which he handles many items each day, he cannot be expected to remember every detail, but I seem to remember that we called tenders and that representations were made to me about the proposed breakwater at Port MacDonnell. There are many boats in that harbour and it would be advantageous to the fishing industry in the South-East to have a breakwater along the lines of the sketch that appeared in the *Border Watch*. Investigations made when I was Minister revealed that the necessary

material was available at Mount Schank. Has the Minister any idea what the cost of the proposed breakwater would be? It will be a big job, but it is much needed.

The Hon. D. N. BROOKMAN: Before we start taking away one of the few mountains in the South-East to build this breakwater, as my colleague seems to suggest, I should like to know who drew the plans of the breakwater. If the Minister does not know anything about it, apparently it was something that the Minister of Agriculture dreamed up. It appears that the money for this project will not come from the normal fishing havens vote. The Minister of Marine does not yet know about it and has not seen the plans. These matters come under the fishing havens legislation, under an arrangement authorized by the Governor in Executive Council to be made between the Minister of Marine and the Minister of Agriculture. Is this something that the Minister of Agriculture has dreamed up on his own without reference to anybody in the department of the Minister of Marine? Nobody denies it would be an advantage to have a breakwater at Port MacDonnell, where there has been a problem for years. One would think that before the project was taken seriously the Minister of Marine would have been well informed on it and it would have been his officers who actually drafted the plan.

The Hon. J. D. CORCORAN: The sketch that the member for Eyre referred to appeared on the front page of the *Border Watch*. The caption was to the effect that it was being forwarded to me, as the member of Parliament for the district, to pass on on behalf of the Professional Fishermen's Association, supported by the district council, as its plan of where the breakwater should be sited. The Department of Marine and Harbors investigated the project under the previous Government. It drew up sketch plans and had a preliminary estimate made. This varies according to where the breakwater may go and how long it may be. The plan that appeared in the *Border Watch*, which was an overlay on a photograph of the port, is the biggest and the best. I do not think an estimate was taken out for that. The estimate made by the Department of Marine and Harbors was based on a smaller breakwater than the one envisaged by those people. The mountain to which the honourable member referred is not a mountain that will be affected. The Mount Schank quarries are at the base of it, so it will not be removed. The material there is good quality stone and

a considerable quantity of it is available about seven miles away from Port MacDonnell.

The Minister of Agriculture will decide whether this project will take place and, if it cannot be handled under the vote for fishing havens, whether it will have to be a special project to be handled in a different way. Normally, it would be referred by the Governor in Executive Council under an arrangement between the Minister of Agriculture and the Minister of Marine. The Minister of Agriculture authorizes the expenditure: the Minister of Marine is simply the constructing authority. The suggested breakwater at Port MacDonnell became fashionable and was toted around by the previous Government, of which the honourable member was a Minister. Following that, it was an issue during the last election campaign. In addition, the port has the support of the South-Eastern Professional Fishermen's Association, the Corporation of the City of Mount Gambier, the District Council of Port MacDonnell, the District Council of Mount Gambier, the Chamber of Commerce, etc. So, the matter has been going on for some time and I hope something will be done in due course.

Mr. RODDA: I have had requests from fishermen regarding navigation lights and other shipping aids at Carpenter Rocks. The people there, who are certainly expert in seamanship, want two lights that they can line up at night. Can the Minister of Marine say whether there is provision in the Loan Estimates for these facilities?

The Hon. J. D. CORCORAN: Those facilities would come in the category of "Minor works". All the necessary surveys have been carried out for the positioning of those lights, and no doubt they will be installed during the current financial year.

Mr. FERGUSON: I presume that \$50,000 has been provided for bulk loading installations at Port Giles. We have learnt tonight that a vessel may take on the first load from those installations during this week. For the time being Port Giles will be the only port where a reasonably large vessel can take on a load. Port Giles was first mooted some years ago. The primary producers in the southern part of Yorke Peninsula undertook to pay a surcharge of 2.5c if it was agreed that the port should be constructed. When construction was almost completed one or two primary producers in that area set out, by hook or by crook, to have the surcharge removed, and I am pleased that it has been removed. Every

member will be glad to know that something has been done to relieve the burden of the primary producer.

I am sure every member agrees with me that, if the primary producers in the southern part of Yorke Peninsula had not agreed to pay the surcharge, Port Giles would never have been constructed. One of the conditions laid down after the Public Works Committee had reported on the project was that the primary producers should pay this surcharge. During the term of office of the previous Labor Government the project was postponed for two years or more. I am sure that, if the primary producers had at that time said to the Government, "We do not propose to pay the surcharge", the Government of the day would not have gone on with it. I hope that never again will a port be built on the undertaking that primary producers should pay a surcharge.

Mr. RODDA: During the last weeks of the previous Government, when I (as Minister of Marine) visited Port Pirie, the question of the oil tanker berth was brought to my notice. Because the existing berth is virtually in the middle of the town, the local council is worried about the fire hazard. Council representatives pointed out an admirable site two miles up the inlet from the gulf. In addition, the harbour authorities and the council representatives recommended improvements to the port. Can the Minister of Marine say whether there is any provision in the line to cover a survey for a new site for the oil tanker berth and to cover the other improvements needed at Port Pirie?

The Hon. J. D. CORCORAN: As far as I know, the answer is "No". In fact, I know nothing at all of the project that the honourable member has referred to. If he undertook to consider that matter, I do not know about it. Certainly, it has not been referred to me.

Line passed.

Engineering and Water Supply, \$33,080,000.

Mrs. BYRNE: Regarding sewerage of new areas, the Minister of Works will be aware that the present policy of the Engineering and Water Supply Department in regard to areas where there is not 100 per cent development is that the scheme will not be proceeded with unless the revenue deficiency is guaranteed. At present all owners of existing houses are asked whether they are prepared to guarantee annual payments of a certain sum for five years, after which normal rates apply. This policy has shortcomings and I have received complaints that the annual guarantee payment



scheme is unfair. The fact that owners of vacant blocks who later erect houses on them have to pay only normal sewerage rates is frequently raised. Will the Minister ascertain whether the department can introduce a scheme that would be fairer to everyone? Also, has the Minister details of the normal sewerage schemes that are to be installed in my district in the next 12 months?

The Hon. J. D. CORCORAN (Minister of Works): I shall be pleased to consider the matter of payments, but it is necessary to obtain money from somewhere to develop these schemes. Most people appreciate that this is a worthwhile facility. I have had similar problems, but not from the honourable member's district. A sum of \$694,000 is to be spent on a scheme in the Modbury and Tea Tree Gully area, but I will obtain details of this for the honourable member.

Mr. EVANS: Can the Minister say when it is expected that extensions to the Glenelg Sewage Treatment Works will be completed, as this may have some bearing on the completion of a sewerage scheme for the Blackwood-Belair area?

The Hon. J. D. CORCORAN: The Christies Beach treatment works is to be completed early next year, followed by the Glenelg works, but I will obtain the expected completion date for the honourable member.

Mr. VENNING: Has the Minister details of future planning and can he say whether finance has been made available for the initial planning of the effluent scheme for the Clare township?

The Hon. J. D. CORCORAN: If this is a local scheme the council will be concerned, but it must be approved by the department. I should think that finance would have to be provided by the council for the scheme to be completed and perhaps some borrowing power will be necessary. However, I will obtain details for the honourable member.

The CHAIRMAN: I should like to appeal to members to use their microphones. This afternoon, and again this evening, it has been difficult to hear members, and I understand that the *Hansard* staff is also having difficulty in hearing members. In the last few minutes three members have been speaking, but after another member had walked across and switched on the microphone the members' voices became much clearer. I thank the member for Fisher twice and the member for Eyre once for doing this. As members can be heard much clearer by the Chair and by the reporting

staff if the microphones are used I ask them to switch on their microphones when they rise to address the Committee.

Mr. COUMBE: Has the Minister any information about the application that he made to the Commonwealth Government for financial assistance, under the National Water Resources Council's development programme, for the Tod River scheme and the Kimba main, similar to the \$6,000,000 grant made from this fund for the construction of the Taillem Bend to Keith main?

The Hon. J. D. CORCORAN: Although submissions have been made we have heard nothing yet from the Commonwealth Government, but we expect that the grants will be made. Much will depend on these grants whether we can expedite progress on the work referred to by the honourable member.

Mr. FERGUSON: I presume that the \$145,000 under "Country waterworks, Yorke Peninsula" has been allotted in respect of a new pumping station five miles south of Maitland. When the previous Minister told me about this pumping station, which will boost pressures on Yorke Peninsula (and at times they are poor in the south of the peninsula), he referred to the erection of an extra 1,000,000gall. storage tank at Maitland and an extra 2,000,000gall. storage tank north of Curramulka. I refer to a water scheme that I believe is not within the Yorke Peninsula water district but is situated on Yorke Peninsula, that is, the Para Wurlie scheme, supplying Warooka from an underground supply west of that town. This supply is insufficient for surrounding farms and the Warooka township. The Warooka water supply is poor and insufficient to keep toilets flushed in the extreme heat of summer. I have made representations to the Minister about this matter and I ask him to consider providing an extra storage tank, either near the tank now in use or in the town.

The Hon. J. D. CORCORAN: I shall be pleased to do that.

Mr. MATHWIN: Can the Minister say what work will be carried out with the \$24,000 provided for fluoridation of the water supply, and can he also say what will be the total cost of fluoridation?

The Hon. J. D. CORCORAN: The total cost of fluoridation equipment will be \$195,000. Expenditure this year will be \$24,000, and I think this is for metering equipment. As far as I know, this equipment has been installed. Early in September the metropolitan water supply will be fluoridated. Publicity will be

given in due course about exactly when fluoridation will commence.

Mr. GUNN: The paltry amounts provided for the Andamooka and Coober Pedy water supply projects (\$5,000 and \$4,000 respectively) are a disgrace. As the population of both these places is more than 2,000, I ask the Government to reconsider these provisions. I should also like to know how many miles of main will be provided with the \$575,000 allocated for the Lock-Kimba main. Will another 14 miles be provided in 12 months, or will more value be obtained for this money? I also ask the Minister what stage the Government's negotiations regarding the national water resources programme have reached. An amount of \$1,007,000 is provided for the Minnipa section of the Tod trunk main enlargement and I should like to know whether this amount includes provision for extending mains to the Mount Dampier area and north-west of Ceduna.

Mr. EVANS: The Treasurer has stated that \$332,000 is to be spent on the Mannum-Adelaide main to complete pumping facilities and that this will increase the annual capacity of the main from 21,500,000,000 gall. to 26,000,000,000 gall. Further, about \$5,470,000 has been allocated for the Murray Bridge to Onkaparinga main. I ask the Minister whether, when the Murray Bridge to Onkaparinga main is completed, the Mannum-Adelaide main will be used at times to supplement Mount Bold reservoir or whether the Murray Bridge to Onkaparinga main will serve this purpose. I should also like to know the capacity of the Murray Bridge to Onkaparinga main.

The Hon. J. D. CORCORAN: I will get the information asked for by the member for Fisher. If the member for Eyre had been in the Chamber earlier he would have heard my reply about the works to which he has referred. I point out that, although amounts are provided for certain projects, the Government may make an additional provision or may not spend what is provided. I am sure the honourable member knows that I am concerned about the position at Andamooka and Coober Pedy, which he is constantly raising, and if need be we shall spend far more on those works than the amounts provided in these Estimates.

Mr. COUMBE: Referring to the provision of \$347,000 for central workshops, I should like to know whether this amount includes any provision to commence the foundry.

The Hon. J. D. CORCORAN: The Government has decided to proceed with the foundry.

I am not certain what progress has been made but some of this money will be spent on it. I will get for the honourable member an up-to-date report on the work and the programme likely to be followed.

Mr. EVANS: I refer to land acquisition for the Clarendon reservoir. In about June, 1969, the then Minister of Works told me that this reservoir would be constructed, and I think he stated that land acquisition would commence in 1971 and that the possible completion time was early in 1973. I ask the present Minister whether the Clarendon reservoir will be constructed and, if it will be, whether land will be acquired during this financial year in readiness for commencement of construction. I understand that about 45 properties would have to be acquired, resulting in the District Council of Meadows losing rate revenue from those properties and receiving no compensation therefor. I do not blame the present Government for this unsatisfactory position, which has gone on for too long. However, will the Minister consider the matter so that in future councils will not have to carry the burden when land is acquired for State Government purposes?

The Hon. J. D. CORCORAN: Replying to the last question first, I will get the information for the honourable member. Regarding the hardship suffered by local government as a result of the Government's purchasing land in council areas, this matter has been going on, I suppose, since the State was founded, and I know of no Government that has yet been able to solve the problem. However, many councils in the South-East (in my own district, for instance) have large areas of pine forest from which they benefit substantially through road grants. These grants are made simply for the purpose of constructing forest roads, which would not be provided if the forests did not exist.

This is a matter that will have to be thoroughly investigated and, frankly, I do not know how Government can adequately compensate councils in this regard; indeed, it would be a great financial burden on the State Government if it had to compensate councils adequately in every case. If it satisfies the honourable member, I will take up the matter with my colleague.

Mr. EASTICK: As in the case referred to by the member for Eyre, I sincerely trust that there will be greater expenditure on the sewerage scheme for Gawler than the provision would indicate. I refer here to the \$500,000

provided for this work, which at this figure could be expected to continue for another six years. Under "Country Waterworks" and also "Metropolitan Waterworks" there is an appreciable reduction in expenditure on cement lining in situ. This reduction (from \$110,000 last year to \$80,000 this year) will have an effect on the industry based in Gawler which carries out this work. Can the Minister say whether the work in question is almost completed or whether there is simply to be a reduction in the allocation this year?

The Hon. J. D. CORCORAN: I should say that the scheme required no more than \$80,000 although, obviously, I cannot reply offhand. As I do not know whether the programme is nearly completed, I will obtain the necessary information for the honourable member.

Mr. McANANEY: Can the Minister say whether provision is made for a water scheme that will be required when work is commenced at the Kanmantoo copper mine, near Callington?

The Hon. J. D. CORCORAN: Although I cannot say offhand whether that is so, I am certain that the mining company will have the Government's full co-operation in this respect.

Mr. RODDA: I refer to the major arterial main from Tailm Bend to Keith which will ultimately service an extensive area of the Upper South-East. I know that the Minister is well aware of certain paradoxes associated with this project; for instance, some of the properties traversed by this main have a reasonable supply of ground water and, needless to say, the landholders concerned are availing themselves of the opportunity to make submissions on this matter to the water rating committee. However, adjacent to the bountiful areas some ground water contains up to 1,100 grains, and this is totally inadequate for stock supplies. Unfortunately, some of these properties are mid-way or more than mid-way along the line and will not benefit by the reticulated supply from the spur lines to be completed within the three-year term.

On the other end of the line in the hundred of Stirling in my new district, there is a bountiful supply of ground water, which I understand will ultimately be reticulated, and there is some resistance to this plan. I understand the Minister's difficulty relates to the fact that there is not perhaps an urgent need at this stage to have water reticulated either at the Meningie end or at the other end of the line

in the hundred of Stirling. However, people in the area south of Tintinara and Coonalpyn require water urgently. Has the Minister had a critical look at this situation with a view to establishing priorities, based on the needs of the people, concerning the construction of spur lines where they would do most good?

The Hon. J. D. CORCORAN: I have received representations from various people on this matter. I do not think it would matter how critically one looked at this; one could not solve the problems of everyone in this area. It is a matter of trying to serve best the needs of the people in the area and, not having the wisdom of Solomon, I cannot claim to be able to do this at all times. However, I am currently examining the matter; in fact, I am receiving a deputation on this matter, next Tuesday from residents of the area. The matter is being considered, but I cannot give the honourable member the assurance that I shall be able satisfactorily to solve all the problems.

Mrs. BYRNE: I refer to "Metropolitan Waterworks" under which \$20,000 is to be provided for work at Modbury. Can the Minister give me details of this water supply?

The Hon. J. D. CORCORAN: I will obtain a report for the honourable member.

Mr. McANANEY: If there is any plan to supply water to the Kanmantoo mine, I know that the people in the dry area of Hartley would appreciate a supply and, indeed, would view the situation rather unkindly if the main were not made sufficiently large and were not extended into the area in order to provide this water supply. Can the Minister say whether, in taking water to the mine, people in this area, which is only 20 miles from the Murray River, might receive a water supply?

The Hon. J. D. CORCORAN: It sounds as though the honourable member is using the copper mine as the thin end of the wedge. I will examine the matter he has raised.

Mr. RODDA: Referring to "Preliminary investigations and miscellaneous items", I ask the Minister whether the \$330,000 relates to establishing a new foundry at Glanville.

The Hon. J. D. CORCORAN: I refer the honourable member to my previous reply on this matter.

Mr. VENNING: No allocation is made in the Loan Estimates for the provision of a pumping station at Hanson to aid the Clare water supply. As I understood this sum was supposed to be provided to aid the Clare water supply this coming summer, will the Minister look into the matter?

The CHAIRMAN: If it is not listed, the honourable member is probably out of order in discussing it.

The Hon. J. D. CORCORAN: I will look into the matter and inform the honourable member.

Mr. MATHWIN: The sum of \$750,000 is provided for the Glenelg sewage treatment works. I understand that purified water is at present used on the golf course, and that it is envisaged that the use of this water will be extended to other areas, such as the other golf course and the airport. It is a shame that more of this water is not used, as we are so short of water.

The Hon. J. D. CORCORAN: All the water available is being used, and there is a proposal to extend the use to provide water to the Kooyonga golf course and the Adelaide Airport. This water already supplies the caravan park, the West Beach golf course and some other areas. An extension of the use of this water has been recommended by the Public Works Committee, so the honourable member can rest assured that more use will be made of it. It is of great benefit, and nothing will be wasted.

Mr. McANANEY: Under "River Murray weirs, dams, locks, etc.," reference is made to work carried out by and on behalf of the River Murray Commission. Can the Minister say whether any investigation is being held into the respective merits of Chowilla and Dartmouth dams, as I understand that part of the Government's policy was to have a computer study made of the merits of two dams?

The ACTING CHAIRMAN (Mr. Burdon): There is nothing in this line about Dartmouth or Chowilla.

Mr. McANANEY: Mr. Acting Chairman, money is being provided for work of the River Murray Commission. I am asking how this money is to be spent. If the Minister can say that no money will be spent on an investigation into the dams, I will be satisfied with your ruling, Sir.

The Hon. J. D. Corcoran: Then the honourable member is out of order.

Mr. McANANEY: This is not a decision for the Minister of Works: it is your decision, Sir. Can the Minister say what work is being carried out by the River Murray Commission?

The Hon. J. D. CORCORAN: Construction of weirs, etc. No money is being spent on a two-dam study under this line, as the honourable member well knows. That type of pro-

vision is not made in the Loan Works programme.

Mr. HARRISON: The sum of \$150,000 is provided for waterworks for the West Lakes scheme. Can the Minister say what will be the likely commencing date of work? Will the time co-ordinate with progress of this scheme? Will the sum provided be sufficient this year to cope with the expected early completion of the scheme, the Minister already having referred to this in a previous report on the scheme?

The Hon. J. D. CORCORAN: Early this evening, I went into this matter in fairly great detail. If the honourable member reads *Hansard*, he will see what I said.

Mr. GUNN: Can the Minister say what stage negotiations have reached with the Commonwealth Government for assistance in relation to the Tod trunk main and the Poldakimba main?

The Hon. J. D. CORCORAN: This question has already been replied to.

Mr. RODDA: I understand that a reticulation scheme serviced by bores will be the means of supplying water to Lucindale. Can the Minister say what progress has been made and what work is proposed at Lucindale?

The Hon. J. D. CORCORAN: I will get a report for the honourable member.

Line passed.

Public Buildings, \$33,000,000.

Mr. HALL: I will refer to the allocation for school buildings, because this new Government is starting out with its Loan programme in relation to expenditure on one of the most publicized phases of capital programmes in which the State is engaged; that is, providing equipment, buildings and the like for housing the ever-growing number of schoolchildren in the State. This year, the sum proposed for school buildings is \$16,500,000, compared with an actual expenditure last year of \$15,500,000. Therefore, we are contemplating an increase of \$1,000,000. As the increase last year was substantial, a high standard was set for the new Government to maintain or better. Perhaps it is too much to expect the Government to maintain the rate of increase that occurred in the previous two years. Last year, the increase was about 16 per cent whereas this year it is less than 6½ per cent, although I do not want to clash with the Minister of Education about ½ per cent; it is certainly below 7 per cent.

Although I regret that the rate of increase has dropped, being fair to the Government I must say that the rate of increase last year was one that could not be maintained. We cannot take one of the large areas of expenditure and escalate it each year at the rate of 16 per cent, having regard to the total improvement that can be made overall each year. However, previous criticisms made of the previous Government by the then Opposition ring rather hollow in the light of the percentage increase that the new Government has approved. It remains to be seen what is the final expenditure at the end of the financial year. I hope that new funds will be available and that the progress of the State's accounts will be such that more money can be released for this purpose.

I draw attention to the performance of expenditure in the last few years; this is rather interesting and tells its own story. Previously, the Minister of Education has said in this House that the actual expenditure does not tell the full story. That is unusual in considering the financial accounts of the State. The new Government is stepping out and is subject to comment (but, at this stage, not to criticism) on account of the money it has provided. It will stand to be accounted for at the end of the year. The criticisms previously levelled ring hollow in the light of its first step. In 1964-65, \$11,182,000 was actually spent under this vote. In 1965-66, there was an increase of about \$500,000, in the first year of the Walsh Administration, bringing the total to \$11,758,000; in 1966-67 this fell to \$10,757,000; and in 1967-68 it fell to the disastrously low figure of \$8,678,000—a downward trend in the three years of the previous Labor Administration.

In the first year of the L.C.L. Government the expenditures rose to \$13,269,000 and, to prove that it was not a fluke, last year the figure reached the sum of \$15,500,000. One can draw a fanciful graph of the progress of expenditures on school buildings over the seven years, including this one yet to be finalized. In the six years, we get a graph indicating that in the last year of the Labor Party's term in office we fell in our expenditure on this line very much indeed. I do not have the particular percentage with me but I have dealt with that previously, and it is substantial.

The Minister of Education has tried to defend this by his play with figures. It is the actual expenditure in consecutive years that tells its own story. I see that the Minister is looking up a previous speech in *Hansard*

but, if honourable members care to study those figures, they will see a descending line from the previous Administration over its entire three-year period of office. In the first year it raised its expenditure by \$500,000 and it proceeded in the ensuing years to reduce it substantially. In the following two years of my Government the expenditures were increased substantially, reaching \$15,000,000 last year, which was an increase in actual expenditure of about 16 per cent for the year. The new Government proposes an increase not of 16 per cent but of just over 6 per cent. This will provide some small improvement in the rate of building. It will have to meet an increase in costs, which we know from our previous scrutiny of tenders when in Government is significant. In my opinion, for jobs of this nature the additional 6 per cent will be entirely swallowed up (in fact, it may not be sufficient). I do not know whether this is still the trend with tenders that the Government is scrutinizing, but certainly the tenders we were scrutinizing in the last few months of our being in office were reflecting an increased rate of building activity in South Australia and directly reflecting price increases which, in many cases, were far in excess of 6 per cent. In areas where there was some move away from the city, prices were increasing rapidly. It may well be that, if this trend is maintained, nothing more will be achieved physically this year, and that would not be desirable in this State. For a long time, the previous Opposition consistently criticized our Government for retaining moneys in hand on the Loan Account. The present Minister of Education, in a speech on August 19 last year, said:

It is improper for him—that is, the Treasurer—

to reserve a further \$4,000,000 to create a still larger surplus on Loan Account at the end of June, 1970, and, for those reasons, I believe that the Treasurer and the Government deserve the strongest possible condemnation.

Prior to that he said this:

I think there is some substance to it. I believe the Estimates are subject to the most serious weaknesses in relation to housing, Electricity Trust developments, and the provision of school buildings.

The Hon. Hugh Hudson: What line are you on now?

Mr. HALL: I am dealing with school buildings, and I hope the Minister of Education is devoting himself to that line. It seems from the present economic trends that the relatively small increase that this Government is proposing now for school buildings may, because of the price rise, accomplish nothing more

than, if as much as, was accomplished last year in the physical building of these most desired resources in South Australia. If the Government can provide the additional resources, it will have the support of my Party but, if this present programme only is fulfilled, it will be no use blaming the Commonwealth Government or anyone else: it is a Government responsibility here. Last year the rate of increase was the greatest the State has ever seen, and this is a challenge that this Government must meet. It is more of a statement than a criticism that I make, but I assure the Minister that, as the year progresses, we of the Opposition will be watching intently to see what administration there is and how much is actually being achieved with the programme presented to us tonight.

The Hon. HUGH HUDSON (Minister of Education): It is necessary to settle once and for all the particular canard that the Leader is so fond of repeating time and time again—that is, the position in 1967-68, when the spending on school buildings was \$8,679,000, an underspending of \$1,971,000 on what had actually been provided. The previous Labor Government had been informed on March 22, 1968, by the Under Treasurer that the underspending for 1967-68 was likely to be \$300,000. It transpired at the end of the year to be an underspending of \$1,971,000. The Hall Government came into power in the middle of April and the last 2½ months of the financial year was the period when that Government was in office; and that was when the main underspending took place.

Mr. Gunn: Rubbish!

The Hon. HUGH HUDSON: It is not rubbish. Let the honourable member listen to an answer given by Mr. Pearson (as he then was) in this Chamber on August 15, 1968, when he said:

I have the information that the honourable members sought in regard to some underspending in the Loan Estimates programme, which resulted in a considerably higher surplus at the end of June than was anticipated. Each honourable member referred to a statement tendered to the previous Government by the Under Treasurer in March of this year, and the information he has given me will, I think, cover the matters raised by each member. Questions have been asked about variations in figures in the Public Buildings Department portion of the Loan Estimates, in particular the underspending on hospital buildings and school buildings in 1967-68 and the extent of special Commonwealth grants to be available in 1968-69 towards school buildings. The estimate of probable expenditures in 1967-68 put before the previous Cabinet in March, 1968, was based on the information

available to the Treasury and the Public Buildings Department at the time.

So that at the end of March, according to Mr. Pearson, that \$300,000 probable underspending was based on information from the two departments. Mr. Pearson continued:

There were indications then that a number of contractors were spending less than had been earlier expected but general information from contractors was that they expected to make up much of the lag in progress. In fact over the last four months of the year they not only failed to make up the leeway but fell further behind. The wetter autumn may have been a factor in this.

That is Sir Glen Pearson's account of the matter given in this place only six weeks after the end of the financial year, and the main underspending occurred in the last months of the year when the Leader of the Opposition was Premier. The underspending that occurred in 1967-68 effectively made \$1,971,000 available for 1968-69, and the new money provided in 1968-69 was the amount actually spent minus the underspending carried over from the previous year. Again the Leader of the Opposition gives a misleading account of it. These figures often depend on chance factors. For example, on the last day of the last financial year the Government paid accounts amounting to \$500,000; if it had not, the spending on school buildings for 1969-70 would have been only \$15,000,000.

Mr. Coumbe: I thought you said that this purchase was for land.

The Hon. HUGH HUDSON: Partly for land, but these were accounts settled on the last day. If they had occurred later, the spending for 1969-70 would have been \$15,000,000, and the proposal for 1970-71 would have been \$17,000,000: the \$500,000 would have been taken off one year and added on to the next year. Therefore, the increase for this financial year would have been more than 13 per cent—double the percentage increase that the Leader gave. This indicates the extent to which people can be misled by these figures. One of the first things the Director-General of Education told me when I became Minister of Education early in June was that the preliminary approval given by the previous Government for school buildings for 1970-71 amounted to \$14,800,000.

In the period after the election the allocation in the Loan Estimates was raised by this Government from \$14,800,000 to \$16,500,000. In addition, the first information I was given when I became Minister of Education was that the likely expenditure for 1969-70 would be \$15,000,000—and we ended up spending

\$15,500,000. So this Government's first action was to increase effectively the rate of spending or the rate of paying accounts in respect of June and to increase by \$1,700,000 the preliminary approval that had been given by the previous Government for school buildings. In addition, we have an application before the Commonwealth Government, initiated by the member for Torrens, for additional assistance for school buildings in this financial year, as a consequence of the national survey on education needs.

Mr. Coumbe: It was initiated by the member for Davenport.

The Hon. HUGH HUDSON: I understood that the request for immediate assistance was initiated by the member for Torrens. I do not want to do any injustice to the member for Davenport but, as a matter of historical fact, I understood that the claim had been made by the member for Torrens. We have increased the claim made on the Commonwealth. All State Ministers of Education are extremely disappointed at the lack of action by the Commonwealth Government. We certainly expect to get assistance this financial year. At present, the general expectation is that the announcement has been delayed because of the coming Senate election and that it will be made at a time closer to that election, after the adverse reaction to the Commonwealth Budget has been lost sight of a little. If we get \$3,000,000 or \$4,000,000, that will be additional to the \$16,500,000.

The planning that has gone on within the Education Department and the Public Buildings Department in respect of school-building expenditure has been directed towards gearing ourselves so that any additional money provided by the Commonwealth Government can be spent. We are now ready to go ahead and get on with additional work if the money is made available to us. I would think that the Leader of the Opposition could well help the Government considerably in this connection. After all, I understand that the Prime Minister is a very good friend of his; or, if he has not been a good friend in the past, he may shortly become a good friend, particularly if the Leader is translated into higher spheres of activity. I think the Prime Minister had better be warned. Be that as it may, I would ask, as I have asked before (and I know this is accepted by the members for Torrens and Davenport), that the application made by this State Government and other State Governments for immediate action on the survey, at

least so far as capital is concerned, be supported, because if it is supported we will be able to get on and do the kind of job that is really necessary.

The Treasurer explained in his speech on the Loan Estimates that, depending on the turnout during the financial year, if the financial position is such that the allocation from resources already known can be increased above \$16,500,000, it will in fact be so increased. I am the first to admit that even this programme of \$16,500,000 does not give us very much by way of replacement expenditure, and the rate at which we can get on with replacement of school buildings will be very slow indeed. The amount of replacement expenditure that we may expect in this programme this year will probably be about \$3,000,000 at the most, and perhaps not even that. As I said earlier, we have estimated that \$216,000,000 is necessary to get rid of all the unsatisfactory school accommodation in South Australia. We badly need to have a programme for replacement of school buildings involving about \$10,000,000 annually. That is the target we should aim at, but we all know that it cannot be reached without Commonwealth assistance. This is indicated by the survey on education needs in which no member of the Labor Party took part. This document was produced by State and Commonwealth Liberal Governments. The survey shows the need for additional assistance if States are to do what is necessary. We should get on with the job of getting the assistance we need from the Commonwealth and forget the tedious and repetitive arguments about who did what to whom, and when, in the past.

Mr. HALL: The Minister is as fluent in defending his position as he was when attacking the previous Government, but he is accountable to Parliament and to the public. It may be tedious for him to hear about the performance of the previous Government, but that will be a measuring stick for him in the next few years. The Minister has much to learn about making approaches to the Commonwealth Government and he will do much better if he adopts tactics other than those he has adopted in the past few weeks. No-one would criticize the Minister or his department about forward planning and how money will be spent if it is available, but his announcement of the work to be done on the supposition that the money was to be made available to this State is no way to impress the central Government. The Minister knows that the \$2,000,000 grant that we obtained enabled increased expenditure on

school buildings. The \$2,000,000 that the Minister has claimed would be the difference if the programme had been fully carried out in 1967-68 would mean that the average expenditure of his Government for three years would have been \$11,000,000 and for my Government \$13,000,000. The Treasurer must watch carefully how the financial programme is running.

Earlier this year, after I inquired whether we could allocate additional moneys for the school building programme, we were able to do this. It was not an accident: it was a deliberate move made in the light of the improving economy of the State. It is the Minister's responsibility to watch closely (especially in the latter part of the year) the financial programme so that money is spent at a rate commensurate with the Loan Estimates planning to see whether additional funds can be made available. The Minister, by criticizing the previous Government, has set a high standard that he has not maintained nor did his predecessor, a standard that he now has an opportunity to match.

I do not criticize him now for that failure, because this is the beginning of the year. He has the chance to join with other State Ministers in approaching the Commonwealth Government, and I urge him to do this in a responsible manner and not by announcing certain expenditures and then criticizing the Commonwealth Government for not providing grants, particularly when the Commonwealth Government said that no promises were made. Tonight the Minister intimated that all States hoped for further assistance from the Commonwealth Government towards the school buildings programme. Opposition members will watch the performance of the Minister and we shall apply the standards he set for us: not the one his previous Government applied when in office, but the one the Minister used when he criticized us.

The Hon. HUGH HUDSON: To some extent the increase in expenditure on school buildings whilst the Leader's Government was in power was caused by increased aid from the Commonwealth Government. He will remember the debate last year when a no-confidence motion was moved against his Government, because at that stage the provision for the school building line was increased by only \$100,000 although a further \$1,000,000 assistance was expected from the Commonwealth Government. In fact, a reduction in State funds was made, and I believe that it was a recognition by his Government of what would

follow and the reaction of the public to it that was one reason for the increased provision. The Leader has criticized me for my announcement of a \$3,000,000 programme with a further \$4,000,000 programme in reserve awaiting the provision of Commonwealth funds. I announced that programme on August 10 last and all the Opposition had to say was, "Have you had a promise?" or "Have you said you have a promise?"

Mr. Goldsworthy: It took you a couple of days to work out whether you had it then.

The Hon. HUGH HUDSON: The honourable member is more interested in whether a promise was made than in the cost of the actual projects.

Mr. Goldsworthy: They depend on one another.

The Hon. HUGH HUDSON: The honourable member, the Leader, and other Opposition members will be interested in this letter from the Commonwealth Minister for Education and Science dated August 11, 1970, the day after I made my announcement. It states:

Dear Mr. Hudson, You wrote to me on June 29 seeking additional capital grants from the Commonwealth to enable you to go ahead in the near future with the replacement of Western Teachers College. We discussed the background to your request when we met in Sydney on June 30.

The funds available under the States Grants (Teachers Colleges) Act, 1970, which total \$30,000,000, have been allocated among projects in all States including a sum of \$3,600,000 for South Australia. There is no other source of Commonwealth assistance available for the support of departmental teachers college construction projects. However, the Commonwealth has under consideration the recommendations from State Education Ministers for additional assistance of a capital nature arising out of the results of the nationwide survey of needs. As these proposals include the provision of additional teachers colleges as well as school classrooms I propose to regard your application in respect of the Western Teachers College as a particular project within the wider programme.

I am not in a position to say when the Commonwealth will reach a decision on the proposals arising from the survey of needs but I think that it will not be long delayed.

Yours sincerely,

(Sgd.) Nigel Bowen

I know that members opposite fear that the Commonwealth Government will not provide anything, and that is why they say that that Government has not promised anything. Why are members opposite so concerned about a promise?

Mr. Goldsworthy: Because you said you had one.



The Hon. HUGH HUDSON: No, members opposite said I had said that.

Mr. Goldsworthy: Well, the *Advertiser* said it.

The Hon. HUGH HUDSON: The member for Kavel can put what interpretation he likes on it. I said that I considered the Commonwealth Government was morally committed, by its participation in the survey, by its encouragement of the States to undertake the survey and, finally, by the Prime Minister's attitude at the last Commonwealth election. The Commonwealth Minister for Education and Science wrote to me the day after my announcement, stating that he proposed to regard the application in respect of Western Teachers College as a particular project within the wider programme. He stated, "I am not in a position to say when the Commonwealth will reach a decision on the proposals arising from the survey of needs, but I think that it will not be long delayed." That letter was not discouraging. Would we not be foolish not to undertake all the necessary planning to go ahead and increase our rate of spending?

Mr. Hall: We were not criticizing that.

The Hon. HUGH HUDSON: The Leader criticized the announcement. It is about time he knew that people have only a limited appreciation of what sums of money mean. In order to get across to people what is involved, one must translate those sums of money into concrete projects, and that has been done in this case. Furthermore, we have announced the programme because we will carry it out, anyway.

Mr. Goldsworthy: In 200 years!

The Hon. HUGH HUDSON: The member for Kavel is fond of making smart, silly cracks. He should remember that silly cracks of this kind do not get anyone anywhere. Even he, as a former schoolteacher, will know that, at the rate of \$1,000,000 a year, the \$3,000,000 replacement programme will be carried out in three years. I would have expected that the honourable member's experience in politics was not already such that it enabled him to exaggerate three to 200.

The facts are simple and straightforward. The Commonwealth Government, in its public statement on this matter, has made encouraging noises, and the Prime Minister made what I took to be encouraging noises in his policy speech in October, 1969. We have made sure, as far as is possible, of being able to take advantage of any assistance given and we hope

that this will enable the school building programme in this financial year to be not only \$1,000,000 or \$1,500,000 greater than in the last financial year but to be substantially greater, and without proper planning that cannot be done.

Mr. COUNBE: The Minister, in his new flush of importance, has made the cardinal mistake made by so many politicians of not knowing when to stop talking. I have listened intently to what he has said, and, if we disregard the remarks made about the wet winter and the sales of land on the last day of the year and these figures, we come to the basic fact of the amount to be provided this year. I think it was completely unworthy of the Minister to impute to the Opposition that we hoped that the Commonwealth Government would not give South Australia the money for which we had asked. All members hope that the Commonwealth Government will give South Australia this year a special grant of a considerable amount so that the Government can expand its school building programme. I think it unworthy of the Minister to impute such a motive to the Opposition.

The Hon. Hugh Hudson. I didn't say that. I said you were scared the Commonwealth would not give the money.

Mr. COUNBE: I listened carefully to the Minister and I think he was answering an intelligent interjection by the member for Kavel.

The Hon. Hugh Hudson: Let's clear this up now.

Mr. COUNBE: I am on my feet at present, and I am speaking to the Chair.

The Hon. Hugh Hudson: I didn't say that. Come on!

Mr. COUNBE: The Minister need not reply to me if he does not want to but I want to make clear that, if the Government gets whatever money it can get from the Commonwealth Government, it will have the full support of the Opposition in that matter. The member for Davenport and I were both involved in the preparation of the education survey. The Minister was at a meeting held, I think, on Friday at which this matter was taken a stage further. Before that meeting, the Minister had asked for, I think, about \$7,000,000, having asked for \$2,500,000 more than the \$4,500,000 that I had requested. We shall be pleased to get whatever we can get but that raises the point of whether we can physically spend all that money. I say this with a knowledge of the building industry,

because, in addition to the fact that I was Minister of Works for a couple of years, privately I am connected with the building industry and I know its capacity and the amount of work that is going on. I doubt that the industry could spend an extra \$7,000,000.

Be that as it may, we come to the increase of about \$1,000,000 proposed in these Loan Estimates. I said the other day in another debate that in recent years prices in the building industry had increased by 3 per cent or 4 per cent. Last year the increase was about 5 per cent, and I said that I expected that this year the increase would be about 6 per cent. Therefore, the whole \$1,000,000 will go in providing for only the increased cost of building. I was interested in what the Minister quoted a few moments ago from the letter from the Hon. Nigel Bowen, who is overseas at present, regarding Western Teachers College. I admit that there was some ambiguity regarding the college. I asked a question recently and the Minister told me that no more money could be made available for this purpose during this triennium but that, if he overspent, he was likely to be reimbursed in the next triennium.

The Hon. Hugh Hudson: I didn't say I was likely to overspend. I said that was a proposition.

Mrs. Steele: We had the same idea.

Mr. CUMBE: Yes. Good luck to the Minister if he can do it. We come now to the detail of school buildings. The Leader and I have spoken on this aspect of overall spending in the debate on the first line. I am disappointed about one point. Earlier the Minister referred to the \$15,000,000 provisional amount which the Hall Government had allocated, and with which I agree. I remind the Minister that this was before the Canberra meeting. I am not saying that the final figures we would have brought down would not have been the same as his figure. However, I refer the Minister particularly to the provision of the flexible unit, which as most members know has been introduced recently into South Australia. The first flexible unit was established at Burnside, and these units have been provided in several suburbs in the country. The actual expenditure here last year was \$169,000, whereas \$150,000 is proposed this year, according to the Treasurer.

The Opposition can only go on the figures presented to it, the Minister obviously being in a position to know the latest figures. The flexible unit concept, which is one of the greater advances in modern school-building

design in this State in recent years, not only provides for small buildings but it can also be developed into larger buildings; in fact, officers of the Public Buildings Department and I were looking at this concept regarding secondary education.

Mrs. Steele: Primary and secondary.

Mr. CUMBE: Yes. I was disappointed to see what at first blush seemed to be a reduction in this line. Does the Minister believe that the flexible unit is of great advantage to South Australia? In replying to this question, he must bear in mind not only the facility for the student but also the fact that many teachers, when I was in office, were clamouring for the opportunity to teach in these newer types of school, and parents were expressing the hope that their children would be able to go to these schools. Is the Minister in favour of these units being extended not only throughout the metropolitan area but also in country areas? Secondly, will he say why there is a reduction from \$169,000 spent last year to \$150,000 proposed this year? Thirdly, if, as the Minister has already indicated by way of interjection, the official document is already out of date, will he indicate, irrespective of any grant that he may receive from the Commonwealth Government, what is proposed to be spent on this line?

The Hon. HUGH HUDSON: I should have thought it was obvious that I was in favour of open-space units. At this stage, there are 60 four-teacher and six-teacher open-space units on the design list, and there is a further reserve waiting to go on the design list. We intend to operate this system so that we have at any one point of time, when the design work has been built up sufficiently, a stock of projects on the shelf, just waiting to go on to the design list.

Mr. Nankivell: For secondary or primary schools?

The Hon. HUGH HUDSON: The latest stage relates to secondary schools, but that is a little more complicated, because almost invariably we will want to tie in some other building project with the provision of open-space units at the secondary level. I refer particularly to staff accommodation and, in addition, it may be necessary to incorporate the design with the library, for example.

Mr. Clark: This would apply possibly to additions to existing schools, too.

The Hon. HUGH HUDSON: Yes. Once we have a stock of these projects available to pull off the shelf, as it were, at any time when additional money becomes available, we

are in a much better position to control our rate of expenditure under the school buildings line. If during the year some projects get behind because of certain difficulties and the rate of spending turns out to be less than expected, because of delays on some larger projects, smaller projects can be used to plug the gap in the expenditure.

Mr. Coumbe: Is this list already out of date?

The Hon. HUGH HUDSON: Yes, because we have already added these additional open-space units on to the design list.

Mr. Coumbe: Will they be built this year?

The Hon. HUGH HUDSON: Not all of the 60 will be, but we will be able to call tenders on the first group of them within, say, two weeks.

Mr. Coumbe: I take it that this \$150,000 will be expanded?

The Hon. HUGH HUDSON: Yes. Whenever a new school is being provided at primary level now it is all in open-space units. Contracts for some of the new primary schools that have been let recently will contain open-space units in their design as well. Say we require an 18 classroom school: it is being planned now on the basis of three six-teacher open-space units connected by covered ways, and connected again to the administration block; that will be the primary school.

Mrs. Steele: What is the current estimated cost of the prototype?

The Hon. HUGH HUDSON: It is about \$80,000 for a four-teacher unit and \$120,000 for a six-teacher unit. I think, as the honourable member knows, it is not a concept that will involve an increase in cost concerning primary schools. However, by eliminating in the design the circulating area necessary in relation to the traditional space, for the same cost we get a greater usable area. This is a simple case where improvements in design give more effective usable space for the same cost. I am very much in favour of these units.

Unfortunately, the Loan Estimates went to print four or five weeks ago. We have been going ahead with the planning for additional open-space units as rapidly as possible, and the first will be ready to go to tender within a couple of weeks: they will then be designed regularly. If we do not get money available to put all the projects to tender immediately, they will wait on the shelf until there is an opportunity to put them into the programme. One of the great advantages of these smaller

programmes is that the Public Buildings Department will have greater control over expenditure than has previously been the case.

Mr. WARDLE: The Minister will know that tenders have been called for certain parts of the new \$1,200,000 high school at Murray Bridge. Can the Minister say why the provision for this high school is included under "Major additions"?

Mrs. STEELE: With the member for Torrens, I am somewhat concerned to see only \$150,000 provided for flexible units. As the Minister has confirmed that the current estimated cost is about \$80,000 each, the present allocation does not provide even for two. Part of the point of developing these open-space flexible units was to try to bring down the cost of new school buildings. The Minister has said that apparently there are 60 of these units on the design list in various categories. Even allowing for the fact that all the money for the units that are planned is to come from this programme, is it intended that some of these flexible units will become part of the scheme for the replacement of schools? Will some of the new ones on the design list form the nucleus of some of the schools that are to be replaced? In view of the success of these units, which are enjoyed by teachers and children, and approved of by parents, the sum provided is infinitesimal.

The Hon. HUGH HUDSON: The latest information I have about the Murray Bridge High School is that the new building is hoped to be available at the beginning of the 1972 school year. As this is a replacement school, it comes under the heading of "Major additions" rather than being listed as a new school in a new area, as is the case with the Marden or Royal Park High Schools.

Many open-space units will be provided, involving an increased expenditure of \$2,000,000. The units provided separately in individual schools are designed as replacements for temporary classrooms, and we shall be endeavouring in each case where we install a four-teacher unit to take away and remove four temporary units. To the additional 60-odd on the design list now we shall add others, as necessary. That will involve a programme of \$60,000,000. The new schools designed as replacement schools are purely in terms of open-space units, as I have tried to explain previously. So the honourable member need not fear there will not be a tremendous expansion of this programme. There will be an even greater expansion in the programme if we get additional funds, because then we

shall be operating on the basis of putting many of these units into various schools and spreading replacements over a large number of schools. The past programme has been that the department has had to concentrate its efforts so much in specific schools to meet expanding population that the benefits of improved concepts have been confined to a specific area, and the older areas have had to go without.

Mrs. BYRNE: I refer to the line "Primary and Infants Schools" under the heading "School Buildings." In Appendix I, I read with pleasure "Major works to be commenced during 1970-71" and note Highbury Primary School, brick construction, at an estimated cost of \$261,000. Under the heading "Major works in progress at June 30, 1970" I see the Modbury West Primary School is to continue construction in brick at an estimated cost of \$235,000, and under the heading "Major completed works, 1969-70" I see Holden Hill Primary School of Samcon construction at a final cost of \$230,000 and Ridgehaven Primary School of brick construction at a final cost of \$226,000. Again referring to the list of major works for which planning and design is proposed during 1970-71, I see that the Tea Tree Gully Primary School, which is a replacement school, is listed. I am pleased with this progress but hope that next year I shall see the Ridgehaven Technical High School included in this list, because the stage has been reached where another secondary school is required in that area.

The sum of \$3,500,000 is provided for the Modbury Hospital, comprising the main hospital building, a nurses home, accommodation for resident medical staff, a boiler house and workshops. Of course, work occurred last year on the main hospital building, and \$837,000 has been spent to the end of last June. Of course, as the result of this year's large financial provision (far in excess of the provision in the last financial year) progress on the project will be accelerated. It is the Labor Party's policy to do just this. I know that the people in the area are very pleased with the progress made.

Mr. NANKIVELL: In connection with the provision of \$1,293,000 for library buildings, can the Minister of Education say whether I am correct in thinking that most of this money, if not all, is a direct grant from the Commonwealth Government? Is expenditure on this item recoverable from the Commonwealth Government after it is made? If it

is, how does it fit into the overall pattern of expenditure on education? Does it become a surplus amount for open-space teaching units?

The Hon. HUGH HUDSON: The total programme is gross and includes sources of funds other than State Loan moneys. Of the \$15,500,000 spent last year, \$2,750,000 was provided by the Commonwealth Government. Of the \$16,500,000 we plan to spend this year, \$2,600,000 will be provided by the Commonwealth Government.

Mr. Nankivell: That is a grant, not a loan.

The Hon. HUGH HUDSON: Nowadays some of the Loan money is in the form of grants. The term "groan estimates" instead of "Loan Estimates" would probably be a fairly accurate description of some parts of this debate. The net provision from State funds last year for school buildings was \$12,750,000, whereas this year it will be \$13,900,000. So, the increase in funds from State sources is greater than the gross increase in funds, because there is an expected decline of \$150,000 in the amount of Commonwealth aid under the traditional headings of technical colleges, science laboratories and libraries.

Dr. TONKIN: Can the Treasurer give me details of the alterations and additions being made at the Glenside Hospital, and can he say whether the work at Hillcrest Hospital is related to the treatment of drug abuse, or whether the hospital is being modified because of the increased incidence of drug abuse? Concerning the Port Augusta and Port Pirie Hospitals, a situation may arise in the future where another university could be established at Port Augusta to serve the area around Whyalla and the top of Spencer Gulf. Can the Minister say whether this long-term plan has been considered?

I assume that the sum allocated for preliminary investigation and design relates to the proposed south-western districts hospital. I draw the attention of the Committee to the recommendations of the committee, which inquired into the training of medical practitioners and whose report was brought down in 1966. The committee investigated the statistics relating to the number of medical practitioners in South Australia, the facilities available at the time, and how we could improve the facilities to train medical practitioners. The conclusion from that inquiry were that a second medical school should be established with a minimum of delay at Flinders University and that it should be the intention that the first increment of medical students

would qualify in December, 1975. Additional clinical teaching facilities depend on the provision of a further teaching hospital. In addition to the 95 graduates that we are getting now, we need a minimum of 45 additional graduates from December, 1975, and to relieve the critical situation we must have another teaching hospital operating by the beginning of 1973.

To adequately conduct its job of teaching graduates, the hospital must operate smoothly and be well established by 1972. Of course, this is impossible, and it is a matter of regret that this hospital has not had money provided for its planning and construction. This is an important subject and I am interested in what is being done about it. Can the Treasurer say whether the \$500,000 provided for preliminary investigation and design is adequate; is it possible to obtain more money; and what action is being taken to relieve what will be a critical situation concerning the supply of medical practitioners for South Australia in the next 10 years?

The Hon. D. A. DUNSTAN (Premier and Treasurer): Concerning the provision of teaching hospital facilities at Port Augusta, the likelihood of our being able to establish a third medical school in Port Augusta in the foreseeable future is remote. The Universities Commission sets its face against the establishment of university facilities outside areas that it considers would themselves provide a basic university population. Reviews of potential university populations in various parts of the State have shown that no part of the State outside the metropolitan area would provide a basic university population and that any university institution established outside the metropolitan area would require to be almost wholly residential. The Universities Commission has made clear that it will not support development of the Armidale type.

The Hon. Hugh Hudson: The estimate is \$5,000 to \$6,000 capital cost a student for residential purposes.

The Hon. D. A. DUNSTAN: Yes, and the commission will not support it. At present, therefore, we cannot foresee that teaching hospital facilities would be developed at Port Augusta, and certainly the commission would not support the development of teaching facilities there. Regarding the south-western districts hospital at Flinders University, the honourable member will know that we were pressed to the time table after we had announced the project originally in 1965 and acquired the land for it. Design work commenced then and,

when we left office, the time table was that the project was due to go to the Public Works Committee for report in September, 1968. As the honourable member also knows, the project has not yet gone to the committee and the amount provided on these Loan Estimates is for redesign work. The design of the teaching hospital had almost been completed but was set aside and the whole design work recommenced. The amount we have provided in the Estimates is the maximum amount which on present indications we would be able to spend this financial year on the design and planning work.

I assure the honourable member that we are as keen as he is to develop this project so that we can get additional graduates as early as possible, but the planning time table now left to us is such that we cannot foresee, on all indications we have on the time table of submissions to the Universities Commission for future periods in the triennium, that we would be likely now to get graduates before 1978. That is about the earliest time the we could expect to get the project viable.

Mr. EASTICK: I refer to the comment made about Urrbrae Agricultural High School. The parents of some primary schoolchildren have received notice that a quota system will apply to the intake to Urrbrae during the forthcoming year.

The Hon. HUGH HUDSON: On a point of order, Mr. Acting Speaker, if the honourable member is referring to the question of intake to Urrbrae Agricultural High School, that has nothing to do with the Loan Estimates and I suggest that the matter would have to be raised by question or in some other way.

Mr. EASTICK: I submit that the matter relates to work to take place and also to the preliminary investigations and design and the purchase of land, the question to the Minister being as follows: is it intended that the facilities available to students at Urrbrae Agricultural High School will be improved soon by the additions, or enhanced by the establishment of a similar high school, to alleviate the situation that has arisen at Urrbrae?

The Hon. HUGH HUDSON: I cannot answer that question because, as the honourable member would probably know, the previous Labor Government appointed a committee to inquire into agricultural education throughout the State. Although the work of that committee commenced under the previous Labor Government, I do not know what happened during the two-year period of the Hall Government.

Mrs. Steele: It was continuing.

The Hon. HUGH HUDSON: Apparently, it was still continuing, and we are now awaiting its report, which is expected to be available relatively soon. This is one of the matters that will undoubtedly be dealt with in that report. However, I cannot give any effective information on this whole matter until that report is available.

Mrs. STEELE: In asking this question, I am not trespassing on the province of the member for Frome: I am asking it because of my interest in the provision of the new school at Marree. This school, which has been promised for some time, was among the projected schools when I was Minister of Education. Following a visit that I made to Northern and other outback schools, I think in 1968, I put in a special personal plug for the Marree school, because I was appalled at the conditions under which children and teachers were working there. I understood that the Marree school was to be a completely new Samcon school.

As I notice that the allocation is made under "School Buildings—Major Additions", can the Minister say whether the school is still to be of Samcon design and whether it is, in fact, to be an entire replacement school? If it involves a major addition, will he say what part of it is an addition, because, to my way of thinking after seeing it, it needed to be completely replaced?

The Hon. HUGH HUDSON: It is a Samcon school; it will be available I think in April or May next year; and, in effect, it is a complete replacement. There may be one or two buildings already there.

Mrs. Steele: None worth saving!

The Hon. HUGH HUDSON: If that is the case, none will be saved. However, it will be a typical Samcon arrangement, with an administration block, library, activity area, and another classroom block.

Mr. GUNN: Under "Major works for which planning and design is proposed during 1970-71", can the Minister say when work on the area schools at Andamooka, Coober Pedy, Karcultaby and Streaky Bay will be commenced? I understood him to say on previous occasions that definite construction dates had been decided on. However, people in these areas are just about fed up with having to wait for work to commence, especially the people of Streaky Bay, who were promised by the previous Labor Government that a school would be built. I admit that the Minister visited the area only to make a good fellow of

himself, but I think we should at least know when these schools will be commenced.

The Hon. HUGH HUDSON: The Andamooka Area School will be of Samcon construction, and it is hoped that it will be ready to be commenced in the autumn of next year and, in fact, completed next year. The Coober Pedy Area School is to be of Samcon construction with a rock bed regenerative refrigeration unit, and work on that should commence within the next month or two, the school being ready towards the middle of next year. The honourable member will know that the Karcultaby Area School is a relatively recent approval; I suspect that the member for Davenport can give quite a bit of background information to the member for Eyre about that. That school will not be available before the end of 1973. The Streaky Bay school also will not be available until sometime in 1973.

Mr. CLARK: On behalf of my constituents, I offer thanks to the Government for the provision of \$800,000 for the technical college at Elizabeth. Older members will recall that I have been advocating the provision of this college for several years, because it has been a severe handicap for people in the area, who probably work in the city, to have to go to the other side of Adelaide for apprenticeship training. Most of those people will now be catered for at the new technical college, which is in an ideal situation to the north of the Elizabeth shopping centre. The college is a necessity in the area and will be greatly appreciated. Had the previous Government been in office, I should have thanked it for this, too.

Mr. MATHWIN: I take it that there is some sort of list of priority for minor alterations. If there is such a list, whereabouts on that list is the Morphettsville Park Primary School yard repaving, as the paving at the school is in bad condition?

The Hon. HUGH HUDSON: The order of priority has been set. Whether the Morphettsville Park Primary School is involved in the sum provided in the Loan Estimates, or whether it is provided for in maintenance expenditure by the Public Buildings Department in the Budget, I cannot say, but I will find out.

Mr. NANKIVELL: Will the Minister of Works obtain the proposed starting and completion dates for work on police stations at Lameroo and Meningie?

The Hon. J. D. CORCORAN (Minister of Works): Yes.

Mr. SIMMONS: Has any provision been made for a canteen at the Lockleys North

Primary School? Representatives of the school who came to see me a few weeks ago were most concerned. They obtained initial approval in 1966 to build the canteen. The Public Buildings Department asked them to change their plans from a private design to a standard design, which they did over two years ago. However, the matter has been dragging on and on. Between September last year and March this year the estimate of cost by the Public Buildings Department went from \$9,000 to \$13,500, the latter sum being more than these people could find on a \$1 for \$1 subsidy basis. Under the new policy, where the canteen shell is provided by the department, they will be happy. The only trouble is that they are afraid the school might have lost its priority as a result of the messing around that has taken place. As this school had approval for two or three years, it should be able to retain its priority.

The Hon. HUGH HUDSON: I have no information with me on that but I will check on the matter for the honourable member and bring down the information.

Mr. BECKER: With reference to "Police and courthouse buildings", there is a line "Minor alterations and additions to police and courthouse buildings, \$220,000". Is anything proposed for the police building at Glenelg? At the moment it is a temporary or prefabricated arrangement. Has the Government any future plans for police accommodation at Glenelg?

The Hon. J. D. CORCORAN: I will make inquiries and bring down a report.

Mr. ALLEN: I understand provision is made in the Loan Estimates for a new courthouse and police station at Burra. This was also on last year's Loan Estimates. The present buildings at Burra are over 100 years old, and I was told today that, when these new courthouse buildings are erected, the old buildings will be taken over by the National Trust. Can the Minister say whether this is correct? Also, can he tell me what stage the arrangements for this new building have reached?

The Hon. J. D. CORCORAN: I will inquire and bring down a reply.

Line passed.

Other Capital Advances and Provisions, \$20,400,000—passed.

Miscellaneous—\$2,325,000.

Mr. VENNING: I refer to the line dealing with school buses. What can be done to make this service more effective by servicing the buses? Last year, when our Party was in Government, I went to the transport depart-

ment, in conjunction with the local district council, about the school bus service operating. This service replaced the train service from the Crystal Brook area to the Port Pirie High School. These buses are continually breaking down. Last year a new bus through lack of servicing broke down. What can be done to ensure that these buses are adequately serviced? Some people advocate going back to the old train service, which they say was at least reliable.

The Hon. HUGH HUDSON (Minister of Education): I am sure the Minister of Roads and Transport will be delighted to know that the member for Rocky River regards train services as reliable and bus services as not being reliable. I know that the best that can be done is done in the servicing of school buses. Whether or not further improvement can be made I will investigate and see what can be done to improve matters.

Line passed.

Grand total, \$113,220,000, passed and Committee's resolution adopted by the House.

#### PUBLIC PURPOSES LOAN BILL

The Hon. D. A. DUNSTAN (Premier and Treasurer) obtained leave and introduced a Bill for an Act to authorize the Treasurer to borrow and expend moneys for public works and purposes and to enact other provisions incidental thereto. Read a first time.

The Hon. D. A. DUNSTAN: I move:

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

It appropriates the moneys required for the purposes detailed in the Loan Estimates which have been considered. It is in the same form as the Bills considered by Parliament in recent years with the exception of a small change in the wording of clause 3, which sets out the moneys making up the Loan Fund. As a result of the Commonwealth's offer to make available part of the funds for State general capital programmes by way of grant instead of entirely by way of loan, as in the past, it has been necessary for the House to consider an amendment to section 38 of the Public Finance Act to authorize the Treasurer to credit to the Loan Fund Account the grants for general capital purposes. Clause 3 of the Public Purposes Loan Bill, which previously spelt out the kind of receipts credited to the Loan Fund, has now been shortened somewhat and states that the relevant credits shall be those specified in the principal and controlling financial measure, which is the Public Finance Act, as amended from time to time.

Clause 4 provides for borrowing by the Treasurer of \$61,000,000. This is the portion of South Australia's allocation for works and purposes arranged at the June, 1970, meeting of Loan Council that will come from public borrowings. Clause 5 provides for the expenditure of \$113,220,000 on the undertakings set out in the first schedule to the Bill.

Clause 6 authorizes certain advances made during 1969-70 for the undertakings set out in the second schedule. This ratification is required to be included in the Public Purposes Loan Bill next brought before the House after warrants have been issued by the Governor pursuant to section 32b of the Public Finance Act. Clause 7 makes provision for borrowing and payment of an amount to cover any discounts, charges, and expenses incurred in connection with borrowing for the purposes of this Bill. Clause 8 makes provision for temporary finance if the moneys in the Loan Fund are insufficient for the purposes of this Bill.

Clause 9 authorizes the borrowing and the issue of \$40,000,000 for the purpose of financing Loan undertakings in the early part of next financial year until the Public Purposes Loan Bill for 1971 becomes effective. Clause 10 gives the Treasurer power to borrow against the issue of Treasury Bills or by bank overdraft. The Treasurer possesses and may exercise this authority under other legislation, but it is desirable to make the authority specific year by year in the Public Purposes Loan Bill, as is done with other borrowing authority. Clause 11 deals with the duration of certain clauses to the Bill. Clause 12 directs that all moneys received by the State under the Commonwealth Aid Roads Act shall be credited to a special account to be paid out as required for the purposes of that Act. Clause 13 provides for this Bill to operate as from July 1, 1970. I commend the Bill for consideration of members.

Mr. HALL (Leader of the Opposition): I understand that the Treasurer desires to have this Bill passed this evening, and that is a good thing because it will prevent two debates on the same subject. I accept the Treasurer's assurance that the Bill is in the same form as similar Bills considered in recent years, and I understand that it has no surprises. One alteration that has been spoken about previously we all welcome, for the sum total of the amount to be borrowed, which bears interest, is considerably reduced from that in previous years. This is something that the States have been striving for for many years, and is an

argument with which I am sure all members are familiar. It is good to see this innovation for the first time and set out so simply in the Bill, so that we will get more breathing space (and no more than that) in the acceleration of the impact of interest payments on our debt burden, and therefore on the Budget. I support the Bill.

Bill read a second time.

In Committee.

Clauses 1 and 2 passed.

Clause 3—"The loan fund".

Mr. HALL (Leader of the Opposition): Earlier I referred to the saving in interest that would accrue from the grant moneys that come into the Loan programme, and the Treasurer said that this would not be a saving until next year. I take it that the grant moneys are paid proportionately to the Loan money at the time of the normal payments, and that they are not all due at the end of the year but come in the normal payment series. If this is so, I had imagined that we would pay normal interest from the time the moneys were received. Can the Treasurer elaborate on his earlier statement that we would not receive benefits from the grant moneys until next year?

The Hon. D. A. DUNSTAN (Premier and Treasurer): The provision for this is covered in the arrangement with the Commonwealth Government about debt service charging, and it is arranged that this alteration in our arrangements with the Commonwealth Government will take effect in 1971-72. In fact, in that year we will get relief in the Budget of, from memory, about \$1,500,000 in the first year, and the amount will escalate from then on.

Mr. Hall: Does it mean we pay interest for the proportion of this year? We would get some money now, I take it?

The Hon. D. A. DUNSTAN: We will get some money during this year, but the impact upon revenue of any reductions in debt service charging over that period will be minimal. There will be little alteration—

Mr. Hall: It will be subject to consent—

The Hon. D. A. DUNSTAN: I shall see whether I can work out a sum for the Leader, but really the only major impact that occurs in the foreseeable future is the stare of the alterations of the debt service charging procedure, and that will happen in 1971-72, and the initial relief in Budget terms will be, from memory, about \$1,500,000. It goes up thereafter and, of course, 10 years hence it will be much heavier.



Clause passed.

Remaining clauses (4 to 13), schedules and title passed.

Bill read a third time and passed.

#### MEMBERS' DRESS

The Hon. D. A. DUNSTAN (Premier and Treasurer): I move:

That the dress of members in the House is a matter for the discretion of individual members.

I do not intend to speak at length on this matter. Previously, following an inquiry made by members in this House, Parliament has seen fit to try to prescribe the dress of members. It does not seem to me that that is a necessary exercise for this House to undertake. It seems to me that the dress of members is a matter for them and for the exercise of their own responsibility, both to this Parliament and to their constituents. If they were not responsible in the matter to their constituents, they would not be here. I see no reason whatever for this place or, indeed, others to impose on members a particular mode or style of individual dress or adornment which may not be departed from, because this seems to be a matter of the laws of the Medes and Persians and not to be altered.

After all, in this community the individuality of members and of people in the community is, in my view, something to be encouraged. Indeed, there have been numbers of examples where members in this House have seen fit to depart from what have been previously accepted modes of adornment in various forms, and that is now becoming, in fact, a new style, almost a law of the Medes and Persians in itself. That is for them, and I should think that this House could expect of honourable members that they would act in a sensible and responsible manner regarding their modes of dress in the House. However, I also point out that it would seem strange that in a particularly hot climate, such as this one often is, members should be required to dress in the form which has become the standard dress of people in much colder climates, and I see no reason why people in this climate should, in hot weather, dress as though they were wintering in the Alps of Switzerland.

I think it is perfectly proper for them to dress according to the climate, and it is about time, in my view (indeed, I know in the view of many people in the State today), that one should dress according to the exigencies of the climate, and dress neatly

and comfortably. I think that that could be expected of members in this place, and I hope that that is how things will proceed. Basically, the reason for this motion is that it seems proper that members in this House should be expected to exercise their own sense of responsibility in matters of dress and should not have imposed on them a particular uniform.

The Hon. J. D. CORCORAN seconded the motion.

Mr. HALL (Leader of the Opposition): I must say that I am more concerned with what is in people's minds than with what they wear on their bodies. However, I think, Mr. Speaker (and you must certainly agree with this), that whatever people wear they should at least be recognizable and that the colour and style of their plumage should not so distort their features that you should be put into a situation where you may mistake them for other members; indeed, this could be a disastrous situation for those other members. I am sure that the carrying of this motion will give rein to a great deal of initiative, which members obviously possess. Whether or not this will have any additional meaning for my side of the House, which is the free enterprise Party (I remind you, Sir), and whether members on this side will adopt a more enterprising attitude than Government members, remains to be seen.

The Hon. G. R. Broomhill: Do you think—

Mr. HALL: Whether or not the Minister of Labour and Industry, who interjects so ably and frequently in the House—

The SPEAKER: He is out of order, if he does.

Mr. HALL: Yes, of course; and if he wears more colourful and distinctive dress he will be noticeably out of order. I think it is up to the members to dress responsibly. We ask schoolchildren, for instance, to adopt a sensible form of dress in most of the schools under the control of the Education Department, no doubt for many reasons.

The Hon. D. A. Dunstan: It could be a bit more sensible.

Mr. HALL: This is a procedure of which I approve. I should think that the House, being based on so much precedent, would approve also, and I should think the Premier would approve, too, as he is a lawyer and, without precedent, he would not have had a career. Therefore, I should not think he would want all precedent and custom thrown aside for the new order. I think he said that

members should be responsible in their choice of adornment and, if he did, I endorse that remark.

[Midnight]

Mr. JENNINGS (Ross Smith): I support the motion out of loyalty to the Premier; I know the arrangement he has recently entered into with American Health Studios.

The Hon. D. A. Dunstan: Recently? I've been going there for seven years.

Mr. JENNINGS: But the Premier has only recently entered into a contract with that organization to show off his raiment in the House.

The SPEAKER: Order! There are no health studios in the motion.

Mr. JENNINGS: While I support the motion, I also oppose it; it will be of great difficulty to me, as I feel the cold very much. I do not put on weight during the winter, as many people might imagine; it is just that I add to my underclothes each week, not taking them off until about November. This gets me in a position where not very much of me can get in touch with hexachlorophene so the number of my friends decreases during the winter. I cannot change during the winter. This puts me in a difficult position, because I cannot play football or engage in any kind of sport that involves disrobing. I can see that we will get many members into a difficult position as a result of the discretion we are now placing on them.

For example, the member for Adelaide is a man of old charm and courtesy: this will not affect him very much. I know some members will be inclined now towards the wearing of wigs. We have already seen one member draw his remaining few hairs across his head in a way that is designed to camouflage. The Minister of Roads and Transport has, above anyone else, shown that he has become seduced by high society while he has been in his new position, and we will expect to see him in morning clothes, spats and things of that nature, and in evening dress during the evening hours.

The Hon. Hugh Hudson: Why pick on him?

Mr. JENNINGS: He is the only member I know who has been seduced by high society. The member for Tea Tree Gully is a charming woman nobly clad to warm, to comfort and to command, but I do not want to see her in a bikini; I do not want to see competition between her and the member for Davenport if they started wearing bikinis. Now we have the members for Spence and Salisbury having a competition with the lurid shirts they wear.

Mr. Clark: Lurid is not the right word.

Mr. JENNINGS: I do not quite know what is the right word. Then we have the Leader and his deputy. I do not know how they would appear. We have already seen the member for Bragg showing his inverted inferiority complex by wearing a blue shirt. What about his bringing his stethoscope in, the member for Light bringing in two bricks to operate on camels, the member for Flinders wearing his rubber gloves, and the member for Kavel, who has just found that he has laboriously swum to join a sinking ship and has the demeanour of a desiccated cadaver, dressing up as an undertaker of the Dickens type with black ribbons down his back? The member for Eyre could come in his sombrero and his two guns but, above all, I implore you, Mr. Speaker, to make sure that, when you come in with your ample figure robed, you have your shorts on underneath.

Mrs. STEELE (Davenport): I am sure members of this House would be disappointed if one of the two female members did not say something on this matter, especially as the members of our sex are far more daring in clothes than men would ever be; but even some of the women who have chosen to wear the mini skirt would be better if they did not, because their figures do not lend themselves to this kind of attire. The same thing may be said of the gentlemen who may be encouraged to wear shorts.

Last year, when I sat on the front bench on the other side of the House with some of my colleagues and this matter was brought up, I tried to visualize, looking along the row, what some of them would look like wearing shorts. It was amusing to me to envisage what kinds of knees and calves they would sport. It turned me against the idea of encouraging men, at least on my side of the House, to wear this kind of attire. Heaven knows where we may finish! I shall not go into any detail, as the member for Ross Smith did, but seriously, with all members on the other side loyally supporting the Premier, the motion will undoubtedly pass, and it will be left to the discretion of members of this House as to the sort of attire they should wear.

I hope they will exercise the opportunity that comes to them with some discretion and that the type of clothing they will wear will be to the advantage of the House. I cannot help considering what the general public will think about this new departure, if it is approved. The respect that some people have for members of Parliament has

slipped rather badly. Having been a member of Parliament for about 12 years, I believe that in recent years the decorum and dignity of this House has taken a down-turn.

It would appear that at least one Government member has mixed feelings about this motion: whilst supporting the Premier out of loyalty, he implied that he was not terribly keen on the motion. This motion will undoubtedly be approved by the House because it will be supported by Government members. In their witty way they extolled the virtues of members being able to wear what they pleased as long as they showed a sense of decorum in the House. Regarding the comment that we are overheated here while other people shiver, I point out that sometimes we have to ask the messengers to turn up the heat because even in the middle of summer it becomes rather cool. Nevertheless, I believe the motion will be passed and I only ask, in the name of decorum and dignity, that members show some common sense in the kind of attire they wear in the House.

Mr. RODDA (Victoria): Mr. Speaker—

Mr. McKee: You can wear your bowyangs.

Mr. RODDA: I possibly will. I am inclined to think along the lines of the member for Davenport that people look for dignity in members of Parliament. I am not suggesting that shorts are undignified, but I think they are out of place in this House and I do not favour Parliamentarians wearing shorts. Certainly, our distinguished Premier wears shorts admirably, but I cannot imagine the member for Florey or me cutting a dashing figure in shorts.

*Members interjecting:*

The SPEAKER: Order! The member for Victoria should be heard in silence.

Mr. RODDA: I oppose the motion.

Mr. MATHWIN (Glenelg): I will vote against the motion. I have many reasons for opposing it. I believe that in this House we should set an example to the public so that it is imperative that we conduct ourselves in a fit and proper manner, and that this includes dressing ourselves properly.

The Hon. J. D. Corcoran: You believe that we have to be told how to do it. What about those sideburns?

Mr. MATHWIN: The honourable member objects merely because he cannot grow them.

The Hon. J. D. Corcoran: I have done a better job than you have.

Mr. MATHWIN: The honourable member is always bragging. I gather that it is commonplace throughout the Commonwealth that members of Parliament dress in coat, tie, and long

trousers. I draw the attention of members to what the previous Speaker said.

The Hon. J. D. Corcoran: You are not referring to Thomas Stott?

Mr. MATHWIN: I am. At page 2025 of Volume 2 of 1968-69 *Hansard* the Speaker is reported as saying:

However, I have carefully considered the merits of the Leader's suggestion,

he was referring to the present Premier—irrespective of what happens elsewhere, and in doing so have had some regard to the pattern of the sessions of this House during the 68 years of the twentieth century. During that period, certainly in practice and probably by design, the House has met on average on less than four sittings days for the entire summer months of December, January and February. The average for the last decade (to bring the figures a little more up to date) has been 2.3 sitting days a summer.

This statement proves to me beyond doubt that there is no need to alter the present mode of dress on the ground that members will be inconvenienced or uncomfortable. I know that people may regard me as a square. Indeed, some people no doubt regard me as a cube—

Mr. McKee: Not with that Angora goat vest you have on.

Mr. MATHWIN: A person has to be with it sometimes, even to prove a point. I do so by wearing the wet look because the Premier wears his suede look. As we are beholden to have decorum, particularly in the manner of our dress, I oppose the motion.

Mr. WELLS (Florey): I draw the attention of the member for Victoria to the fact that what he said about not being able to imagine me in this way-out dress might have applied before I went on a diet, but now I think I could wear it. We have to recognize that there will be horrible sights on both sides.

Seriously, why is the motion being objected to? As the member for Davenport insisted, and I agree with what she said, provided that members in the House are respectably dressed and dressed with decorum, this should be satisfactory. I do not think I will wear shorts and a Hawaiian shirt, and I do not think any other member will do that. However, what is wrong with being comfortable in the House? I am sure that the member for Victoria must suffer during the hot weather, as must some other people of his stature. If we can dress in lighter clothes, perhaps without a coat and wearing a nice white shirt and long trousers, there is no harm in that. I agree that it would not be good for people to take this too far, but you, Sir, being an admirable

Speaker, would certainly correct anyone who dared to come into the House dressed inappropriately. I do not think there is any fear that the general public would consider us undignified if we wore lighter clothes. After all, when we are entering the House, we see people outside wearing much lighter clothing than we are wearing. Indeed, some females do not wait for the warmer weather to wear brief clothes but members of the public generally dress in a commonsense way and there would be no objection if we did the same. I support the motion.

Mr. EVANS (Fisher): As one member opposite has said I would, I oppose the motion. I do not oppose it in principle, because I consider that it has some merit. I have led a fairly active life before entering this Chamber and I detest wearing a coat, tie or long trousers during the summer. However, I wonder where we start and where we finish. I wonder whether a person working in a Government department could go to work without a tie on.

This motion comes back to the individual. I do not think I would be showing disrespect for my constituents if I came here without a tie or coat on, but I wonder whether we would be showing disrespect for the Chamber and for Parliament if we drifted in here, some members without coats on, some without ties on, some wearing shorts, some wearing sandals, and perhaps even some wearing a T-shirt and shorts. I consider that the motion is too wide. I do not think there is any real objection to a person's wearing shorts and a shirt and tie, but I think it would be wrong to come here with open-neck shirts or T-shirts, or sandals, and without socks.

Mr. Mathwin: Or with a hat on.

Mr. EVANS: According to Standing Orders, a member may wear a hat only when he takes his seat. It is for you, Mr. Speaker, to make decisions on other matters, and you control the Chamber at all times. The way members conduct themselves in the Chamber is in your hands. I consider that the motion could be amended to provide that dress be left to the discretion of individual members, subject to your acceptance.

Mr. Jennings: Ring him at 8 a.m. and ask him how you can dress.

Mr. EVANS: I understand that another member has drafted an amendment. I believe that this motion should be amended, and I would then agree to it. I personally have no objection if most people consider that we

should wear shorts, but where will it end in this Chamber if we can just walk in without a coat? Why could not a person come in without a tie, or without a shirt, if he had had a good wash that morning? If the wording of this motion is retained I shall be forced to vote against it.

Mr. CLARK (Elizabeth): I support the motion, not because I have a particularly good figure to wear shorts or anything of that nature but because I think it is common sense. I point out to the honourable member who has just spoken that things change. Most of us who have brought schoolchildren through the House have probably gone to the trouble of telling them about the peculiar and nasty things that used to take place when honourable members used to wear swords in this place. I remind the House of the time when that happened. A person would be regarded as an idiot if he did that now. We even have that scarlet rim around the edge of the carpet so that the drops of blood when they fell would not show up. We do not wear swords today; we do not wear top hats; in fact, we do not bother about hats in here at all.

All this motion suggests is that each man is responsible for using his discretion regarding what he wears. Surely this will not be a difficult task. When I came into this House I naturally took it for granted that every member would be a first-class talker and a fine representative of the district he had been elected to serve; he would have to be, or he would not have got in here. However, it did not take long to find out that I was largely in error. Surely every member in this place has sufficient discretion to be able to select the type of clothes that will be dignified and comfortable and suit him best. I cannot see any sense in our relying on the discretion of the Speaker. After all, with great respect to you, Mr. Speaker, why should your discretion regarding sartorial appearance be any better than that of the average member? I have never heard yet that the gentleman who has been honoured by being elected Speaker is given the right to be the arbiter of fashion in the House.

When I first heard of this motion, I had it in mind to move an amendment but decided against it: I had thought to provide that members' dress be left to the discretion of members' wives. This might be a good idea, although I am not going to move the amendment. I know that if the discretion were left to my wife I would probably be wearing the same clothes that I am wearing now.

The Hon. D. A. Dunstan: You're fortunate; I might be here in a see-through bikini.

Mr. CLARK: That is one of the reasons why I decided not to move the amendment. Knowing the charming wives of some members, I fear that they would prefer their honourable husbands to dress rather like film stars, and maybe one or two here could do that. Possibly the Premier could, although I am not sure of this, because I have not had a good look at his knees for some years. No doubt I shall have the pleasure of seeing them during the summer. Knowing my colleagues on both sides, I have every confidence in their coming into the Chamber in dignified dress. I do not think I shall be here in shorts myself, for I do not have the right kind of figure for them. However, if other honourable members look well in shorts or whatever they choose to wear, as long as those garments are suitable for the House, I shall be happy to see members wear them.

Dr. TONKIN (Bragg): I move:

To add "subject to the Speaker's general authority to maintain order in the House". I know it more or less goes without saying that you, Mr. Speaker, always maintain order in the House, but I believe that is slightly different from asking you to exercise discretion as to the type of dress members wear. I think that this possibly covers the subject both ways. I have it in mind that no member of the House would appear in dress likely to cause an uproar, but that is just conceivably possible. I do not think that you should be asked to rule on the propriety or suitability of the dress but, if a member's dress is such that it causes disorder or disturbance in the House, I think you should have the clear authority to maintain order by directing that that member withdraw. I do not think it detracts anything from the general meaning; all members can still use their discretion in their dress. I rather regret that the member for Mitcham has been sent home ill, for I know that he feels strongly about this matter and that he would support the motion. I do not think the amendment detracts from the motion, and I think that in some way it gives you, Sir, that added authority to be the final arbiter in extreme cases.

Mr. Clark: That means that he has to see a member first.

Dr. TONKIN: Yes.

Mr. FERGUSON (Goyder): I second the amendment. I think that we are being asked

to support the motion because several members do not want to conform to the conventional dress that members have worn in this Parliament for a long time. There are many places and functions that we attend as members of Parliament, and I would say that none of us would go to those places or functions unless we dressed according to the way that people have always dressed when going there. Within the operation of Government are many departments whose personnel have to conform to wearing a uniform. I do not know whether railwaymen, tramwaymen or policemen are allowed to wear shorts. However, if we are to have this privilege of dressing according to our own wishes, why should we not extend that privilege to people who work in Government departments?

The Hon. D. A. Dunstan: I agree to that.

Mr. HOPGOOD (Mawson): I support the motion. Since the debate began I have searched my mind to try to remember the name of a certain British poet who should go down in the annals of history, but I am unable to remember. He should be remembered for his picture in words of a naked House of Lords. I do not want to push the imagery of this to any extent, except to point out that this concept has certain advantages and disadvantages. For example, in a naked House of Lords distinction between lords spiritual and lords temporal would be seen as something wholly artificial, and Party divisions might be a little more difficult to maintain. On the other hand, it would have had the disadvantage that the House of Lords would have been denied, for obvious reasons, the services of Baroness Summerskill.

As pointed out by earlier speakers, fashions change. Because of changing fashions, I find that when I look around the House (and I regret that you, Sir, are not wearing your usual regalia this evening for this debate) through various members who have come here (and I include the members for Spence and Salisbury) with all of these various fashions we have seen the most vivid dress. If we look at the way in which young people are thinking today and we import some of the hippie generation into this place, they will write us all off as being impossible squares, with the exception of yourself, Mr. Speaker, when you are dressed in your full regalia.

I support this motion because I believe it is one small chipping away of the rock of dead uniformity. One of the curses of Australia today is uniformity. Uniformity in thinking is inbred in people, starting in the schools

and working upwards. If we can do something to break this down and get away from the idea that, because a man has some extra hair around his chin he is a no-hoper or because he dresses in a different way from other people he is to be written off and cannot be regarded as normal, let us do it. I am not at all happy with the situation whereby schoolchildren are intergrated into the great Australian uniformity by means of school uniforms. I managed to lose my school cap as soon as possible when wearing it at the 1952 football final, an occasion the Premier would be glad to forget. I suggest that what we do here with regard to food, drink or clothing has absolutely no effect on people's thinking outside, and that we are trying to set too much store by what sort of influence we have in these basic things if we think we have any sort of influence at all.

All I want to say in conclusion is that I shall probably not take advantage of this resolution. Being radical in my approach to social issues, I try to balance this by being conservative in dress. However, members opposite may be more conservative in their approach to social issues and I should not like to deny them the opportunity of counter-balancing this by being radical in their approach to dress.

The Hon. D. A. DUNSTAN (Premier and Treasurer): Briefly, I thank honourable members for the attention they have given this important topic at this early hour of the morning. I regret I cannot agree with the member for Bragg in the amendment he has moved, for it seems to me to be mere surplusage. The Speaker always has the duty of maintaining order in the House. That is a part of Standing Orders and is not altered by a resolution of this kind. But, to tag that

fact on to this motion is to try to put on a gloss that has other meanings than the words themselves, and I do not think that it is intended by the House. Therefore, I ask honourable members to vote for the motion as it was moved.

The House divided on the amendment:

Ayes (11)—Messrs. Allen, Carnie, Evans, Ferguson, Goldsworthy, Gunn, Mathwin (teller), and Rodda, Mrs. Steele, Messrs. Tonkin, and Venning.

Noes (33)—Messrs. Becker, Brookman, Broomhill, Brown, and Burdon, Mrs. Byrne, Messrs. Clark, Corcoran, Coumbe, Crimes, Curren, Dunstan (teller), Eastick, Groth, Hall, Harrison, Hopgood, Hudson, Jennings, Keneally, King, Langley, Lawn, McAnaney, McKee, McRae, Nankivell, Payne, Simmons, Slater, Virgo, Wardle, and Wells.

Majority of 22 for the Noes.  
Amendment thus negatived.

The House divided on the motion:

Ayes (32)—Messrs. Becker, Brookman, Broomhill, Brown, and Burdon, Mrs. Byrne, Messrs. Carnie, Clark, Corcoran, Coumbe, Crimes, Curren, Dunstan (teller), Groth, Hall, Harrison, Hopgood, Hudson, Jennings, Keneally, King, Langley, Lawn, McAnaney, McKee, McRae, Nankivell, Payne, Simmons, Slater, Virgo, and Wells.

Noes (12)—Messrs. Allen, Eastick, Evans, Ferguson, Goldsworthy, Gunn, Mathwin, and Rodda (teller), Mrs. Steele, Messrs. Tonkin, Venning, and Wardle.

Majority of 20 for the Ayes.  
Motion thus carried.

#### ADJOURNMENT

At 12.54 a.m. the House adjourned until Wednesday, August 26, at 2 p.m.