

HOUSE OF ASSEMBLY

Thursday, July 20, 1972

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

PETITIONS: ABORTION LEGISLATION

Dr. EASTICK presented a petition signed by 14 persons who, as members and supporters of the Right to Life Association (South Australian Division), sought to promote its policy on abortion. The petitioners prayed that the present abortion laws be repealed and that legislation be introduced by which both the right to life both of the unborn child and of the mother would be safeguarded.

Mr. NANKIVELL presented a similar petition signed by 14 persons.

Mr. VENNING presented a similar petition signed by 33 persons.

Petitions received and read.

PETITION: SEX SHOPS

Mr. RYAN presented a petition signed by 20 persons who expressed concern at the probable harmful impact of sex shops on the community at large and prayed that the law be so amended, if necessary, as to put these shops out of business. The petitioners also prayed that there be a restriction on the availability of sex aids until such time as it might be shown that fears regarding these undesirable consequences were unfounded.

Petition received.

PETITION: *LITTLE RED SCHOOLBOOK*

Mr. RYAN presented a petition from 22 persons who stated that the State Government had power to ban the sale of the *Little Red Schoolbook* and that its decision to allow it to be sold and circulated locally was a dangerous error of judgment. The petitioners prayed that the House would take immediate action to counter the potential harm that could occur.

Petition received and read.

PETITION: COROMANDEL VALLEY SCHOOL

Mr. EVANS presented a petition signed by 116 electors stating that the parents of students and future students at the Coromandel Valley Primary School were most perturbed that the children at that school continued to be penalized in respect of their education, because the school buildings and facilities were below a tolerable standard. The petitioners urged the Government to take immediate action to

build a new Coromandel Valley Primary School in order to eliminate the present inadequate buildings and facilities.

Petition received and read.

QUESTIONS**ABATTOIR DISPUTE**

Dr. EASTICK: In the interests of the people of this State (both suppliers and consumers), I ask whether the Premier can give the House details of the current stoppage at the Gepps Cross abattoir, as well as information concerning measures being taken to resolve the situation and the likelihood of its being resolved. I have noted that the dispute has arisen in the boning room, where labour is provided by the board to an outside organization that hires that facility from the board. I am perturbed to know that there is a continuing delay, even following discussions which commenced yesterday and which, I believe, are continuing today. Will the Premier say what effect this stoppage will have on weekend supplies and, therefore, on the buying public, and what will be the actual and potential loss to suppliers whose supplies are no longer being slaughtered, the result being that there will be a deterioration of quality and a likelihood of injury, with a situation where emergency slaughtering cannot proceed?

The Hon. D. A. DUNSTAN: I do not have all of that information immediately available, but I will urgently make inquiries and endeavour to reply to the Leader at the earliest possible time.

WHYALLA POLICE STATION

Mr. BROWN: Will the Minister of Works obtain for me a report on when it is likely that the contract to upgrade the existing Whyalla police station will be let? I ask this question because I understand that the contract will include the possibility of providing a room for industrial hearings. I have been approached by both the trade union movement in Whyalla and the Broken Hill Proprietary Company Limited requesting that such a room be provided urgently.

The Hon. J. D. CORCORAN: I cannot say offhand when the contract will be let or whether it has been let. Although I have recently seen a document on this matter, I will check and bring down a reply as soon as I can.

ABORTION LEGISLATION

Mr. MILLHOUSE: In view of the petition reportedly signed by 43,603 persons and presented to the Attorney-General at about 5 p.m. yesterday concerning alterations to the law on abortion, will the Premier say whether he intends to reconsider the decision he announced yesterday, in reply to my question, not to allow any Bill to amend those sections of the Criminal Law Consolidation Act that deal with abortion to be debated in Government time? When I asked that question yesterday I certainly did not know, and I presume that the Premier did not know, that the Attorney-General was to be presented some few hours later with a petition signed by a large number of electors of this State. I noticed, when the Premier was replying to my question, the obvious embarrassment of members opposite, particularly the Deputy Premier and the Attorney-General—

The SPEAKER: Order! The honourable member is commenting.

Mr. MILLHOUSE: I am sorry, Sir, if I am commenting.

The SPEAKER: Does the Premier desire to reply—

Mr. MILLHOUSE: May I, Mr. Speaker, complete my explanation of the question?

The SPEAKER: The honourable member for Mitcham sought leave of the House and of its Speaker to make an explanation. He went on contrary to Standing Orders and the practice of this House by commenting on the question. I immediately withdrew his leave, so I ask the Premier to reply.

Mr. Millhouse: I think that is unfair of you, Sir.

The Hon. D. A. DUNSTAN: The position is exactly as I put it yesterday.

Mr. Millhouse: It's obvious that—

The SPEAKER: Order! The member for Mitcham will have to conduct himself in accordance with the Standing Orders made by this House. His continued interruption and taking unfair advantage of his own colleagues in asking question after question from his seat will not be tolerated by me. The honourable Premier.

The Hon. D. A. DUNSTAN: The position is exactly as I put it yesterday. I appreciate that I do not have the opportunity of asking the honourable member a question in reply, but one I suppose I might ask him in other circumstances is whether it has altered his opinion about introducing the measure to this House himself.

LIAISON OFFICERS

Mr. KENEALLY: As a matter of urgency, will the Minister of Education investigate the need for a student liaison officer at Port Augusta to assist the primary schools? Currently at the Port Augusta High School a student liaison officer is working with great success. However, many of the problems he faces with secondary schoolchildren should have been solved to the children's advantage during their primary school years. Such an appointment would render a valuable service to these children so that these problems could be solved before the children reach secondary school.

The Hon. HUGH HUDSON: I will certainly look into the matter raised by the honourable member. However, I point out that the number of student liaison officers that we have currently working in secondary schools does not provide anything like a complete coverage for secondary schools throughout the State. A student liaison officer is about equivalent to a special senior master. Of course, our overall staffing position has so far limited the extent to which we can cover secondary schools in this way. In these circumstances, I think it highly improbable that we shall be able to extend this type of activity to primary schools. We hope that in other ways, especially through the development that has taken place in the Psychology Branch of the Education Department, effective assistance can be given at the primary school level in a way that it was not given previously. The honourable member may well be aware that about two years ago we had only 17 guidance officers working in the field throughout South Australia, and our ratio of students to guidance officers was higher than that in any other State. The number we have presently actually working or about to work in the field is about 33, with a further expansion to take place in the coming year. Without going into the matter in detail, I think that both because of the lack of coverage of our secondary schools and because of the proposed developments in the Psychology Branch (and I refer to the staff we have at present as well as to further developments), it will not be possible to implement the honourable member's suggestion.

KANGAROO ISLAND FERRY

The Hon. D. N. BROOKMAN: Will the Minister of Roads and Transport prepare a statement on the progress being made in dealing with the difficulties encountered in

relation to the proposed road-link ferry to Kangaroo Island? The Minister will agree with me that he has been relatively quiet about the proposals for this ferry and the progress made in this direction. Although he has spoken about essential matters, he has given little detail about the difficulties encountered. Following a request from the councils on Kangaroo Island and with the Minister's authority, some time ago some people and I went to see Mr. J. M. Shannon (Chairman of the co-ordinating committee). We had a long and interesting discussion with Mr. Shannon, who told us about some of the problems being encountered. These seemed to us to be so important that we asked Mr. Shannon whether he would go to Kangaroo Island to explain to the people there some of the difficulties that he was encountering. Later he agreed to do that, and he will attend a meeting shortly in Kingscote. So many people have been asking why there has been a delay in this matter and requesting information about the nature of the problems that it seems to me that it would be appropriate if the Minister conferred with Mr. Shannon and brought out a statement.

The SPEAKER: Order! The honourable member is starting to comment.

The Hon. D. N. BROOKMAN: I am asking the Minister to consider this because it is clear that there are genuine difficulties, and no-one will deny that when people are without some information they are inclined to simply adopt a critical attitude toward the whole project. If the Minister will do this, I believe it would help considerably not only the people on the island but also the other people involved.

The Hon. G. T. VIRGO: I have, as the honourable member knows, spoken about this problem to representatives of the councils on Kangaroo Island on at least three occasions. If I have been relatively quiet it is because I told them on each of those three occasions that, before work could proceed even in the design stages, it would be necessary to obtain and collate data associated with tides, wave measurements and matters of that nature, which at this stage is not available. The honourable member and the councils know that equipment has been installed and tests are being made. The results are being put on to graphs and the necessary calculations are being made.

The difficulty, as the honourable member and the councils know (and I would think the people on the island have been informed by

the councils) is that the original concept was arrived at in the absence of the necessary scientific information. Members of the present Kangaroo Island co-ordinating committee have said clearly that they are not prepared to recommend to the Government expenditure on a multi-million dollar project without their being able to back up their recommendation with facts. We are talking of a project that could cost \$9,000,000 and I do not think the honourable member when he was a Minister would have accepted a recommendation for such an expenditure if he had doubts about the technical information necessary, before a proper recommendation could be made. These tests are currently being made and it is expected (I think it has been said that the figures for another two years are required before a fair and reasonable appreciation of the tidal and wave movements can be obtained) that, when those figures are available, the officers will be able to make their calculations and then propose a scheme that could be recommended with the knowledge of scientific information. All of this has been told to the councils and the honourable member on at least three occasions; the Chairman of the committee has been made available to both councils at their request to me not only to speak to the councils when they were here seeing me a few weeks ago but, as the honourable member has said, they have asked Mr. Shannon to go to Kangaroo Island to explain some of these points to a public meeting. I do not know what more I can do apart from what has already been done. We have told the honourable member, as well as those members of the two councils involved who have sought an audience with me on those occasions, as much as possible. If they want the technical details, they will be able to get them from Mr. Shannon.

The Hon. D. N. Brookman: That is what I want.

The Hon. G. T. VIRGO: Then they will be able to obtain them, but, frankly, I do not think they would be able to understand the technical details associated with this any more than the member for Alexandra would be able to understand them. The Government employs experts in this field to give it the information it desires.

The Hon. D. N. Brookman: But you aren't giving us the information.

The Hon. G. T. VIRGO: As I have told the House already, on at least three occasions I have given this information to the honourable member and the councils. I do not

know how much more we can do to give them that information.

The Hon. D. N. Brookman: What is the size of the—

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

The Hon. G. T. VIRGO: Obviously, the honourable member has not tried to follow what he has now been told at least four times, because I am trying to tell him that it is not possible to design a harbour until we know the wave and tide movements. I suggest that, if the honourable member confers with the member for Torrens, who is an engineer, that honourable member will support that point of view. This is the very reason why these tests are being made.

PETROL SHORTAGE

Mr. JENNINGS: Will the Premier say whether he has seen in this morning's press the rather novel suggestion, emanating from the Leader of the Opposition, that public transport be provided free during the period of the petrol shortage? I ask the Premier whether the Government has considered this matter and, if it has, whether it intends to accede to the Leader's request, or whether the Premier prefers to negotiate with the Leader so that the Leader may contribute to easing the position by using the free rail pass that he already has to travel from Gawler to the city each day instead of using the Government car that is provided for him.

The Hon. D. A. DUNSTAN: The Government has not yet examined this proposal. I was interested to see the letter proposing it in today's newspaper and we will consider any measures that can assist in a difficult situation such as the one we now face. The Government has already acted to ensure that, in essential areas, emergency supplies are covered.

GLADSTONE KINDERGARTEN

Mr. VENNING: Has the Minister of Education yet decided whether he will make available to the Gladstone pre-school kindergarten a prefabricated building? I understand from the President of the pre-school association that the association has conferred with the Minister's department regarding the availability of a prefabricated building, particularly when the new high school at Gladstone is opened, which I understand will be towards the end of the year.

The Hon. HUGH HUDSON: No decision has been made on this matter at this stage, because at least one other application has been

made regarding use of the existing Gladstone High School building. The honourable member may not be aware that the local council has applied to the department to take over the school. Of course, we must also consider our own needs in relation to the primary school in Gladstone and possibly schools elsewhere before a final decision can be made on what buildings can be made available. I assure the honourable member that, if it is possible to assist the pre-school in Gladstone in this way, that will be done. Apart from the removal costs, which would have to be met by the pre-school committee, the building, if made available, will be made available free of charge. I may add that I think everyone is extremely pleased that at last, after 34 years and under a Labor Government, Gladstone is to get a new high school.

MOUNT GAMBIER POLLUTION

Mr. BURDON: Will the Minister of Works say what action is being taken to test and check the underground water supply in the Mount Gambier area for pollution?

The Hon. J. D. CORCORAN: I think the member for Torrens asked a question yesterday about a survey of the quantity of water in the South-East, and, when replying, I dealt briefly with the fact that we were also examining the effects of pollution. Following concern regarding pollution of the important underground water resources in the South-East generally and at Mount Gambier in particular, I appointed a high level committee on water pollution control in the South-East in September last year. The committee comprises Mr. J. Johnston (Chairman, formerly Chief Chemist and now retired); Mr. D. N. Ide (Regional Engineer, Southern, who is based in the South-East); Mr. R. L. Clisby (Assistant Engineer for Investigations); Mr. R. G. Shepherd (Senior Geologist, Mines Department); and Mr. A. Glatz (Technical Secretary and a chemist). Two field officers (Messrs. R. Tucker and G. Keith) were appointed at Mount Gambier and have been actively carrying out an inventory of waste disposal practice and a comprehensive sampling programme. These officers have been supported by personnel and facilities of the Bolivar water and water pollution control laboratories and much valuable data has been collected over the nine months of operation. The Mines Department, of course, has actively assisted and co-operated with the Engineering and Water Supply Department in this matter and the assistance of that department is extremely

valuable and greatly appreciated. The committee has initially concentrated its efforts in the Mount Gambier area, where the main problem seems to exist, but it will eventually expand its activities throughout the South-East. I think I said yesterday that I have the first interim report, whereas I should have said that it was the second progress report. The committee made its first progress report in January this year and this outlined the general survey programme and reported on its detailed study of the chemical, biological and bacteriological status of the Blue Lake. I have only recently received the second progress report, which contains the findings of the committee to date and includes some preliminary recommendations that should form the basis for preparation of detailed water pollution control policy similar to that already operating on the metropolitan watersheds and on the Murray River.

SWIMMING POOLS

Mr. COUMBE: Will the Minister of Local Government consider amending the Local Government Act (if that is the correct measure) to provide for safety at private swimming pools? This matter has been raised in the House before, but several representations have been made to me regarding the hazard of private swimming pools (that is, pools on private properties), whereby the children of the householder or of neighbours can come to harm and perhaps lose their lives in the pools, with consequent distress to the parents and to the owner of the property and his wife. It has been suggested that Western Australia has legislation available providing for the fencing off of some of these pools. I ask the Minister whether this type of legislation could be introduced in South Australia to solve this serious problem, which is growing as our affluent society manages to provide more and more swimming pools at private homes.

The Hon. G. T. VIRGO: The question the honourable member asks relates to a matter that is currently being considered, so it is not necessary for me to comply with his request to consider the matter. I think this matter was raised last year by the member for Tea Tree Gully and, as a result, I asked my officers to examine it and to bring down a report to me. At this stage, although I do not have the final report, my recollection is that local government already has the power to enact by-laws. However, I think the problem here is that some councils have not used this power. Secondly, it is somewhat difficult to have rules

and regulations to deal with this problem adequately. For instance, does a person provide a 3ft. fence or a 6ft. fence? What sort of gate is required? Should it be a self-closing gate? What happens if a self-closing gate is provided but the owner decides to put a brick in position so that the gate will not close? There are these problems, which are not easy to solve. However, I am hoping that we shall be able to resolve the matter so that we may provide the protection so urgently needed for the forthcoming summer. As soon as I have the information, I will bring it down to the House.

GOVERNMENT ACCOUNTS

Mr. PAYNE: Has the Premier been able to consider the request contained in the petition signed by 3,792 residents which was presented on my behalf last session by the member for Mawson? The petition asked for the facility of paying Government accounts (water, sewerage and State Government insurance, as well as electricity, accounts) at local post offices for greater convenience. I understand a petition was presented by the member for Fisher previously.

The Hon. D. A. DUNSTAN: The matter of State Government accounts being paid at local post offices or post office agencies has been examined many times. However, I do not think the position is any different from previously: there are considerable difficulties in our initiating the payment of accounts in that way. In relation to the State Government Insurance Commission, we are currently examining agency arrangements in South Australia for the selling of insurance, but the honourable member will be aware that the two State Government instrumentalities have branches located widely throughout South Australia which would seem suitable for that purpose. At any rate, no final decision has been made on that matter.

MOUNT GAMBIER TRAIN

Mrs. STEELE: Can the Minister of Roads and Transport say whether it would not be possible for the rolling stock on the Adelaide to Mount Gambier night train to be upgraded? Far from apologizing to the members who represent South-Eastern districts for asking this question, I have their blessing for putting in this plug for them. A couple of weeks ago I had occasion to use the night train to Mount Gambier and found it jolly uncomfortable. I had only ever used this train once before, about 13 years ago, and then I went to Mount Gambier with other members of

Parliament for the opening of the nurses' home. On that occasion, we were blessed with the type of comfortable carriage used on the Overland. Incidentally, at that time the Railways Department had not caught up with the fact that South Australia had elected its first woman member to Parliament, and I found myself booked into a compartment with another member of Parliament, and that caused much hilarity.

Mr. Coumbe: Did you alter the booking?

Mrs. STEELE: No, but someone else did. It is not the only time that that has happened, but someone always comes along and alters it. Although the other evening the train was sufficiently comfortable and warm (and I was most courteously looked after by the conductor), the next morning was a different story. I had spent a sleepless night (I think all the bends must have been square corners and the wheels, instead of being round, must also have been square; it was a very rough trip), but the final insult came in the morning: when I went to use the water basin, a reluctant trickle of icy cold water came out of the faucet and I just could not face washing myself under those conditions.

The Hon. J. D. Corcoran: Did you have a little bird bath?

Mrs. STEELE: I can see that the South-East members are most conversant with conditions on this train; I know they have made representations on other occasions. I have been told that the rolling stock used on this train was being used prior to the First World War, although I do not know whether that is so. However, if this is what the people of the South-East always get on the night train to Mount Gambier, I think they deserve better treatment, and I am sincerely making this plea to the Minister on their behalf and, of course, on behalf of South-East members.

The Hon. G. T. VIRGO: Obviously, the member for Davenport is suffering just as the Minister of Education has suffered, but both of them use this train so infrequently that they are not accustomed to it. From what I can gather, South-Easterners have become so accustomed to the train that they even enjoy it.

Mrs. Steele: It was quite full the other night.

The Hon. G. T. VIRGO: That tends to prove the point I am making: South-Easterners are getting accustomed to it and use the train. When the honourable member was explaining her question, I recalled vividly the description I got (but in more colourful language) from the Minister of Education after he came back from Mount Gambier in a similar carriage.

They are old carriages, and we have tried to do something about them. The carriages were refurbished, but regrettably not replaced. We are currently considering whether it is possible that, as an Overland car becomes available, it may be used on this service. One of the difficulties that we face, however, is that, as the honourable member would know, Overland cars are joint stock, and we must pay a considerable sum to the Victorian Railways to take them over (if the Victorian Railways took over some of these cars it would pay us a substantial sum). Therefore, the economics of this matter in the past have favoured the Victorian Railways.

Mrs. Steele: I was told that the car I travelled in had been bought from one of the Eastern States.

The Hon. G. T. VIRGO: I am told that some of the Victorian rolling stock is 80 years old, although I do not think the rolling stock in question is that old. However, I am fully sympathetic regarding the problem; we are aware of it, and as soon as it is practicable to replace these cars they will be replaced. It is, however, a question of priorities and of the allocation of available funds, but I will certainly have discussions with the Railways Commissioner.

VIOLENCE

Mr. SIMMONS: In the absence of the Attorney-General, representing the Chief Secretary, I direct my question to the Minister of Education. Will the Minister ask his colleague to request the Commissioner of Police to ensure that the police take appropriate action in respect of all vicious assaults committed in public places? There is considerable disquiet among true sportsmen about the possibility of vicious assaults taking place at football matches. Violence is prevalent in rugby matches in other States and, apart from one unfortunate episode that recently occurred in another State, I remember an incident some years ago in Adelaide where a league footballer was felled immediately the final siren sounded, although the ball was half the oval away, and that player was on the ground for several minutes. Television replays indicate that there is still much foul play taking place. From personal observations and from these replays it should be possible for the police to take action to reduce the possibility of serious injury to some players and serious charges against others.

The Hon. HUGH HUDSON: I will refer the matter to my colleague and, in the words

of the Attorney-General, I have no doubt that he will furnish the honourable member with a reply.

DUNCAN MURDER

Mr. HALL: Will the Premier say what response has been forthcoming to the Government's offer of a reward concerning the current investigation into the case of the murder of Dr. Duncan? Has there been any response from the person who it is believed was a secret witness at the death scene?

The Hon. D. A. DUNSTAN: Concerning any report that has come to me, there has been no response on either score.

PEDESTRIAN CROSSING

Mr. SLATER: Will the Minister of Roads and Transport request the Highways Department to investigate the feasibility of installing a pedestrian crossing on the Lower North-East Road between Hill Street and Ann Street, Campbelltown, adjacent to the Campbelltown shopping centre?

The Hon. G. T. VIRGO: Yes.

PARLIAMENT HOUSE ACCOMMODATION

Mr. RODDA: Will the Minister of Works say whether the Government has a programme for upgrading the rooms occupied by members in this House? The Government has taken commendable action with what it has done in a small way for members and I notice that Government members are even shinning up to the roof. I commend the Government for its choice of carpets and the facilities that are in these rooms. Do these renovations indicate a start to the upgrading of accommodation in this House?

The Hon. J. D. CORCORAN: No, it is not a start to the upgrading of accommodation in Parliament House. The Government did plan to upgrade Parliament House and this plan was placed before the Public Works Committee. About 18 months ago financial difficulties were foreseen and the Government indicated that it would not proceed with the upgrading on that basis. In fact, the report I received subsequently from the Public Works Committee did not recommend that the upgrading be proceeded with, and the recent upgrading of some rooms in Parliament House has been the result of a request from the Premier (a most fair and reasonable request) that an additional room be made available to him so that important people who visit him are not left sitting in the passageway, as has been the case in the past.

The additional room would provide somewhere to seat these people as well as the staff whom he has with him when the House is sitting and who would no longer have to occupy the same room as he, as they would have their own room in which to work. This required the shifting of the Sergeant-at-Arms from the room he occupied to another room on the ground floor occupied previously by the Deputy Leader of the Opposition.

Mr. Millhouse: Which I—

The Hon. J. D. CORCORAN: The honourable member would realize that there was a great deal of resistance on the part of the Deputy Leader of the Opposition.

Mr. Millhouse: In my view it's a complete and utter waste of money.

The SPEAKER: Order! The member for Mitcham is entirely out of order in expressing his views when the Minister is on his feet replying to a question from another honourable member. I hope that he will extend a courtesy to his colleagues on his side of the House by permitting them to receive an uninterrupted answer. The honourable the Minister of Works.

The Hon. J. D. CORCORAN: I will not proceed with that line. The office was vacated by the Deputy Leader and upgraded to a standard that I believe is commensurate with the position of the Sergeant-at-Arms. I admit that the accommodation is far too good for the Deputy Leader, but the Deputy Leader did not do too badly out of it. It was indicated that we wanted an office on this floor for the Sergeant-at-Arms, so the Deputy Leader had to move. This is necessary, especially when the House is meeting and when, because of the nature of his duties, the Sergeant-at-Arms must be on the ground floor. Although I have not yet had an opportunity to see the room now occupied by the Deputy Leader, I am told that he made certain requests regarding the colour of the carpet. I was told that an organization of which he is now a member (in fact, I believe he is the Deputy Leader of that organization as well as Deputy Leader of the Liberal Party) had a certain colour and that he required a carpet of that colour. It was pointed out to the Deputy Leader that there would be much difficulty in that, because he was Deputy Leader of the Liberal Party and Deputy Leader of the Liberal Movement, and, if he were to have the traditional colours of the Liberal Party and the Liberal Movement, there would be difficulty in having a carpet that would provide these colours. However, we did

our best and I hope that the Deputy Leader is satisfied with the result.

The only other minor upgrading was carried out for the former Leader of the Opposition, the member for Gouger. As members know, a small room was made available which was previously occupied by the caretaker and which was not suitable in any way for the member for Gouger. I took immediate steps to have the room enlarged and made suitable. Although I have not visited the room—

Mr. Hall: You are welcome. The room is entirely satisfactory.

The Hon. J. D. CORCORAN: It has been fitted with carpets and drapes. There has been some criticism levelled at me—

Mr. Hall: Not from me.

The Hon. J. D. CORCORAN: —not from the member for Gouger, but from certain of his ex-colleagues and other people, because of the standard of accommodation which the member for Gouger now occupies. I make no apology for this. I believe that anyone who is still a member of this House and who has been Premier of the State and Leader of the Opposition deserves the type of accommodation that is being provided for the member for Gouger. I make no apology for providing the accommodation or for spending the money it cost to put it in order. There is a Question on Notice.

Mr. Mathwin: You've just about answered it.

The Hon. J. D. CORCORAN: No doubt the Deputy Leader will have been watching that closely. In reply to that Question on Notice, more details will be made available to the House shortly about the cost and reasons for it. The standard of accommodation that has been provided in each case is no higher than it should be, even for the Deputy Leader.

Mr. SIMMONS: I wish to ask a question of you, Mr. Speaker. Is the room that was recently allotted by you to the Deputy Leader twice as big as the room he previously occupied (indeed, twice as big as the rooms occupied by other members on this side), because he is now, in fact, the Deputy Leader of two Parties?

The SPEAKER: I am not aware of the exact size of the room allotted to the member for Mitcham.

Mr. Millhouse: Into which I have been forced!

The Hon. J. D. CORCORAN: You could leave, too, if you wished.

The SPEAKER: The room is quite a suitable one for the Deputy Leader.

COMMONWEALTH RESERVES

Mr. HOPGOOD: Can the Treasurer say for what reasons Commonwealth or State Treasuries build up large amounts of reserve funds? We were interested to read in this morning's *Advertiser* that the Commonwealth Treasurer (Mr. Snedden) is reportedly furious with Mr. Wentworth (one of his colleagues) over a memorandum circulated to some Ministers claiming that the Treasury is preparing for a Labor takeover by building up millions of dollars in reserve funds. The *Advertiser* explains the situation as follows:

Mr. Wentworth's cause against the Treasury is understood to rest largely on a big increase reported recently in the Treasury's "bank account" with the Reserve Bank. During 1971-72 the unusually high sum of \$567,400,000 was added to this account. But senior Government economic advisers said last night the figure had no economic significance. I ask this question of the Treasurer because the public is obviously bemused by the situation.

The Hon. D. N. BROOKMAN: On a point of order, Mr. Speaker. The question is based on a newspaper report; it has nothing whatever to do with State finances. As you know, questions based on newspaper speculation are not permitted in the House, especially those obviously asked as an attempt to make Party-political propaganda. I ask you to rule the question out of order.

The SPEAKER: My understanding of the question is that the member for Mawson is asking the honourable Treasurer to explain why these large sums have been used in this way. So far, I think the question is in order, but I ask the honourable member to restrict his remarks to explaining the question, and not to make statements.

Mr. HOPGOOD: I have virtually finished my explanation. The whole point of Mr. Wentworth's prediction of an electoral win to Labor is incidental to my question and, indeed, to the article.

Mr. Mathwin: Then why did you mention it?

The SPEAKER: Order! Honourable members have interrupted, and it is only by unanimous leave of the House that an honourable member may explain his question. Therefore, I call on the honourable Treasurer to reply.

The Hon. D. A. DUNSTAN: The reason for the Commonwealth Government's building

up a considerable balance in its reserve account must necessarily be a matter of speculation. Certainly the South Australian Treasury does not keep anything like a proportionate sum in cash balances in the Reserve Bank. Members who have seen the Treasury accounts in South Australia and have examined them closely will know perfectly well that we normally invest cash balances in the short-term money market in order to ensure that we get the maximum return for the State from the money we are holding.

Mr. Coumbe: Even over a long weekend.

The Hon. D. A. DUNSTAN: True. It would seem strange that the Commonwealth Government should build up such an enormous bank balance as referred to by the honourable member. The reason for the Commonwealth Government's action must remain a matter for speculation, but I suppose that the Commonwealth Minister for Social Services would be a little closer than I to information in Canberra that would give a basis for this speculation.

GUMERACHA POLICE RESIDENCE

Mr. GOLDSWORTHY: In the absence of the Attorney-General, will the Minister of Education ask the Chief Secretary to get a report on the police residence attached to the courthouse at Gumeracha in order to see whether the premises can be upgraded soon? These premises seem to be dilapidated. Water is able to get in, and the place hardly seems fit for human habitation, being in urgent need of repair. I should appreciate a report and any recommendation for action to be taken.

The Hon. HUGH HUDSON: I will refer the question to the Chief Secretary.

CHAFFEY HOUSING

Mr. CURREN: Will the Premier, as Minister of Housing, obtain for me information about the Housing Trust building programme in the towns of Renmark, Berri, Barmera and Waikerie? How many current applications for rental accommodation are now held by the trust in each town, and what is the present waiting time for applicants for this accommodation?

The Hon. D. A. DUNSTAN: I will get the information.

NURSES MEMORIAL CENTRE

Dr. TONKIN: Can the Premier say whether the Government intends to proceed with its plans to acquire the property at 18 Dequetteville Terrace, Kent Town, which is presently held by the Royal British Nurses Association

for a nurses memorial centre, so that the value of the land held by the Government behind that area will be enhanced when the Government resells the property to a private developer? I think members are well aware of the history of the nurses memorial centre that was originally to be built on a former site in Dequetteville Terrace, Kent Town, that site being unavailable according to advice received when the Metropolitan Adelaide Transportation Study plan was being considered. The R.B.N.A. sold this site, acquiring another property on the corner of Capper Street and Dequetteville Terrace. Now, because land for the Government Printing Office is no longer to be used for that purpose, the nurses have been told that the Government requires their site to add to the land it owns behind that site and to make the area more profitable, as I understand it, when it comes to negotiations with a private developer who is interested in the area as a site for high-rise development.

I believe that the matter has been the subject of discussions between the Premier and the association's trustees, with 12 alternative sites being offered to the association. However, of these 12 sites only two are presently owned by the Government, the other 10 sites in fact needing to be acquired. This situation places the association in the position of having to wait while negotiations take place for any of the other sites. As this seems a fairly shabby deal for the nurses, I should be grateful for a reply from the Premier.

The Hon. D. A. DUNSTAN: It is the case that the Government has indicated to the Royal British Nurses Association that it will probably seek to acquire the site that it holds in Dequetteville Terrace. This is not new. The R.B.N.A. has been well aware of this for some time. I went to a meeting of the association and discussed proposals for development of the total site. The reason for the Government's wishing to acquire the site on Dequetteville Terrace is not to enhance the value of the land adjacent to it.

Dr. Tonkin: But it will do so.

The Hon. D. A. DUNSTAN: I am not certain at all it will do so. There is absolutely no indication of that at all, because there is no indenture at present nor is it certain that only one developer will be involved. The suggestion has come to the honourable member from the R.B.N.A., having been thought up apparently by Dr. Wurm. He asked that the Government, in any compensation to the association, should enhance the amount we paid to them beyond the market value in view

of the fact that we might get extra benefit from acquiring their property in relation to the other property. That suggestion was in a letter from Dr. Wurm.

Dr. Tonkin: It is pretty obvious it will.

The Hon. D. A. DUNSTAN: That is not the basis. In order to get a satisfactory development on that site from a total planning and redevelopment point of view it is necessary for us to have the site on Dequetteville Terrace as well, and eventually the adjoining malting site will also be incorporated into the total development. Some offers were made to the association, and the suggestion was made that it was ready to go on with development on the basis of its being involved with other organizations which have now informed us that they do not intend to take part in the development contemplated by the association. In fact, the association cannot proceed to develop at present. We have tried to meet the association with alternatives for the future, including development on that site with support and finance which would incorporate its development into the total development and provide it with the facilities it seeks. Alternative plans for doing this were offered to the association for discussion. If it was not happy with that, and if it preferred to go to another site, we were prepared to negotiate to provide another site, either one owned by the Government or one we would acquire for the association, but all the sites offered as alternatives have been rejected. I have asked the committee concerned to continue negotiations and discussions with the association concerning the incorporation of its development into a total development on the site which would provide it with all the facilities it is seeking.

Dr. Tonkin: Including the ability to lease offices?

The Hon. D. A. DUNSTAN: That, of course, is another matter that the association will have to negotiate as to the total future. We have to see to it that we can fit the total of residential development into that site, which is being sought in accordance with the planning regulations that were made for the area. The planning regulations provide for residential development on that site and the Government is seeking to get a balanced development in that area. To do this we have to look at the overall total benefit to the city and to the State, and what has been offered to the association is in fact a very good deal. I had a perfectly amicable discussion, at length, with members of the association, but some

of the demands which subsequently came forward from Dr. Wurm were, I must say quite frankly, a little exaggerated and far beyond what the association could justly ask for, even on the most generous basis of compensation and assistance. We are prepared to be helpful and generous, but the State is not going to be taken for a complete ride.

Dr. TONKIN: By saying "probably" does the Premier mean that there is a chance that the Government may not acquire this land? Contrary to the Premier's information, I understand that the nurses are now considering the possibility of proceeding with this project alone, so it is obviously important for them to know exactly where they stand. If there is no prospect of their being able to do so because the Government has made a firm decision to acquire that land, it is only right and proper that they should know. The Premier said that nurses were taking the community for a ride, or words to that effect.

The Hon. D. A. Dunstan: I did not say that.

Dr. TONKIN: That was the effect. He certainly gave that impression. I point out that nurses are an important and valuable part of the community and deserve every consideration.

The Hon. D. A. DUNSTAN: Nurses have been treated by this Government as a valuable and important part of the community and have received much more generous treatment under this Government than under its predecessors, and this has been recognized by the nurses.

Mr. Payne: Look at the salaries.

The Hon. D. A. DUNSTAN: Yes, look at the 28 per cent increase in the past 15 months under this Government.

Members interjecting:

The SPEAKER: Order!

The Hon. D. A. DUNSTAN: I certainly did not say that nurses were taking the Government for a ride. I said that Dr. Wurm's requests in certain of his letters to the Government went far beyond a requirement for even the most generous conceivable treatment that any Government could give. I do not think that was fair.

Dr. Tonkin: Would or could give?

The Hon. D. A. DUNSTAN: Would and could in all justice to the community give. I should hope that Dr. Wurm in the course of his negotiations with the Government would be reasonable. As far as we are able to give any definite indication to the nurses, we have warned them that they would be ill-advised to proceed with this matter until it has been settled. We are endeavouring to

settle it as soon as possible. However, I point out that it will be necessary for us to take very close note of planning and development within the city of Adelaide and its immediate environs. It will be vital that we look at what will be the total development of all the areas immediately surrounding the park lands in Adelaide and also that we look at development sites in relation not merely to the frontages they have but to the effect the use of those frontages will have on the areas immediately behind and their access and view of the park lands. As this is a matter of total planning, it is vital that we do this before mistakes are made in planning the vital central area of this State.

This is a topic on which I have had several submissions from environmentalists, conservationists, planners and architects in South Australia, and it is vital that we protect what our options are in this area for the future. What we have endeavoured to do in relation to this site is to ensure that any development there will be related to the development of the whole area, not merely the development of an isolated site, regardless of what happens in the surrounding area, because if we take the development of one isolated site in what is an area vital to the city, we may destroy the possibilities of development in the immediate surrounding area.

Dr. Tonkin: What's the problem?

The Hon. D. A. DUNSTAN: If the honourable member is not aware of what the planning problems are, I suggest that he talk to a few planners about the problems they now see as a result of unco-ordinated developments, on the Greenhill Road factory area immediately to the south of that road, on park frontages. In several areas, both within the city of Adelaide and in its immediate environs, the question of the planning of related sites is vitally important. However, if the honourable member wants to destroy the possibilities of satisfactory development, he will carry on in the way he is doing at the moment. What we have suggested is not that hard lines be taken and decisions made but that discussions proceed on a sensible basis in order to arrive at a solution that will be practicable to all parties.

DERNANCOURT ROADS

Mrs. BYRNE: Can the Minister of Roads and Transport say whether Balmoral Road (which runs between Lyons Road and Lower North-East Road, Dernancourt) and Lyons Road (which is between Sudholz Road and

Lower North-East Road, Dernancourt) come under the jurisdiction of the Highways Department or the District Council of the City of Tea Tree Gully? If these two roads are the responsibility of the Highways Department, has the department any plans for their upgrading and reconstruction?

The Hon. G. T. VIRGO: I will obtain a report.

SCHOOL BUSES

Mr. EVANS: Will the Minister of Education ascertain the number of accidents in which the Education Department's school buses have been involved during the years 1970 and 1971 and the number of miles travelled by those buses over the same period? Will he also obtain similar information in relation to privately-owned buses while they were being used on school runs? I have used the term "being used on school runs" in relation to private enterprise buses, but I also realize that the departmental buses are used at times for charter work when school trips are made. I should be interested to know what is the accident record of teacher-drivers of the department because I believe that, with over 300 buses, their record is very good. However, it would be interesting to compare the two areas of operation.

The Hon. HUGH HUDSON: I will try to obtain the information.

FISHING

Mr. GUNN: Will the Minister of Works ask the Minister of Agriculture what action the Government intends to take in relation to putting into effect the recent submissions made by the South Australian Fishing Industry Council, as follows: first, that South Australia's fisheries be raised to the status of a Ministerial portfolio; secondly, that the South Australian Government provide modern fisheries research facilities in keeping with the value, the greatly increased size, and the obvious potential of the fishing industry; and thirdly, that the South Australian Government provide funds for the Fisheries and Fauna Conservation Department in this State so that the department can function at a level at least comparable with that of similar departments in other States?

The Hon. J. D. CORCORAN: I will find out from my colleague and let the honourable member have a reply.

MUSIC TEACHERS

Mr. CARNIE: Can the Minister of Education say whether the Education Department appoints music teachers to schools and, if it

does, whether any are appointed to country schools? I have received from a constituent a copy of a letter she sent to the Minister, which he has no doubt seen, in which she complains that because her husband's job takes them to country towns her children are deprived of the musical education she desires them to have. She states:

I understand from a reliable source that Education Department music teachers have been appointed to many suburban schools and in a lot of places are teaching, free, youngsters who have no real interest or talent in music. Those in the city who want to learn have hundreds of private teachers who could provide tuition. Why cannot some of the Education Department music teachers be sent to country areas?

I ask the Minister whether music teachers have been appointed to suburban schools and, if they have been, whether there is any plan to appoint them to country schools.

The Hon. HUGH HUDSON: The normal practice in the Education Department has been to not discriminate between country and suburban schools in appointing teachers and, indeed, in appointing specialist teachers. In fact, country schools, in the main, because of the lower number of students at each school, normally have a better pupil-teacher ratio than applies in the metropolitan area. As against that, of course, at some country schools the number of students does not justify the appointment of specialist teachers. For example, one often gets the case in an area school that only a limited range of subjects is provided and there certain specialist teachers are not available, even though that school has a considerably better staff-student ratio than would apply in any metropolitan school or in large country schools. However, I will check the details of the honourable member's question and bring down a reply as soon as possible.

WILD DOGS

Mr. ALLEN: As there has been a large decrease in the number of wild dogs in the North of the State, will the Minister of Works ask the Minister of Lands to consider reducing the wild dog rate? Members will recall that legislation passed by this House in August, 1970, increased the wild dog rate from 10c to 15c a square mile and reduced the bounty on scalps from \$6 to \$4. This was brought about by the fact that 19,500 scalps were paid for in the year ended June, 1970. It was also estimated that 12,000 scalps would be paid for in the year ended June, 1971. However, only 6,300 scalps, which was only half the estimate,

were paid for in that year. In the year just ended, only 1,380 scalps were paid for, compared to 19,500 two years ago. In view of the buoyant nature of the fund, will the Minister ask his colleague to consider this request?

The Hon. J. D. CORCORAN: I will ask my colleague to do that. I think the honourable member appreciates that there was a bit of a racket in relation to wild dogs.

Mr. Evans: They were tame wild dogs.

The Hon. J. D. CORCORAN: I think people were breeding them. I agree that the fund may be buoyant but, if we increase the bounty, we may see 19,000 scalps paid for again next year, instead of 1,000. The honourable member may nod his head: I know that the reduction in bounty has been fairly effective in reducing the number of scalps produced. However, I will ask the Minister of Lands whether he will consider the points raised by the honourable member and see whether the bounty cannot be increased.

Mr. Allen: I said "wild dog rate", not "bounty".

The Hon. J. D. CORCORAN: I ask the honourable member to bear in mind the things that were happening when the bounty for the scalps was high.

Mr. Allen: But the numbers are not high.

The Hon. J. D. CORCORAN: They get them from somewhere.

McNALLY TRAINING CENTRE

Mr. McANANEY: Many of the inmates of McNally Training Centre have escaped in past years and the boys have done much damage while they have been at large. I am not objecting to the lack of supervision, because the reason why the security measures are lax may be the necessity to rehabilitate the boys. However, while they are under the control of the Government, the boys do escape and do much damage to private property. Can the Premier, in the absence of the Attorney-General, say whether the Government compensates people for this damage? If it does not, will the Government consider paying compensation in such cases as this?

The Hon. D. A. DUNSTAN: It is extremely difficult for us to introduce a system of compensation for damage to property for the victims of criminal activity. It could not be confined to damage by escaped prisoners or other people who were in the custody of the Government in some way. The difficulty we have at McNally is that, in order to give institutional training of benefit to the majority who are sent there, it is not advisable to have a

maximum security enclosed institution there. We do have a maximum security section, but only a few are put in that and it is extremely difficult to deal with them on any rehabilitative sort of basis while they are there. If other persons in the ordinary section of the institution are determined to escape, they can, because we cannot conduct it on the basis of a high security prison. Naturally enough, we try to conduct an institution so that inmates will not want to abscond, but we do get rushes of people absconding from time to time, and that has happened under every Government. It is an unfortunate social problem but it is one that the community must face if it is to deal with offenders in a way in which we hold the balance between effective treatment of the majority of them and some harm that may come from a minority of them who do not respond to that treatment.

SCHOOLCHILDREN'S PROTECTION

Mr. BECKER: Will the Premier, in the absence of the Attorney-General, ask the Chief Secretary to request the Police Commissioner to arrange for police to be present not only at schools in my district but at all schools in the metropolitan area during the afternoon when students are returning home from school? I understand that molesters have been threatening children leaving suburban schools and that they have been operating in the Camden, Plympton, Vermont, Glenelg East, Glenelg, Somerton, and Glengowrie areas. Nine attempts have been made to accost schoolchildren in the past three weeks. Usual subjects for approach, I understand, have been young teenage girls, but schoolboys have also been accosted. I understand that the molesters wait around for an opportunity to approach victims during the afternoon, often between 3 p.m. and 3.30 p.m., when the children are leaving school. Therefore, I ask that traffic police who patrol schools pay closer attention to the schools and that all patrols keep an eye on all schools in the metropolitan area to try to prevent these molesters from interfering with the schoolchildren.

The Hon. HUGH HUDSON: I am surprised at the honourable member's question, because I should have thought that I, as Minister, would receive some reports on the matter. Therefore, I shall be grateful if the honourable member will give me full details of the incidents that have occurred. The honourable member will appreciate that, consequent on a recent incident, we have asked all teachers to

report immediately any suspicious circumstances near school property. On the basis of the detailed information given by the honourable member, I am certainly willing to approach the Chief Secretary and the Police Commissioner and to see what can be done regarding assistance from that source. However, I am sure that honourable members will appreciate that the number of officers available to the Police Force for such work would be extremely limited and that no complete coverage of this type of situation could be provided by the police, without substantially increasing the size of the Police Force. In considering the matter, I should like details of the incidents in question and to know when and where they occurred and who was involved.

DAIRYING INDUSTRY

Mr. WARDLE: Will the Minister of Works ask the Minister of Agriculture to clarify a statement made by Mr. Marshall Irving at the recent opening of a carousel dairy? According to the press report, at the opening of this dairy at Parawa on June 2 Mr. Irving forecast that dairying would be squeezed out of the Adelaide Hills and parts of the Murray swamps. Naturally, some people in my area are concerned about that statement and would like some information on it.

The Hon. J. D. CORCORAN: I will take up the matter for the honourable member.

BOLIVAR EFFLUENT

Dr. EASTICK: Can the Minister of Works give the House details of the results of tests undertaken concerning the use of Bolivar effluent? These tests were conducted by the Agriculture Department on behalf of the Engineering and Water Supply Department, and I should like to know whether the results (they may be preliminary or final) indicate that the water in question can be used for agricultural purposes. This matter has been under review for a considerable time and has been the subject of investigations and tests by Government sources, private organizations and local government bodies. Some results have been released, and inspections have been made by members of the community and people interested in this matter generally. It has been suggested that the trial conducted especially in relation to beef measles has proved negative. I should like from the Minister as much information on the subject as possible, and I should also like to know whether any policy has been determined at this stage regarding the use of this water.

The Hon. J. D. CORCORAN: In the first instance, I have had no report from the Agriculture Department, which is conducting these investigations on behalf of the Engineering and Water Supply Department. I think it was indicated originally that these investigations would, of necessity, extend over a period of two or three years, and this period has not yet elapsed. However, I will inquire. In fact, we receive almost monthly progress reports on what is being done, and those reports certainly do not indicate that any conclusion has been reached by the investigators. I will let the honourable member know exactly what work is being done. We call for monthly reports, because we want the investigations to proceed as quickly as possible and do not want any unnecessary delay. As the honourable Leader knows, much time has elapsed since the effluent first became available. Regarding investigations and experiments carried out by other organizations, I point out that, had the department been satisfied with these results, it would have acted on them, but it needed much more detail before it could recommend to the Government expenditure of, I think, about \$2,000,000 in order to reticulate the effluent.

The Government wished to be absolutely certain (a) that the effluent was safe to use in various ways, and (b) that it would not create a problem in respect of the soil itself or the drainage of the soil. I think the Leader would agree that this was the proper course to take. If the Government had rushed into providing money in this area and then after, say, five years or so the effluent had been found to be unsuitable or had had some adverse effect on the soils or drainage in the area, it could have been justifiably criticized. Concerning the beef measles experiment, I think the Leader's statement is correct (but I will check that): I think there has been a negative result concerning the tests conducted on the pastures irrigated by the effluent. However, I will check for the Leader this matter and the other matters and bring down a report as soon as possible.

AMBULANCE

Mr. MATHWIN: Will the Minister of Education ask the Minister of Health to consider printing the word "ambulance" backwards above the windscreen of ambulances? On my recent visit to Europe, especially to the United Kingdom, I saw that this was done to great effect, as apparently it is a great help to people who, driving along a road, see in their rear

vision mirror these vehicles approaching behind them.

The Hon. HUGH HUDSON: I will refer this suggestion to the Minister of Health, although I wonder whether the honourable member could say the word backwards.

35-HOUR WEEK

Mr. MILLHOUSE: With your indulgence, Mr. Speaker, I will try again to ask a question of the Premier. Will the Premier say what is the Government's attitude to the threat of the Amalgamated Metal Workers Union to work no more than the 35-hour week from September? Last evening, in the Address in Reply debate, I quoted from a newspaper report of June 24, as follows:

Members of South Australia's biggest trade union will refuse to work longer than the 35-hour week from September. This is the effect of a decision from the first State conference of the new Amalgamated Metal Workers Union which ended in Adelaide yesterday.

At that time, I was canvassing the Government's attitude to a 35-hour week generally, and I gave the Attorney-General notice that I would ask this question today. I therefore put it to the Premier.

The Hon. D. A. DUNSTAN: It is a matter of interest.

Mr. MILLHOUSE: Will the Premier now make a clear statement of the Government's attitude towards the campaign for a 35-hour week?

The Hon. D. A. DUNSTAN: What campaign is the honourable member talking about? The South Australian Government is not in a position to introduce a 35-hour week: it must be done on a national scale.

PROSPECT INTERSECTION

Mr. JENNINGS: Will the Minister of Roads and Transport be good enough to have an investigation made into the operation of the new traffic lights recently installed at the intersection of Regency Road and Prospect Road? The situation before the lights were installed was most unsatisfactory, but I am now of the opinion that, during peak periods at any rate, the change has been a "disimprovement". Because of the narrowness of Prospect Road, people travelling north along that road and wishing to turn east into Regency Road (and this includes one important gentleman, I can assure you) and people travelling south along Prospect Road and wishing to turn west into Regency Road (I do not need the gesticulations of the Minister, because I spent

much time dealing with a former Premier, the Hon. Frank Walsh, who was good at gesticulating) during peak periods advance only two or three spaces in one green cycle before they are held up again. This includes not only those people turning into Regency Road but also those who get involved in the wrong lane of traffic in Prospect Road and who wish to travel either north or south. I have explained everything about the matter except the solution, and the only solution I can see is to pull down one side or other of Prospect Road. Will the Minister send out traffic engineers who may have a solution to the problem?

The Hon. G. T. VIRGO: I shall be delighted to ask the Road Traffic Board to investigate the matter raised by the honourable member. For what small benefit may accrue, I point out that later today I shall be travelling in that direction and will inspect the crossing.

NORTH GAMBIER SCHOOL

Mr. BURDON: Can the Minister of Education give me any information regarding the acquisition of additional land for the North Gambier Primary School? If negotiations in this matter have been successful, can he say what steps are being taken to alter the fencing to have the land included in the schoolgrounds?

The Hon. HUGH HUDSON: Negotiations for the purchase of additional land have been finalized and a settlement arranged. Regarding alteration to the fencing, I will obtain a reply for the honourable member.

NORTH ADELAIDE CROSSING

Mr. COUMBE: Can the Minister of Roads and Transport provide me with information on the road reconstruction work being carried out on the edge of my district, at the Bowden rail crossing and at the roundabout near the Hindmarsh bridge, particularly giving a description of the work not yet completed? I have seen the work that has been finished. I should also appreciate an estimate of the cost of the work being undertaken. Also, can the Minister say whether his department has any plans to widen that part of Park Terrace, from the Bowden rail crossing to the North Adelaide rail crossing, which carries considerable traffic and which at peak hours becomes extremely congested because of the two sets of rail crossings situated in that area?

The Hon. G. T. VIRGO: I think I had better obtain a report on the whole of this question, which consists of many parts. The

North Adelaide rail crossing is involved in the future rail standardization programme. At present, a committee, together with consultants, is doing the preliminary planning and it is obvious that there will have to be a completely new approach to the crossing as such.

Mr. Coumbe: On both sides?

The Hon. G. T. VIRGO: Yes. I will have this question examined and bring down all the information possible, but it may be necessary to bring down a supplementary report.

RELIGIOUS INSTRUCTION

Mrs. STEELE: Will the Minister of Education outline the intended plans for the re-introduction of religious instruction in schools in the near future? I have read a recent press statement to the effect that a meeting is to be held on August 4 of heads of the 10 major church denominations at which they are expected to reach agreement on a new policy for religious instruction in schools. As this matter has caused almost a revolution over the past few years, can the Minister throw any light on its possible resolution within the foreseeable future?

The Hon. HUGH HUDSON: I could, but I do not think I should. I cannot comment on whether it is likely that the heads of churches will reach agreement. They have met on several occasions. The purpose of the meeting is to consider a suggestion I put to them for the establishment of a special committee, under the chairmanship of Mr. Steinle (Assistant Director-General) to examine possible rearrangements regarding religious instruction in schools. The present position is that the heads of churches consider that they should resolve any doctrinal differences they have before any committee works on a new approach to religious instruction. That has been the purpose of the meetings that have been held. However, I do not think I should canvass the matter any further now.

LUCINDALE SCHOOL

Mr. RODDA: Can the Minister of Education say what progress is being made on the planning of a six-teacher open-space unit for the Lucindale Area School? In discussions I have had with the school council, which appreciates the proposal to have a six-teacher open-space unit, it considers that a set of two four-teacher open-space units would be better for the school. As the council desires this arrangement, I should be pleased if an officer of the Minister's department could discuss this matter with the council. It would appear

that the best arrangement would be for an officer of the Public Buildings Department to discuss the planning for this project with the council.

The Hon. HUGH HUDSON: If two four-teacher open-space units were to be substituted for a six-teacher open-space unit, it would involve officers of my department. At present the proposal for Lucindale is on the "schools preferred" list, which means that it is waiting to be designed. There is a "schools designed" programme which involves projects where design work or sketches have already been commenced or the detailed working drawings have already been done, and where we have some idea of the possible dates on which the project might go to tender and the possible completion date of the project. Before design work starts, we have a priority list of schools waiting for sketches to be commenced. This is the "schools preferred" list, and the work at the Lucindale Area School is on that list. I will ask my officers to examine the desirability of having a six-teacher school unit as against having two four-teacher units, and I will bring down a reply.

SCHOOL BOOKS

Mr. HALL: Will the Minister of Education investigate and report on the purchase of books made on behalf of the Education Department? I have been told by an interested bookseller that, after tenders which have been called to satisfy the department's needs have closed, an approach is sometimes made to the publisher who is the supplier of the books to the tenderers. The publisher and not the tenderer is then asked to supply the quantity required, less the bookseller's margin. If the publisher is unwilling to comply, the department is likely to look elsewhere and find a publisher who will operate outside the tender arrangements. As the margins for the bookseller who complained to me were said to be less than 2½ per cent, this practice would seem to be unethical. I am informed also that this approach could seriously affect the quality of school curricula as, of course, not every alternative publisher can supply the books specified in the tender. Therefore, it is possible that the efforts of those who set desirable educational standards may be undermined by those who purchase the necessary equipment.

The Hon. HUGH HUDSON: I shall be pleased to take up this matter with the Minister of Works, who controls the Supply Department which is involved in arrangements for the purchase of textbooks. After discussing

the matter with the Minister I will bring down a reply.

RAILWAY TRUCKS

Mr. CARNIE: Will the Minister of Roads and Transport find out when it is expected that automatic couplings will be fitted to rolling stock in the Port Lincoln Division? On August 4, 1971, I asked a question on this matter. I do not intend to give the full explanation I gave at that time, but I did point out that 400 to 500 trucks lying idle at Peterborough were fitted with automatic draw gear capable of being transferred. On August 25, the Minister replied that it was proposed to release heavier draft gear and automatic couplers for 395 trucks that had become redundant in the Peterborough Division and fit them to rolling stock at Port Lincoln. The Minister said that work could start in 1972-73, and I realize it is still only halfway through 1972. I ask this question because of information I have received that the introduction of automatic couplings has been delayed, and there appears to be no apparent reason for this delay. It is also said that the YX class waggons, which it was understood would be converted, are now not to be converted, because it is considered that they are too old. However, I have been informed that it is proposed to convert the OGN class waggons, which I am told are as old or even older. Railway workers in Port Lincoln consider that work could have been started by now. In view of the various rumours that are rife, I ask the Minister the question. I desire to know what rolling stock is to be converted under this programme.

The Hon. G. T. VIRGO: It appears from the honourable member's explanation that I said the work would be done in 1972-73. Obviously, I was referring to the 1972-73 financial year, which is only 20 days old, not half gone as the honourable member said. I am almost certain that at least some of this work is included in the programme for the current financial year. However, I will check this and bring down as much information as I can for the honourable member.

CAMDEN SCHOOL

Mr. BECKER: Will the Minister of Education say whether the Education Department has plans to establish a resource centre at Camden Primary School? I understand that, because of a lack of suitable space in the

school, library books are stored in a passage-way and in classrooms. In view of the lack of suitable accommodation at the school, will the department try to make available suitable accommodation for the establishment of a resource centre?

The Hon. HUGH HUDSON: I will examine the matter for the honourable member.

COOPER PEDY

Mr. GUNN: Will the Minister of Local Government say what plans the Government has to set up local government at Coober Pedy and when the report of the special committee set up to investigate the possibility of extending local government to areas that are not covered at this stage will be made available?

The Hon. G. T. VIRGO: Regarding the final part of the question, the report will be made available as soon as it is made available to me. A committee (indeed, the same committee that was operating under the former Government) is at present operating, and I hope that its activities will receive the whole-hearted support of Opposition members who are, I hope, aware of the advantages to be gained from having local government throughout the whole State and not just in one-fifth of the State as at present. Arrangements have been made for the committee to take information—

Mr. Gunn: What about Coober Pedy?

The Hon. G. T. VIRGO: It has been to Coober Pedy. I would have covered this aspect had the interjection not been made. The matter is at present being investigated, and I hope I will have something of which to inform the honourable member soon. However, I cannot say when this will happen. When I receive the report, I shall be able to consider when it can be released.

NURSES MEMORIAL CENTRE

Dr. TONKIN: Has the Premier a better explanation to offer than the rather paltry one he offered earlier on the basis of town planning?

The Hon. Hugh Hudson: What's the question?

The SPEAKER: Order! The honourable member must ask his question. He is not allowed to provoke.

Dr. TONKIN: I am sorry, Sir, I did not realize I was being provocative.

At 4 p.m., the bells having been rung:

The SPEAKER: Call on the business of the day.

ADDRESS IN REPLY

Adjourned debate on motion for adoption.

(Continued from July 19. Page 110.)

Mr. McANANEY (Heysen): I have much pleasure in supporting the motion and, together with other members, congratulating His Excellency the Governor on the excellent way he delivered his Speech. I also pay my respect to those members of Parliament who have passed away since the last Address in Reply debate. Mr. L. G. Riches, whose efforts on behalf of the community were much appreciated, served this Parliament and local government for many years. An outspoken man, Mr. P. H. Quirke also contributed much to this Parliament. The Hon. W. W. Robinson and Mr. George Bockelberg, the member for Eyre, also played their part in Parliamentary life and were most active in their districts.

I should like briefly to refer to my own district. I am pleased to see that a botanic garden is being established east of Mount Lofty. More of such gardens are needed in the Hills area which, to a point, must become the playground for the people of Adelaide. At the same time, however, I believe that insufficient regard is being paid to the interests of those who have been living in this area for many years. Watershed regulations are already in existence, and pollution control must occur in these districts. However, if the regulations that were promulgated last session are enforced strictly, many injustices will be done to the people living in the Hills area. If a realistic approach is adopted on each individual problem and if an assessment is made of pollution that will result from a certain activity, the community will be able to take part in its weekend activities in the Hills area and, at the same time, the interests of those living in the Hills will be reasonably protected.

According to the law of the land, people commit a breach of the Health Act if they create pollution. However, the Government has set a precedent in relation to the people at Blackwood and Belair who have created a pollution problem. Despite this, the Government stepped in and provided a heavily subsidized sewerage system that will cost the people of South Australia a large sum. When a precedent such as this is set, our sense of justice should demand that the equivalent be provided in other areas.

Certain land in my district is being taken over by the Engineering and Water Supply Department for reservoirs, and adjoining land is being planted with pine trees and to have other activities restricted. There are also Government forests and increased recreational facilities in the Hills area, which means that district councils must provide additional roads and facilities for the benefit of people coming from outside their districts. Despite this, the council revenue received from ratable land is being restricted because of the area of land being taken over for Government purposes. This aspect must be straightened out. Indeed, I believe that a realignment of council boundaries may be overdue.

Where land is taken over for recreational purposes, as a result of which there is heavier traffic on the roads in the area, the Government should make available special grants so that councils will receive revenue equivalent to the rate revenue received when the land was under private ownership. They are the main points I wish to make about my district.

I wish to correct something that the member for Mawson included in a letter he wrote to the newspaper two or three days ago. As I am old enough to be his father (perhaps his grandfather), I hope he will take a little advice from me. He should make sure that his figures are accurate. He claimed that South Australia had 11 per cent of the population of Australia, whereas actually we have only 9.2 per cent of the population. He used this figure in his argument that we were not getting as great a share of Commonwealth money as the other States were receiving.

Mr. Hopgood: Capital expenditure.

Mr. McANANEY: The honourable member is sticking his neck out again when he has not really done his homework. When he referred to this figure of 11 per cent of population, perhaps he was thinking that the Liberal and Country League Government had stayed in power, because in 1965 the population increase was 3 per cent, and that was the average yearly increase at that time. Now the figure has dropped to just on 1 per cent, since we have had a Government that has delayed progress in this State. I noticed that Douglas Wilkie, who is supposed to be one of Australia's top journalists, criticized Sir Henry Bolte for concentrating too much on development rather than concerning himself with the quality of life. I assure Mr. Wilkie that, if a Government does not concentrate on development and production, there will not be any of the goods and facilities that go to make up a good quality of life.

In his letter, the member for Mawson claimed that in one year South Australia received only 4 per cent of the total allocations, but he did not refer at all to the fact that in that year the Commonwealth Department of Supply spent 28 per cent of its total expenditure in South Australia, thus contributing towards the provision of goods and facilities for the benefit of South Australia. In fact, three or four years before the year referred to by the member for Mawson South Australia received a far better share, on a population basis, than it should have received, but the honourable member picked out one year. Although I am a great admirer of young people and stick up for them (I put my own son in charge of a farm when he was only 19 years old), I believe that a person needs experience outside Parliament before he becomes a member. I should not like to see too many young people members of Parliament, because when one looks around the House one can pick out those who came here before they had had much experience outside. I think such experience is necessary.

Mr. Hopgood: Tell us about the Commonwealth tariff.

Mr. McANANEY: I refrained from speaking in the debate on the no-confidence motion on Tuesday simply because no case had been put up by the Government. In that debate, the member for Florey claimed that the Opposition had approached the issue of the Kangaroo Island dispute on a political basis. I had read in the newspaper about it, and then I received a letter from Kangaroo Island asking me to protect the democratic rights of people there and to subscribe money to a fund so that they could take a case to court. I put in \$5. I do not know whether I will get a refund of this sum from the Treasurer; if he is just, he will refund it. This was not a political question. The people of Kangaroo Island were screaming out for help, for they were being oppressed. I refute any suggestion that we made this a political issue.

I was amazed the other day when I had a letter from one union or another that referred to certain rights in this permissive society but also demanded compulsion in other areas. We must be consistent, deciding whether we want a permissive society in which people can do as they like or a society in which compulsion applies. It seems fundamentally wrong to me to have compulsory unionism. When there was voluntary unionism 20 years ago, a far bigger percentage of the work force belonged to a union than belongs now when

people are compelled to join. Unions do not have more than 52 per cent of the work force as members now. Although I know that statistics can be twisted around, when the facts point a certain way one must accept them.

The other day reference was made to unions and to the ruling class. I hate that term, because there is no ruling class in the world now. To me we are all equal, provided that we behave equally. All human beings should be given the dignity to which they are entitled, and to compel a man to join a union detracts from the dignity of the individual. In my district, I know of a case where the people in an industry did not want to join a union, but one by one they were picked up by the union until only one chap was left who would not join.

Mr. Mathwin: Don't tell me they used strong-arm tactics.

Mr. McANANEY: His main complaint was that the union would not give him a copy of its constitution so he would know what he was joining.

Mr. Wright: What was the name of the union?

Mr. McANANEY: The way the honourable member talked on Tuesday, he would know which union it was. I have a high regard for the honourable member for Adelaide, but I do not think he behaved in an honourable fashion on that occasion. The *Australian* is certainly not biased in our favour, judging from some of the things that have been published in it recently, but it had this to say about the issue to which I am referring:

If this country is ever to work out a logical and workable pattern of industrial relations we have to come to terms with the idea that a union is in no special position in society: that it must make agreements, keep agreements, and transgress agreements subject to the same legal provisions which apply to every other institution in society. If a union breaks the law or is penalized by the law it must expect the same sanctions which apply to other bodies. In the long run Mr. Dunstan is doing no-one any favour by trying to give unions a specially favoured and protected place.

I believe that everyone should be treated the same. I agree that Aborigines have received a raw deal in the past, but I do not think that they should be allowed to go into a public park and break every health regulation. If any one of us did that we would be in trouble immediately. At the last Festival of Arts, a special licence was granted to the sidewalk cafe that operated in North Terrace, and it did not have to comply with all the regulations

with which other restaurants must comply. I believe that throughout the world we must apply justice equally to all citizens, whether they are black or white or brindle, and the same principle should apply in the case of unions.

Some people wonder why I did not have anything to do with the Liberal Movement. I do not subscribe to the inconsistency of supporting adult franchise in this House and at the same time voting against something democratic and modern and on the same basis of democracy. About 80 per cent of the people in Australia believe that Cabinet should be elected by the members. I think that is a democratic process, and this sort of hypocrisy is something I will not have a bar of. I am a cosmopolitan. I hate the terms "progressive" "parochial" and "cosmopolitan". However, I hope there will be more cosmopolitans in this House than people who take the parochial attitude, such as the trade unionists and various other sections of the community. I regret that I said "trade unionists". I believe this should apply to every section of the community.

Mr. McRae: Why didn't you join the movement?

Mr. McANANEY: I have already explained. Now we are to have a Bill on conciliation and arbitration, a subject on which a special inquiry should be held in Australia. Is the system working? I cannot see how it can be. There must be some overall basis of wages, or some minimum wage. At present most of the strikes go to a conciliation committee and are dealt with on a specific basis between the employer and employee. Through pressure or otherwise, the employees get an increase in wages, but this affects every member of the community. Everyone must buy goods, and if one worker gets a little more this means that everyone else in the community is getting less. I listened to the member for Playford, who made one of the best speeches on this question I have heard in this House.

Mr. Jennings: What question? We don't know what you're talking about.

Mr. McANANEY: I told the honourable member yesterday that I would try to get down to his level, but I am down to my knees and I cannot get any lower to explain things to him. The margin between those on lower wages and those on higher wages is becoming too great. The pressure of the strong unions and the wealth of the wealthy companies mean that certain groups of people get big increases in wages, and those in some unions are getting far ahead.

The Governments in Australia (I will not mention Liberal or Labor) have given away too much in this way. We have an annual review of wages, giving a small increase in wages, and within six months the Public Service (and I am not against the Public Service specifically, because this applies to other industries as well) is seeking further increases. The Governments themselves have been weak in that everyone has an annual increase and then within a few months the Public Service receives another 14 per cent. That is what is creating the difficulty.

Even in the State Budget today we get an increased grant or reimbursement from the Commonwealth Government every year, and this is based on the increase in the average wage. If the average wage increases, we get an increased reimbursement. If the Public Service is getting an increase equal to about three times the average increase, however, the Commonwealth reimbursement is not sufficient to meet the wages bill, and we have plenty of problems. The States are getting into difficulties in balancing their Budgets. Last session, we had the judges' salaries being increased. I was very strongly against that in the House, and I was disappointed in the press. If we have a bit of a shindig on this side and someone makes a stupid remark, we get headlines in the paper, but I do not get in the paper very often.

Members interjecting:

Mr. McANANEY: In that debate, an independent character (the Parliamentary Counsel) sat over there and said the debate on judges' salaries was one of the best that had taken place in the House. I had forgotten what it concerned, but he mentioned increased salaries for judges. However, when I opened the paper the next morning there was not a word about it.

The ordinary bloke in the street, whom this Government claims to represent, is unhappy because taxation and superannuation are still increasing. A big gap is being created between the living standards of various people, and this is complete injustice. That is what we are doing.

Mr. McRae: How is it that you support Mr. Millhouse, but not the L.M.? Can you answer that?

Mr. McANANEY: Solomon was a wise man; I do not rate myself in his class. We had some questions today on the 35-hour week. It amazes me that the unions claim to represent the average working man, but a Gallup

poll reveals that only a small minority wants reduced working hours or a 35-hour week.

Mr. McRae: That is all they are asking for at the moment.

Mr. McANANEY: The unions are battling hard for the people who do not want it. The average man today works 43 hours a week, and a 35-hour week would mean much more overtime pay. However, will this benefit the working man? The price of everything will go up in proportion. We need more education, more hospitals, and more of this and that. Why are the unions putting on the pressure in this respect?

Mr. Jennings: They are not putting on the pressure; their members are putting pressure on them.

Mr. McANANEY: About 75 per cent of the population makes up the work force, and possibly half of them are in unions, so there is really only a very small minority of working people in the unions. Why battle for something the average person does not want? Of course, I know it will come once one industry gives in. The Public Works Committee has been looking at container ports, and the management of Seatainers thought it had achieved something in giving an agreement for a 35-hour week far in advance of what other people get. I have said that there should be conciliation, but this group was willing to pay. It has practically a monopoly on the container trade and the cost could be added to that trade. It agreed to something by conciliation but the result was not in the interests of the man in the street. That cannot be denied. We are reaching the point of great variations between one group and another. I have never felt better in my life than when I worked 80 hours a week. When I got out of bed in the morning I did not feel too well but, after working 80 hours a week, I felt fit for anything.

The Premier is always berating the Commonwealth Government for not increasing taxes so that he can get more money to spend. I was interested in an article I read in the London *Guardian* the other night to the effect that, the higher the taxation is, the more permissive society is and the better is the standard of social services. The article, headed "Sweden is driving people mad", states:

A psychiatric report which constitutes the first systematic attempt to diagnose Sweden's welfare State in terms of mental rather than economic health paints a gloomy picture of a merciless, unfriendly society. The Swedish man is under constant pressure to maintain his status and "do his duty", the report says. The Swedish woman tries desperately to live up to demands that she be both emancipated and

domesticated. The early joy and curiosity of Swedish children are swiftly crushed by the coldness and rebukes of their elders. The report points to the "vicious circle" in which a high rate of economic growth is necessary to pay the cost of looking after those who cannot "keep up", but as their number steadily increases, a higher growth rate is needed, which only results in more people being unable to keep up—and so on.

So they are getting less and less and looking after more and more. The article continues:

The conclusion to be drawn from the report is that a country's welfare can no longer be measured simply by its "standard of life", and that Swedes are increasingly sacrificing their mental health for improvements in their material environment. The report, commissioned by the national social welfare authorities who have been instructed by Sweden's Parliament to investigate the rapidly growing problem of mental ill health, notes that the dilemma is not solely a Swedish one—it is reflected throughout the western world.

They are the people who have gone to this high degree of taxation and hand-outs, and they have the highest suicide rate in the world. The article continues:

The report, entitled *Mental Health and the Human Environment*, is the first of a series written by Dr. Hans Lohman . . . Parliament's decision to investigate the situation was taken against a background of spiralling mental care costs and a critical shortage of qualified psychiatrists.

I am in favour of a free society but at the same time I appreciate that those people who are in need, the sick and the aged, need assistance. No-one believes more than I do in assisting them, but we cannot give too much paternal assistance to people. If we do that, they do not develop; they should develop their own characters and be able to look after themselves.

I turn now to an editorial from *I.P.A.* "Facts" headed "The Free Society". It states:

The free society is a bold, ambitious concept. The crux of the free society is the idea of a man as an end in himself.

Some of the trade union leaders are an end in themselves, although some of them are very good. The article continues:

All the institutions of such a society, including government, have really no other purpose than to promote the true welfare of the individual person.

But even in the free societies of the modern world, the individual as such stands in constant danger. He is menaced by government paternalism, by bureaucratic regulation, by mindless technology, by self-interested political and economic pressure groups. He is in danger of being lost in the crowd from the anonymity imposed by "the big city" and high-rise dwellings, from the invasion of his privacy by over-aggressive selling, computerized dossiers, and

new, subtle eaves-dropping devices. In some of the more advanced medical developments, the individual seems to look uncommonly like a guinea pig, with his dignity stripped from him.

We need constantly to remind ourselves that governments, institutions, science, exist not for their own sake, but for the service of man. The ultimate test is not how well they minister to his physical wants, but how well they minister to his insistent need for self-realization. Do they work to increase or diminish his stature as a human being? Government in a free society does not exist primarily to do things for those whom it governs: it exists primarily—

and this is the important point—

to help them to do things for themselves. The dignity and development of the individual person is the ultimate objective of the free society. But the only kind of development worthy of the name is self-development. Men grow big only through their own efforts.

I turn now to taxation and a statement made by the Leader of the Opposition in the Commonwealth Parliament. I make an earnest plea now to the Minister of Education, because we heard this same sort of clap-trap before the 1965 election: they were going to spend all this additional money, but they were not going to increase taxation—it was going to be done through the normal annual taxation increases. I refer to Mr. Whitlam (I hope the Minister of Education gives him the benefit of his experience and what he has learnt over the seven years since 1965). Reporting a statement by Mr. Whitlam, this report states:

It would cost an extra \$40,000,000 to establish pre-school centres for all children, and \$16,500,000 to abolish university fees. "We would use the increases in revenue that the Commonwealth regularly receives", Mr. Whitlam said. "Every seven years the Commonwealth's revenue doubles. There will be \$800,000,000 additional income next year."

Labor would do this and would do that. Mr. Whitlam, however, is speaking fallaciously because, as the economy grows and more revenue comes in, so do the demands increase to keep pace with the increasing degree of activity and the social services. The Hon. Mr. Frank Walsh, when Premier, referred to this sort of thing in a policy speech.

Mr. Payne: Where did the \$800,000,000 that is in the Commonwealth Treasury right now come from?

Mr. McANANEY: We shall get around to that later. This is entirely fallacious thinking. The Labor Government came in and did not do much more than was being done before. I am talking about the period 1965-68.

Mr. Simmons: Where did the \$21,000,000 come from?

Mr. McANANEY: The \$21,000,000 came from Commonwealth tax reimbursements in 1970-71. Every cent spent by this Labor Government in the year 1970-71 on education, hospitals, and social amelioration came from the Commonwealth Government in increased handouts. When considering what the present Government has done over the past two years, one should be honest and say that it could not have done very much if it had not been for the increased Commonwealth reimbursements. However, over the last year the State Government has played some part as a result of increasing taxation by 25 per cent.

The DEPUTY SPEAKER: Order! There is such a person as the Deputy Speaker, and all remarks must be addressed through the Chair.

Mr. McANANEY: I am very sorry, Mr. Deputy Speaker. We have never clashed before. Provided the Speaker or Deputy Speaker is fair and reasonable, I never get into trouble. For your benefit, Sir, I repeat that in 1970-71 funds for education, hospitals and social welfare came from increased Commonwealth reimbursements. However, during the last year, as a result of increasing taxation by 25 per cent, the State Government has spent some of its own money on education and hospitals.

We must be fair and reasonable in considering these matters. The Treasurer wanted the Commonwealth Government to reduce the sales tax on motor vehicles, yet he increased the stamp duty on the purchase of cars. I am forced to retain my present car and not buy a new one because I cannot afford the additional fees. I nearly had hysterics when I read in the newspaper the suggestion of the Minister of Education that speeches should be limited to eight minutes, because he cannot even answer a question in eight minutes. Perhaps no Minister should be allowed to spend more than one minute in answering a question.

The Hon. Hugh Hudson: You cannot finish a sentence in eight minutes.

Mr. McANANEY: The unemployment situation in Australia is not as good as it should be, but the percentage of unemployed is much lower than it is in any other developed country in the world. Just before the 1970 election, for political reasons the Labor Party claimed that if people voted for the L.C.L. there would be a depression, and later Labor Party politicians said that 200,000 people would be unemployed in a short time. In view of the fact that Australia's finances are sound and that bank deposits are increasing, I believe

that all we need to do is increase people's confidence. Of course, we must realize that we will never have fewer than 60,000 people unemployed, whatever we do; any unemployment beyond that figure is largely accounted for by politicians' statements that things will get worse. If only we could encourage people to have confidence in our economic future we would soon be going full steam ahead.

The Opposition has been accused of playing politics in connection with the Kangaroo Island dispute, but the Labor Party certainly plays politics. It must be remembered that it is very difficult to maintain full employment when strikes reduce the demand for goods and services and upset the balance of employment. People should put Australia first, rather than their own interests. Recently there has been much propaganda that Australian railways have had a raw deal and have been neglected financially, but I refute that propaganda. The Bland report in Victoria recognizes what I have advocated for a number of years in this House—that the railways should be put on a commercial basis. Over the years I have tried to influence my Party in this connection. Any money provided for the railways in future should be serviced in accordance with business principles. There should be competition between the various forms of transport.

It has been claimed that roads have been unduly financed by the Commonwealth Government, but we must remember that railways make very little contribution to Australian taxes. On the other hand, people who use the roads pay far more into the Government's coffers, through petrol tax, road maintenance tax, and sales tax on tyres and vehicles. Road users have provided money for capital expenditure on roads and for road maintenance. We must be honest and say that ratepayers, too, contribute toward the financing of roads. Since the time when I was Chairman of a district council I have believed that the imposition of council rates is largely out of date. Reference is often made to our being progressive. I agree that we are progressive in social change, but when it comes to the fundamentals of life, we pass laws on how local government should keep its books and affairs and how companies should keep their books on an honest basis while the State finances and records are back in the horse and buggy stage. Yet it is in the very area that we need progress in Government.

Registration fees collected in South Australia provide \$14,200,000, road maintenance tax provides \$3,000,000, and this tax is an

inefficient and uneconomic means of collecting money because much of it is not collected. Small operators with perhaps one truck often go bankrupt and do not pay their fees even after they have been levied and, if there were sufficient inspectors to police the whole area, even less money would be obtained from the road maintenance tax. The total amount of rates charged on property in 1970-71 was \$27,000,000 although I have not had time to ascertain what percentage of this was spent on roads, but I estimate it at \$20,000,000.

Funds from the Commonwealth grants for roads amount to \$23,500,000 in South Australia and I understand that the petrol tax levy is 17.3c a gallon, of which 10.7c is returned to the State, which is spending approximately \$60,000,000 on roads. Registration fees on vehicles vary according to the size of the vehicle, and it cannot be argued that that is unfair. However, rates on property are definitely out of date. In the old days the local people were the only ones to use the roads but now every road in South Australia is used by everyone. These rates are an old-fashioned way of raising revenues. Even age pensioners pay rates for roads. Shame! They do not even use the roads.

Mr. Coumbe: What should be the method of assessment for local government funds?

Mr. McANANEY: At the local Government level payment is necessary for rubbish collection and similar services and must be paid by the people concerned, but the roads are used by other people and should be paid for by those who use them. The Commonwealth Government should be persuaded to divert all the petrol tax to the roads, because this would balance up the smaller amount collected in council rates. Australian motorists pay less for petrol than in any other large country of the world so that any addition to the petrol tax would not make the cost of petrol here less competitive than the price charged in other countries. By this means the people who use the roads would pay for them. I consider that that is fair.

Regarding the South Australian Railways, the Commissioner claimed in his monthly newsletter (and these are interesting) that interstate travel by train was cheaper than travelling by passenger bus, and the Commissioner stated the various rates. However, what happens to the revenue the Commissioner collects on interstate passenger services? The railways lose \$940,000 a year on the interstate passenger services, and I think this amount of loss will increase con-

siderably, because I understand that, since the last railway strike when the Overland stopped running for a few days, hardly anyone has been using that train. I asked a question in the House so that I could find out just how many passengers have been using it.

The railways collect 53 per cent of the cost of running the interstate passenger service, and on the country services they collect only 25 per cent of actual expenditure, excluding interest and depreciation. Surely something must be done about this. In Western Australia bus services, provided by modern buses, have replaced many railway services. In areas where it can be shown that closing down a service is detrimental to the people there, a subsidy is paid, amounting over a year to only a small fraction of the loss previously incurred.

During the inquiry by the Public Works Standing Committee into the closing of the railway line to Victor Harbour, only two points were raised in justification for leaving the line open. One point was in relation to the flour mill at Strathalbyn, and we believe in decentralization at Strathalbyn. I think the flour mill had a just case. Not only wheat grown in the Strathalbyn district is involved. Wheat is brought in from Karoonda and other areas on the railways at a concession. If a small subsidy would retain this mill, that subsidy would be justified.

The other argument used was that the Transport Control Board did not consider that a modern bus, giving an efficient service, was running to Victor Harbour. For this reason, a cost of \$200,000 a year in excess of outgoings, ignoring depreciation, is being incurred. It is now necessary to build a bridge for a freeway over the railway line. Furthermore, it will cost \$200,000 more to build a road from Strathalbyn to Mount Barker because the original intention was to build the road on the present site of the railway. The provision of a ferry at Goolwa will cost \$60,000. In all this, we see how ridiculous the situation is.

I wish to make a suggestion about how this House operates. Public Works Committee reports must be presented to the House, but there is no opportunity to debate them. It may be said that that can be done on private members' day, but towards the end of a session there is no way of debating these reports. We submitted a minority report on the inquiry regarding the Semaphore railway line. A distance of half a mile up the road to Semaphore was involved. A one-man bus service would have been just as efficient and would have saved \$44,000. At a meeting there one man

said that it cost 2c less to go by train than by bus.

That was the evidence we were given, but we see how ridiculous that is when we consider that every passenger carried by rail from Semaphore to Adelaide costs, in actual outgoings and without interest and depreciation, 30c, while the buses were paying their way. They have been carrying 48,000,000 passengers without incurring a loss. They are incurring a small loss now, but the subsidy would have been no more than 1c. I am quoting the Minister of Roads and Transport, and I think that there he was correct for once. This railway is left open on false premises.

In interstate services, long hauls and freight, if the railways are reasonably efficient, they can do the job much more cheaply than road transport. I think it possible that we will have to duplicate the Adelaide to Melbourne railway line in time. However, on country lines passenger services must be replaced by bus services. We can do many things to eliminate the big railway losses if we go about it in a businesslike way and if we have true competition in business.

Recently, before the Public Works Committee we had the extraordinary position of the Marine and Harbors Department submitting a case to do something against private enterprise. The department said, "We are more efficient because we can get money from the Commonwealth Government at a cheaper interest rate. Therefore, we can do the job much more cheaply than someone who has to pay the normal interest rate." Every year the Commonwealth Government spends about \$1,200,000,000 of taxpayers' money from revenue on capital services. I admit that hospitals can be subsidized by this cheap money, but it should not be used to compete with private enterprise. If a Government department can do a job more cheaply than private enterprise can do it, I am completely in favour of that, as long as the department does not have the advantage of this cheap money.

I noticed last evening that the Railways Commissioner had \$4,400,000 wiped off his debt last year because of the write-off of loans by the Commonwealth Government. I think that this year about \$17,000,000 has been handed to the Commissioner to subsidize depreciation, interest, and so on. The losses are being subsidized. Until May this year the railways had made an additional \$1,000,000 loss. It is up to the Minister of Roads and Transport to show

drive and initiative in administering that department.

The SPEAKER: The honourable member has only a minute to go.

Mr. McANANEY: I think I have kept members on the other side reasonably interested: even if they are no wiser, they are certainly better informed, and I hope they have learnt something.

Mr. LANGLEY (Unley): After listening to the member for Heysen, I think I will have to have a good look at the *Hansard* pulls tomorrow morning to see what he said, because I assure him I did not obtain much information from him. I have much pleasure once again in supporting the motion for the adoption of the Address in Reply. Yesterday's Opening Speech was the third delivered in this Parliament, and there will be many more Opening Speeches emanating from the State Labor Government. It is a wellknown fact that the Opposition has hit rock bottom and that no possible recovery is in sight at present. The Opposition will have more trouble trying to get into office than will the football team which is at the bottom of the premiership list trying to get into the final four. There is no doubt that in Sir Mark Oliphant as the Governor of South Australia we have an excellent man for the job. Sir Mark delivered the Opening Speech admirably, and we value his qualities and versatility. We hope that he and his wife will enjoy health and happiness for many years to come.

During the course of Parliamentary life, members often come across something quite unusual. A constituent of mine was recently in a lottery syndicate with four other people. One of the gentlemen, who lived at Norwood, went along and purchased a ticket in his name and, although the other four members of the syndicate are not sure of the *nom de plume* used in this case, the syndicate name was usually "Good luck". As it happened, a ticket by that name won first prize and these men thought they had won the lottery. However, the gentleman in question went along and collected the money and left the others high and dry. The five who are in the syndicate all work together in the one place and, this gentleman having become rather prosperous, his colleagues are suspicious. I have contacted the Lotteries Commission about the matter but have not got far. However, I think it is time that a person can go along to the lotteries office to find out who is the winner of a lottery.

Mr. Gunn: They won't divulge it.

Mr. LANGLEY: I know that. I do not know what the member for Eyre would be thinking if he were in this position. I think there should be some circumstances in which this information can be divulged. I am told by other members that they believe this has happened more than once.

I mourn the passing of former members of Parliament, all of whom I knew personally. The Hon. Mr. Robinson, Mr. Quirke, Mr. Bockelberg and Mr. Riches will be sadly missed by their families and by all who knew them. They were fine gentlemen and we in this House will feel their loss. They were friends to us all and, although having retired, they often came along to see us. I refer now to those members who have announced their retirement at the end of this Parliament: Mrs. Steele, Mr. Brookman, Mr. Ferguson and Mr. Clark, who yesterday so capably moved the motion for the adoption of the Address in Reply. These members have done an excellent job for their districts, and I am sure they will continue to work for their constituents right up to the last day. In my district, I recall that back in 1969, when work on the Greenhill Road was started, the only thing in the area for which the Labor Government could claim credit at that stage was the Keswick bridge. I remember the opening of that bridge quite well.

Members interjecting:

The SPEAKER: Order! Interjections are out of order.

Mr. LANGLEY: Thank you, Mr. Speaker. We were not in Government at that stage in 1969 and, at the time, Mr. Millhouse was representing the Minister of Roads and Transport in another place. In the past, I have been asked by many people who travel along Anzac Highway and Greenhill Road to seek to have "turn right" signs provided at the various intersections, but I have got nowhere. However, during the last year this facility has been provided at various intersections along Greenhill Road. I know that the member for Rocky River has asked questions about Greenhill Road in connection with someone he knew who attended Methodist Ladies College. Even though Opposition members sometimes try to upset the Minister of Roads and Transport, he remains calm and, although he was not the first Minister to authorize the erection in South Australia of these "turn right" signs, he is the one responsible for what has been done in this respect along Greenhill Road. In addition, much credit should go to the Highways Department. I know that the Minister at all

times ensures that safety is the by-word of his portfolio. The present Minister is the best Minister of Roads and Transport we have had for many years.

Members interjecting:

The SPEAKER: Order!

Mr. Gunn: What about the M.A.T.S. plan?

Mr. LANGLEY: The member for Eyre will hear much more about that later on and there will be nothing to stop him from seeking information on this matter.

Mr. Gunn: What about the Eyre Highway?

Mr. LANGLEY: Although I have never been on that highway and know nothing about it first hand, I have often read about it. If the honourable member denies that, I say he cannot read, because I often see references to it in the press.

Members interjecting:

The SPEAKER: Order! Interjections are out of order. The honourable member for Unley deserves a much better audience than he is getting. I ask the honourable member to address the Chair and to refrain from answering interjections. The honourable member for Unley.

Mr. LANGLEY: No doubt many members use Greenhill Road, on which further work is yet to be done. Additional "turn left with care" signs at certain places along Greenhill Road would be helpful, especially at the Unley Road and King William Road corners. I congratulate the Highways Department on the wonderful work it has done in this area.

The Hon. G. R. Broomhill: Could they put a new oval at Unley?

Mr. LANGLEY: They could after last Saturday. Greenhill Road traverses the districts represented by the member for Bragg and the member for Mitcham. Duthy Street and George Street, both in the Unley District, have been the scene of many bad accidents because they are speed traps, but I am sure that the proprietor of the business on the corner of Young and George Streets, where there are now four "stop" signs, was so pleased that, whereas he used to vote for the Opposition, he has now transferred his vote to the Government.

Mr. Coumbe: Who goes first?

Mr. LANGLEY: One gives way to the right. This bad corner, as the result of work that has been done on it, is now almost accident-free.

The Hon. G. R. Broomhill: Thanks to the member for the district.

Mr. LANGLEY: And to the Minister of Roads and Transport. The member for

Davenport and the member for Adelaide probably have the oldest schools in South Australia located in their districts. I was pleased to hear yesterday that the Public Works Committee had announced that there would be a resiting of the Goodwood Primary School. I am sure that the students and teachers there will be happy to know that work on the resiting of the school is to be carried out expeditiously. At the existing school, in summer the windows have to be closed because of the outside noise. The Minister of Education and the Minister of Works have carried out work on the Black Forest Primary School. We all know that, generally speaking, schools have been kept in good repair and, under the guidance of the Minister of Education, many schools are being painted and brought up to the required standard. Considerable money is being spent on schools. School buildings deteriorate more and more all the time, and this means that it becomes more costly in the end to repair them. I am sure that people in the Black Forest area are happy with the work being done on the school there, and no doubt all members are happy with the work being done on the schools.

Last session the Attorney-General introduced a considerable amount of consumer protection legislation. Previously, members often had people come to them with complaints about motor vehicle sales and door-to-door salesmen. However, as a result of the consumer protection legislation that has been passed I have not had anyone come to me with such complaints recently. Legislation for the licensing of land agents is to be introduced soon. Now there is a move afoot to control shonky travel agents. However, not all travel agents are shonky. As this legislation is timely, I am sure that the people of South Australia will be happy about it.

Mr. Mathwin: Any complaints about electricians?

Mr. LANGLEY: Only a few. The licensing of electricians is one of the best things that has ever happened. The licensing of builders is also good legislation. As a result of the licensing of electricians and builders, workmanship and the whole trade are now seen in a better light. Some people used to have lights

wired in flex, but they were still charged full price. If an electrician were to be caught doing such a thing today, however, he would lose his licence and livelihood.

Every time an Opposition member speaks on the topic of unionists, I always say that I am proud to be a unionist. Do Opposition members agree that a non-unionist should receive a wage increase brought about as a result of the union's action? Opposition members know that the Government's policy is not one of compulsory unionism.

Mr. Venning: What are you trying to tell us?

Mr. LANGLEY: That the Opposition is against compulsory unionism. If only some members of a firm were granted a wage increase, they would whisper in each other's ears and the boss would be in trouble. Opposition members belong to an association.

Mr. Gunn: It's not compulsory.

Mr. LANGLEY: No, but if you do not belong you do not receive a copy of the journal.

The SPEAKER: Order! I cannot hear what the honourable member for Unley is saying.

Mr. LANGLEY: I do not know to which organization the member for Eyre belongs.

The SPEAKER: Order! The honourable member for Unley must address the Chair and not try to provoke Opposition members.

Mr. LANGLEY: I did not think that I was provoking the Opposition. I only hope that the member for Glenelg, who has spoken strongly about unions but who never tells us to which union he belonged—

Mr. Mathwin: You didn't read *Hansard*.

Mr. LANGLEY: During this financial year I am sure that the Australian Labor Party will go from strength to strength. The member for Stuart said yesterday that there would be some sad faces on the Opposition benches for many years to come, but I believe that some of the faces opposite will not be here next year.

The Hon. D. N. BROOKMAN secured the adjournment of the debate.

ADJOURNMENT

At 5.20 p.m. the House adjourned until Tuesday, July 25, at 2 p.m.