

HOUSE OF ASSEMBLY

Thursday, October 11, 1973

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

ASSENT TO BILLS

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

Appropriation (No. 2),
Physiotherapists Act Amendment,
Prices Act Amendment.
Underground Waters Preservation Act Amendment.

PETITIONS: CASINO

Mr. BLACKER presented a petition signed by 1 472 persons who expressed concern at the probable harmful impact of a casino in the community at large and prayed that the House of Assembly would not permit a casino to be established in South Australia.

Mr. DEAN BROWN presented a similar petition signed by 107 persons.

Mr. ALLEN presented a similar petition signed by 29 persons.

Mr. RUSSACK presented a similar petition signed by 431 persons.

Mr. SLATER presented a similar petition signed by 63 persons.

Petitions received.

QUESTIONS

GOVERNMENT ADVERTISEMENT

Dr. EASTICK: Will the Deputy Premier say how much money the Government has allocated for its current political propaganda campaign on land prices and how many more newspaper advertisements or how much more exposure through the media we can expect? Today we have seen two further large advertisements, one on page 2 of the *Advertiser* this morning and one in the *News* this afternoon, both promoting the Government's alleged activity in holding down land prices. On a rough calculation, the cost of the three advertisements we have seen so far exceeds \$3 000, including more than \$900 for this morning's advertisement in the *Advertiser* and about \$600 for the advertisement in this afternoon's press. I suggest that it is likely that, with production costs and a possible service fee for the advertising agency that is probably organizing the campaign on behalf of the Government or the Premier—

The SPEAKER: Order! The honourable Leader is commenting.

Dr. EASTICK: —the cost is already nearly \$3 500. The purpose of the question is to ask how much more money we can expect to be spent on this premature, wasteful and irresponsible campaign.

The SPEAKER: Order! The comment is out of order.

The Hon. J. D. CORCORAN: It is nevertheless in *Hansard*. Sir, I explained to the House quite clearly yesterday that the Government's objective and intention in this matter were to place before the people of South Australia, without bias and quite factually, what the legislation now before this House meant in practical terms to those people who were likely to purchase land in future.

Dr. Eastick: A one-sided view.

The SPEAKER: Order!

The Hon. J. D. CORCORAN: It is not a one-sided view. It gives the actual facts of what will happen. If the

Leader of the Opposition and his cohorts (and I mean not only members of the Opposition but also other people in this community) would stop misrepresenting the facts and creating confusion in the minds of the people of South Australia, it would not have been necessary for the Government to spend 1c in this connection. However, it has been necessary, and the Leader well knows why, because he was told yesterday in the clearest terms. My information is that the programme that the Government has in mind to publicize, as I have said previously, exactly what is the intent of this legislation will cost about \$3 600 for actual publicity, plus production costs. I do not know and cannot hazard a guess at what the production costs are, but the Leader has referred to such costs. However, I point out that in paragraph 3 of the advertisement in the *Advertiser* this morning a mistake occurred, evidently because of proof reading, and this is the main reason for the advertisement being published in the *News* this afternoon. Paragraph 3 referred to "uncontrolled blocks" when it should have read "controlled blocks". The Government makes no apology to this House or to the people of South Australia for doing the people a service. Apart from one additional advertisement in a newspaper, it is not expected that any further publicity will be necessary. That will depend—

Mr. Mathwin: It will be—

The SPEAKER: Order!

The Hon. J. D. CORCORAN: That will depend on the reaction of the backers of the Opposition. We have no doubt that the Real Estate Institute of South Australia, Incorporated, will come back with the same tactics, the same distortion, and the same misrepresentation that they have been carrying on with for some time.

WORKER PARTICIPATION

Mr. WELLS: Can the Minister of Labour and Industry say what progress has been made in appointing officers to his department to administer the worker participation scheme that he has initiated? The trade union movement is extremely interested in this scheme, because it will allow the workers of this State to have some say in the management of the industries in which they are employed. The Government, through the Minister, has said that a worker participation unit would be set up in his department.

The Hon. D. H. McKEE: The worker participation unit, consisting of four officers, will be under the supervision of the Assistant Secretary of the Labour and Industry Department. There will be one executive officer, two project officers, and one research officer. The research officer has been appointed, and interviews have been conducted in relation to the appointment of project officers. Additional interviews are planned for next week concerning the executive officer, and it is hoped that the branch will be operating before Christmas.

NATURAL GAS

Mr. COUMBE: Can the Minister of Development and Mines now say what action the Government will take to restore exploration work in the Cooper Basin of South Australia? Last week, when I asked a question on this subject, the Minister invited me to await the tabling of the annual report of the Mines Department. That report has now been tabled, and in it the Director of Mines stated that mineral exploration in South Australia fell by up to 50 per cent last year. This decrease was attributed directly to the present Commonwealth Government's policy on foreign investment, but particularly to the removal of taxation incentives for exploration by Australian companies. Because of this report and the expressed concern

that exploration work should continue in the Cooper Basin in order to prove further gas reserves, can the Minister say what action the Government will take, if any, to provide incentives for further exploration work to proceed?

The Hon. D. J. HOPGOOD: I thank the honourable member for asking the question, because, as well as giving me the chance to give the House more information, it gives me the chance to correct a mistaken impression that many people probably have as a result of a highly misleading headline in yesterday's *Advertiser*. Had the honourable member not asked me this question I may have inspired such a question from elsewhere. The headline is "South Australian mineral search dips sharply" and the report states:

South Australian mineral exploration fell by up to 50 per cent last financial year.

That is the part actually stressed. However, later in the report the journalist has accurately reported the situation, as follows:

Total spending on exploration dropped by 1 per cent, but this was largely caused by increased diamond and rotary drilling of prospects located in previous years. In contrast, the amount of auger drilling, directly related to preliminary exploration of new areas, declined by nearly 50 per cent.

It was the first part of this report that was taken up in a further statement by Mr. G. H. Stewart (Managing Director of North Flinders Mines Limited) when he quoted the Director of Mines as saying that mineral exploration in South Australia fell by up to 50 per cent last financial year. In extracting the actual auger drilling operations from the total exploration operations and in looking at the overall financial situation, it is clear there was virtually a holding position regarding exploration expenditure. Regarding the forward exploration to which the honourable member really refers, I am concerned that there has been a falling off. We are keen to exploit the resources of the Officer Basin and the Amadeus Basin further north. We believe there are important reserves to be extracted from those areas, and we want to do something about them. The honourable member will know from reading the Director's report that the Mines Department is providing much technical information concerning, for example, the use of the new technology of geoflex in seismic exploration. Members who have not had an opportunity to study the report would learn much from reading it. Much more has to be done, and the honourable member is probably aware that I had an audience with Mr. Connor (Commonwealth Minister for Minerals and Energy) in Canberra yesterday. I considered it a most fruitful meeting and I hope that it was only the first of many such meetings. We will be exploring possibilities in this matter as the weeks go by.

Mr. ALLEN: Will the Minister correct the report in this morning's *Advertiser* about gas supplies at the Gidgealpa gasfield? The report is headed "Redcliffs safe, says Dunstan". The Premier was pointing out that the proposed petro-chemical plant at Dampier would not be a threat to the South Australian Redcliffs project, but about half-way through the report, it states:

Mr. Connor told the Leader of the Federal Opposition (Mr. Snedden) yesterday that present reserves at Gidgealpa were doubtful. He said they would not cover demand for more than 12 to 14 years because of the commitment to supply Sydney. "In the case of Adelaide unfortunately a very heavy commitment has been made to the use of natural gas for the generation of electricity," Mr. Connor said. "Natural gas is a high premium fuel and we have to face the situation as it is. There is also a proposal for the establishment of a petro-chemical industry at Redcliffs. To provide the necessary back-up for the short fall from

Gidgealpa, there is no alternative but to go through to Palm Valley."

It seems that Mr. Connor was presenting a case for the pipeline from Gidgealpa to Palm Valley. I understand that sufficient supplies have been proved at Gidgealpa for a growing demand for gas from this field for 12 years and to provide gas at the 12-year consumption rate for another 30 years. After the 12-year period it will be necessary to have incremental supplies ready, to cater for an ever-increasing consumption. The company is confident that additional supplies can be proved, in readiness for when they are required. There will be 12 years in which to do this. This morning's report gives a wrong impression of the position at Gidgealpa, in South Australia.

The Hon. D. J. HOPGOOD: I also saw the report and requested that Mr. Connor's arithmetic be checked. The honourable member has given me more arithmetic to check, and I will ensure that the correct answer gets the requisite publicity when it is available.

RAILWAY WORKSHOPS

Mr. BLACKER: Has the Minister of Transport a reply to a question I asked on August 15 regarding railway workshops at Port Lincoln?

The Hon. G. T. VIRGO: The future of the railway workshops at Port Lincoln will depend on the task performed by the railways on Eyre Peninsula. At present the railways carry grain, salt, gypsum, superphosphate and very little else. The role of the workshops is to provide rolling stock to meet this requirement and retention will be justified for as long as the railway is called on to carry out its task. The construction of modern rolling stock, improved methods of handling superphosphate and competition from road transport could possibly have an effect on staff requirements.

ANZAC HIGHWAY

Mr. BECKER: Can the Minister of Transport say what action the Government intends to take to replace trees which have died or which have been destroyed as a result of motor vehicle accidents on the median strip on Anzac Highway? I understand that about 50 trees are missing from the median strip between Brighton Road and the Keswick bridge. Currently there are four dead trees on the median strip, one opposite Keen Avenue, another opposite Beckman Street, Glandore, another opposite Gourlay Cabinets, Keswick, and the fourth near the entrance to the Army Barracks. I understand all the trees along the Anzac Highway median strip are suffering from canker, an incurable disease. Canker is a bacterial disease and, although it can be partially controlled, the affected trees eventually die. I understand that the median strip along the centre of Anzac Highway is built over the old bitumen road. The first trees planted on this strip were Australian native trees and were in a double row. Apparently, those trees died, and it was found that the roadway had to be blasted out and holes dug for the planting of new trees, each of which was actually planted in a cubic yard of rich soil brought from Woodville. In view of the attractiveness of the trees in the median strip along Anzac Highway, can the Minister say what action the Government intends to take to preserve them?

The Hon. G. T. VIRGO: As it is some time now since I discussed this matter with the Highways Commissioner, I do not readily recall what position had been reached and, of course, I do not know what is the present position. However, I shall be pleased to look into this matter and to let the honourable member know what is the position.

LAND PRICES

Mr. HALL: Will the Deputy Premier say by what means the Government proposes that a successful buyer will be selected from the many people who will attend an auction, or apply, to purchase an advertised block under the land price control system? It is obvious from the part explanation given in the Government's advertisement of its Party's plans to control land prices that, if the Government is successful in getting the legislation through Parliament, land price control will be instituted. It is obvious also, from price control, that the level of the price at which the blocks must be sold will be lower than that of the free market price. Consequently, more than one person will want to buy a certain block or allotment, and past experience has shown that many individual buyers will want the same block because its price is below the free market price. This is one factor that the Government has not explained, yet it is one of the most important things that the purchaser must know.

The Hon. J. D. CORCORAN: I take it that the honourable member is referring to an advertisement in the paper concerning a block to be auctioned on behalf of the Government. Is that right?

Mr. Hall: No.

The Hon. J. D. CORCORAN: I thought you were.

The SPEAKER: Order!

Mr. Hall: You weren't listening. I didn't believe you were listening.

The Hon. J. D. CORCORAN: It is difficult to listen to the honourable member sometimes.

Mr. Hall: You were talking to your colleague.

The SPEAKER: Order!

The Hon. J. D. CORCORAN: The honourable member has referred to a case that may be affected once the legislation is passed.

Mr. HALL: On a point of order, Mr. Speaker, would I be in order if I explained my question again?

The SPEAKER: At this stage, no.

Mr. Hall: The Minister didn't listen.

The Hon. J. D. CORCORAN: I take it that it was a hypothetical question concerning what would happen if—

Mr. Hall: Not "if"—"when"!

The SPEAKER: Order!

The Hon. J. D. CORCORAN: The honourable member was suggesting that, if a block was auctioned once the Urban Land (Price Control) Bill was passed, and it had been purchased by the Government prior to May 16—

Mr. Hall: No, not purchased by the Government. You didn't listen.

The SPEAKER: Order!

The Hon. J. D. CORCORAN: He says that the block may, in fact, as a result of the legislation—

Mr. Hall: A block offered privately by auction at a controlled price.

The Hon. J. D. CORCORAN: The honourable member refers to the situation once the legislation is passed.

Mr. Hall: Yes.

The Hon. L. J. King: He's a little premature.

The Hon. J. D. CORCORAN: Yes. Obviously, if the figure offered by the highest bidder (and that would be the figure accepted) exceeded the conditions laid down in the legislation, the transaction could not take place. That must be simple enough even for the honourable member.

Mr. Hall: What would happen if—

The Hon. J. D. CORCORAN: That will be dealt with at the time. I cannot tell the honourable member just how, exactly.

Mr. Hall: It is the most important of all the questions involved.

The SPEAKER: Order!

Mr. Hall: How are people to know?

The SPEAKER: Order! The honourable member for Goyder is fully aware of what is permitted during Question Time. He has already asked one question and he will not be allowed to proceed in a matter of pressurization for further answers.

The Hon. J. D. CORCORAN: I shall be happy to deal with the problem raised. I acknowledge that it is an important question. Although I have not been handling the legislation personally, I am sure the matter raised has been considered. I will find out what will happen exactly in such cases but it would seem to me (and I say this as a matter of logic) that the method of disposing of land by auction in these cases might have to be altered. I will find out and let the honourable member know as soon as possible, bearing in mind that the Bill will not pass the Committee stage of this House until next week and that he should have his information before then.

CHRISTIE DOWNS RAILWAY

Mr. MATHWIN: Has the Minister of Transport a reply to my recent question regarding the electrification of the Christie Downs railway?

The Hon. G. T. VIRGO: Planning for the Christie Downs railway provides for the electrification of the entire route into Adelaide.

WINDY POINT RESTAURANT

Mr. EVANS: Will the Minister of Environment and Conservation ask Cabinet to have the Windy Point restaurant plan shelved? I have received representations from my constituents giving reasons why the restaurant should not be built in the near future, if at all. The first reason is that there is a need for money to be spent in other areas having a higher priority than a restaurant, as there is no shortage of restaurants in our community at present. Secondly, a restaurant on the hills face zone is not in keeping with what the Government and leaders in the community have been advocating recently. They believe the hills face zone should be preserved. Thirdly, it appears now that, if there is a move to build the restaurant, the Plumbers and Gasfitters Union will ban any work on the project and this would cause unnecessary expense to the State on a project that is of doubtful necessity. People in the community, realizing the narrowness of the road that serves the area, know of the dangers facing people who dine and wine and then travel home on wet, windy and foggy nights, creating a risk to life and limb not only for visitors but also for residents of the district as well. I ask the Minister whether he will make a serious approach to Cabinet to have it shelve the proposal so that more consideration can be given to the overall project.

The Hon. G. R. BROOMHILL: No.

Dr. TONKIN: Can the Minister of Labour and Industry say what action the Government intends to take to overcome the ban on the building of the Windy Point restaurant that has been announced by the Plumbers and Gasfitters Union, and whether it is expected that other unions will support the ban and that the bans will significantly increase the estimated cost of the restaurant? All members will have seen the announcement by the Plumbers and Gasfitters Union that it does not intend to allow the Windy Point restaurant to be built. This would seem to create something of an impasse. Since I believe that the restaurant should be built, I should be grateful for the Minister's assurance that some action could be taken.

The Hon. D. H. McKEE: The honourable member knows that he has asked a most hypothetical question. No ban has been placed on anything yet; all we have had have been press statements. When the time comes to deal with such problems, we will deal with them.

Later:

Mr. MATHWIN: Will the Minister of Labour and Industry contact the Secretary of the Plumbers and Gas-fitters Union and ask him whether the recent press report stating that he would not allow the restaurant to be built at Windy Point is correct?

The SPEAKER: Order! I rule the question out on two grounds: first, it is a question of similar substance to a question that has been already asked; and secondly, an honourable member cannot ask a Minister whether a public statement is correct.

Mr. DEAN BROWN: Can the Deputy Premier say whether the Government will release details of the rental of the Windy Point restaurant should the Plumbers and Gasfitters Union allow the restaurant to be built?

The SPEAKER: Order!

Mr. DEAN BROWN: Four times the Premier has been asked to release details of the rental of Ayers House. The first time the Premier (and this has been documented)—

The SPEAKER: Order! If I heard the question correctly, it was to ask what is the rental to be charged for the Windy Point restaurant.

Mr. DEAN BROWN: Yes.

The SPEAKER: That is the question to be considered by the Minister. The honourable member for Davenport.

Mr. DEAN BROWN: I am referring to the general policy of the Government—

The SPEAKER: Order! References to the general policy of anyone are not allowed in questions. The honourable member has the right to ask a question, but he started by asking what rental was to be charged for the Windy Point restaurant, and then he went on to say something about four times the Premier had refused to give a reply about Ayers House. That has no relationship to his question. If the honourable member persists on those lines I will rule his question completely out of order. The honourable member for Davenport.

Mr. DEAN BROWN: Thank you, Mr. Speaker. Last evening I dined with the owner of a restaurant who spoke about the restaurant business in general and referred specifically to the proposal to build a restaurant at Windy Point. The statement has been made in the past that the Government has been unable to release details of the rental of Ayers House because of the competitive nature of the restaurant industry in Adelaide. This person finds irreconcilable the proposition that a new restaurant is to be built at Windy Point, because as indicated by the Government, the restaurant industry is already very competitive.

The Hon. J. D. CORCORAN: I can never understand anyone on the other side complaining about competition. Surely the honourable member is not advocating that we should not build more restaurants in order to reduce competition.

Mr. Dean Brown: No, I was not.

The Hon. J. D. CORCORAN: The honourable member is complaining of the competitive nature of this industry, but I thought that that was what the honourable member stood for and supported.

Mr. Dean Brown: That's not a reply.

The Hon. J. D. CORCORAN: I have no doubt that, if the honourable member asks the question of the Premier when the rental of the Windy Point restaurant is decided,

he will receive the same reply that he has received in the past.

FROST DAMAGE

Mr. ARNOLD: Has the Minister of Works received a reply from the Minister of Agriculture to my recent question concerning frost damage in the Riverland?

The Hon. J. D. CORCORAN: A survey of frost damage conducted by the district horticultural advisers in the weeks following the frosts which occurred in the Riverland areas between September 15 and 21 has shown that the most severe damage was caused in the Loxton district, with lesser damage in Renmark and Chaffey, Berri-Barmera, and Waikerie-Cadell. The Victorian Agriculture Department has reported 1 300 acres (526.1 ha) of grapes in Sunraysia affected by frost, 400 acres (161.9 ha) of which has been severely damaged. I am informed that by far sultanas were the most severely affected variety. Grenache, pedro and currants suffered occasional severe damage, and most other varieties in frost prone areas were affected to some degree. In areas of severe frost, all varieties suffered some damage. As at the date of the frost all varieties had reached or passed the vulnerable bud-burst stage. Apricots, particularly the variety story, although at the vulnerable stage have largely escaped damage, possibly owing to tree height offering some degree of protection. A very small amount of damage to clingstone peaches has been reported, but this has been confined to the worst frost pockets.

Citrus also appear to have escaped damage both as regards damage to blossom shoots and fruit of the current Valencia crop. Citrus escaped damage because of the comparatively short duration of frost, and the greater solids content rendering them more resistant to freezing injury. As to the financial effects of the frosts, because of their patchy occurrence it appears that loss of income will vary a great deal from grower to grower. Some individual properties suffered almost complete loss, while many were unaffected. I might add that some of the most severely hit vineyards in the Loxton area, which were inspected on September 27, were then showing signs of recovery of shoot growth from secondary and dormant buds and from lateral growth on the least damaged new season's shoots. With sultanas, the fruitfulness of these shoots is very poor, and so some growers are considering shortening canes and disbudding damaged shoots to ensure the formation of adequate and well-placed replacement canes for next season. A field day to discuss this aspect with growers was held at Loxton on September 28.

Mr. ARNOLD: Can the Minister say by what means financial assistance can be made available to growers whose fruit has suffered severely as a result of extensive frost damage? In his reply the Minister said that some crops had been almost completely lost whilst many were unaffected. I know of one or two instances in which there has been a complete loss of story apricots, and the growers who have sustained such losses would appreciate receiving any assistance that is available.

The Hon. J. D. CORCORAN: The honourable member may be aware that in 1967 the Primary Producers Emergency Assistance Act was passed by this House, and under the terms of that Act people affected in the way outlined by the honourable member could apply to the Minister of Lands for financial assistance. This legislation was designed to cater for a situation in which a natural calamity had occurred, and I suggest that the honourable member should consider the provisions of this Act. If any person is affected in this way and may come within the conditions as laid down in the Act, he should seek

assistance from the Minister of Lands immediately. That is the only way the Government can help these unfortunate people.

ROYAL ADELAIDE HOSPITAL

Mr. VENNING: Has the Attorney-General obtained from the Chief Secretary a reply to my recent question about when the burns section of the Royal Adelaide Hospital will be operating?

The Hon. L. J. KING: My colleague states that there are certain minor works to be completed by the contractor and it is hoped that these will be finalized within two weeks. Certain essential items of equipment and instruments are still awaited from suppliers and it is hoped that these will be delivered within two weeks. Nursing staff has been recruited. When the ward is ready for occupation, it will take about one week to transfer the special equipment used in the treatment of patients with severe burns from its present location to the new ward. It is not a fact that severely burned persons cannot be treated until the new ward is occupied. Such patients are being managed currently in special patient isolation units in a section of the emergency surgical ward. These units will be transferred to the new ward when it is ready for occupation and will continue to be used for this purpose.

SCHOOL FIRES

Mr. JENNINGS: Recently the Minister of Education was good enough to give me an interim report on the fire that occurred at the Mansfield Park Primary School on the weekend before last. As the Minister promised a further report later, has he that report now?

The Hon. HUGH HUDSON: The fire at Mansfield Park Primary School occurred soon after midnight on Saturday morning, September 29, 1973.

Dr. Eastick. After midnight on Saturday morning?

The Hon. HUGH HUDSON: Shortly after midnight, in the morning. That is in the best traditional English and not in the form to which the Leader is accustomed. Although four fire units were quickly on the scene, a triple block of timber classrooms was so severely damaged that it was a complete write-off. In addition, one classroom of a second triple unit was also destroyed. The remaining two classrooms will require extensive repairs. The fire began at a corner of the destroyed block which was out of sight of any observers from outside the school and which was the same place at which two attempts had been made on the two previous weekends. Criminal Investigation Bureau detectives found remains of old tyres taken from an adventure playground nearby, and these had been used to start the fire. There is no doubt that the fires were deliberately lit. C.I.B. detectives had visited the school on several occasions on the days prior to the latest fire in unsuccessful attempts to find the culprits of the two previous attempts. The school was also kept under observation by patrols in the area.

A six-teacher open-space unit had been opened earlier this year. This freed four timber classrooms which were being used as additional activity space for primary classes. These classrooms were then available to house the infant classes whose rooms were burnt or damaged. Some furniture was saved, and all additional furniture needed, was obtained from neighbouring schools where enrolments have been decreasing. With the co-operation of the Public Buildings Department, this furniture arrived at the school by 10.30 a.m. on Monday, October 1. Additional books urgently needed to replace those damaged have been or are in the process of being replaced. The Public Buildings Department has dismantled the rooms which are beyond

replacement and connected all services so that the school is functioning normally. The future accommodation needs of the school are under consideration.

BUTTER SPREAD

Mr. DEAN BROWN: Will the Minister of Works ask the Minister of Agriculture whether that Minister is aware that "butterine" is not a suitable term with which to describe the new dairy spread developed at the Northfield Laboratories and Research Centre in co-operation with the Australian Dairy Produce Board? I understand that the Minister of Agriculture has constantly referred to this new dairy spread as butterine. I might add that not only the Minister, but several others in the newspapers have also used this term. This has had the unfortunate effect of leading people to believe incorrectly that this new spread is a mixture of butter and margarine. That is certainly not the case, as it is a mixture of butterfat and various vegetable oils.

The Hon. Hugh Hudson: Did you get taken to task by Mr. Higbed?

The SPEAKER: Order!

Mr. DEAN BROWN: Thank you, Mr. Speaker. I fully appreciate exactly how this product is constituted because I was an employee of the Dairy Branch of the department when the research was being carried out. The Australian Dairy Produce Board would rather have this spread referred to as a dairy spread, and I can understand why, because that would clear up much misunderstanding.

The Hon. J. D. CORCORAN: I was not sure whether the honourable member was asking a question or giving a reply. Did he suggest that it should be called dairy spread instead of butterine?

Mr. Dean Brown: I was asking the Minister of Agriculture.

The Hon. J. D. CORCORAN: Then I will refer the question to my colleague to find out whether it should be called butterine, dairy spread, or something else. However, I must say that I have sampled this product. It is extremely good, and I am surprised that it is so good, seeing that the honourable member was a member of the staff of the department when it was being developed.

MONARTO PROPERTY RENTALS

Mr. WARDLE: On July 24, as reported at page 19 of *Hansard*, I asked the Premier a question regarding the renting-back to landowners, within the designated site of Monarto, of properties that have been purchased from them. I have mentioned this matter to the Premier since asking the question and I have discussed it with the department, but still I have not received a reply. I shall be pleased if the Minister of Development and Mines will get me some information on the matter.

The Hon. D. J. HOPGOOD: The question was asked before I was appointed to the Ministry, and I will have the matter chased up for the honourable member.

DAM PROJECTS

Dr. EASTICK: Will the Minister of Works say what action the Government intends to take to ensure that the necessary finance is available from the Commonwealth Government for the construction of South Australia's next dam? A report in the *Australian* this morning, headed "States asked to list urgent dam projects," states:

The Federal Government has asked the States to resubmit requests for financial aid for dam projects, but it wants them to list only the most urgent water conservation works. The Prime Minister (Mr. Whitlam) has written to all State Premiers asking them to review their programmes and his letter makes it clear that non-urgent projects will not receive Federal assistance.

Having regard to the recent letter from the Prime Minister indicating that, in his belief, the Dartmouth dam is not an urgent project. I wonder whether there is, as suggested, only one dam project involved in South Australia, or whether, in the submission to the Commonwealth Government on behalf of South Australia, action has been taken to ensure that the Dartmouth dam project continues. The Minister may be able to say which project the Commonwealth Government is now considering on behalf of South Australia.

The Hon. J. D. CORCORAN: I, too, saw the report this morning to which the Leader has referred. Inquiries in my department have revealed that no such letter has yet arrived (not for my perusal, anyway), and it may well be that the letter has been sent to the Premier. It may be that the one dam in South Australia referred to relates to a submission made to the Commonwealth Government in connection with the development of Monarto, because a small dam is involved in that development and, doubtless, that proposal would have been placed before the Commonwealth Government. Certainly, no other submission has been made by the State Government regarding any other development.

Dr. Eastick: Not Little Para?

The Hon. J. D. CORCORAN: No. As the matter has been raised, and if and when a letter arrives for my consideration, I will certainly consider the possibility of making submissions to the Commonwealth Government as soon as possible to get the assistance indicated in the report. The Leader has referred to Dartmouth dam, and I may say that this morning there was a telephone hook-up involving the Commonwealth Minister (Dr. Cass), the Minister from Victoria (Mr. Granter), the Minister from New South Wales (Mr. Freudenstein), and me, in connection with the steering committee established to study salinity in the Murray River. That committee, comprising the Commonwealth and State Ministers, will meet on November 7. It is a steering committee established by the Prime Minister and the Premiers of New South Wales, Victoria and South Australia. A working party, comprising the Commissioners from the various States on the River Murray Commission, has done work on the salinity in the river, and they will be meeting soon. I assure the honourable member that no restraint of any kind has been placed on the calling of tenders for work on Dartmouth, which I think was to be done within the next week or so, if it has not already been done, and the tenders will be submitted for consideration by February next year. No delay is taking place in the programme as it was drawn up for the building of Dartmouth dam.

RIVER MURRAY COMMISSION

Mr. COUMBE: Can the Minister of Works say whether the Commonwealth Government (as was earlier indicated) intends to replace the present River Murray Commission operating under the River Murray Waters Act with a different form of authority?

The Hon. I. D. CORCORAN: It is not intended at present to replace the commission. This is part of the study being undertaken by the steering committee set up by the conference to which I referred when replying to a question from the Leader of the Opposition. We have not reached the stage where we can consider an alternative body to oversee operations on the Murray River. As the honourable member will recall, I have often said that, whether the present commission set-up is continued or is replaced by some other organization, we should ensure that we control not only the quantity of water in the Murray River below Albury but also the quality of water, as the quality is most important. We may be able to do it

within the existing structure, but these matters are being considered by the steering committee and the working party to which I referred.

WARNING POSTERS

Dr. TONKIN: Has the Minister of Education a reply to my question of September 11 about the distribution of posters and other material to schools and kindergartens, warning children of the possible dangers of talking to, or going with, strangers?

The Hon. HUGH HUDSON: An Education Department officer has seen the posters at Red Cross House to which the honourable member referred, and considers they would be most useful in schools in pointing out to children some of the dangers that may occur when they are alone. It is therefore intended to purchase and distribute 1 000 sets of these posters to primary and infants schools. As a further aid the film *Never Go With Strangers* is available for loan to schools from the Audio-Visual Education Centre. This film is recommended for showing to children and to parent groups.

In June last year, the Director-General of Education forwarded a memorandum to schools urging heads to contact the police immediately if they became suspicious of the intention of any persons loitering near schools. In a further circular in August this year, the Director-General told heads that the Commissioner of Police sought the support of schools in warning children of the dangers of associating with people in cars who are not well known to them. Some schools have suggested in circulars to parents that they warn their children of possible dangers to their safety.

ST. AGNES ROADS

Mrs. BYRNE: Will the Minister of Transport ascertain whether the city of Tea Tree Gully has applied to the Highways Department this financial year for a grant to reconstruct and seal part of Smart Road from Radar Street to Tolley Road (or further to Hancock Road) St. Agnes, and, if it has, will he obtain details of this application?

The Hon. G. T. VIRGO: I shall be delighted to do so.

LEAVING EXAMINATION

Mr. DEAN BROWN: Can the Minister of Education say whether he intends to accept and adopt a recommendation made to him, I believe last Tuesday, that the Leaving examination be discontinued from the end of 1974? I believe that the Public Examinations Board recommended that the Leaving examination should be terminated from the end of 1974, and a reasonable number of people have contacted me about this matter.

The Hon. Hugh Hudson: How many?

Mr. DEAN BROWN: I will not divulge their names: the Minister knows it would be improper of me to do so.

The SPEAKER: Order!

Mr. DEAN BROWN: They have suggested that, if the Leaving examination is terminated and children wish to leave school with any creditable qualifications, they would have to continue to Matriculation examination standard. This has the unfortunate effect of pushing people further into the educational system. One person who spoke to me is studying Leaving subjects part-time at her own expense through private tuition, because she is employed. This person wants to know whether she should continue her studies, because she will not be able to complete the examination by the end of 1974. Will this mean that her entire effort up to now will be wasted? She will not be able to receive accreditation from a school, as has been recommended by the Public Examinations Board. Can the

Minister say what is his policy on this matter, and whether the Leaving examination will be dropped entirely or whether some other examination will be introduced to cater for people doing private study?

The Hon. HUGH HUDSON: As the honourable member would appreciate, decisions on recommendations of that nature involve Government policy. When I can announce Government policy on this matter and indicate the precise recommendations that have been made, I will do so.

PANORAMA SEWERAGE

Mr. EVANS: Has the Minister of Works a reply to my question of September 27 about whether deep drainage will be provided in areas adjacent to Gloucester Avenue, Panorama?

The Hon. J. D. CORCORAN: I understand the subdivider has entered into an agreement with the Engineering and Water Supply Department, whereby he will pay the cost of water supply and sewerage for the allotments and a proportion of the cost of approach sewers required, and has lodged a bond with the department for the work. Final plans of the subdivision have been approved, and the subdivider is selling allotments with the guarantee that services will be provided. Because of the very large subdividers' programme, the sewerage work for these subdivisions has not yet been programmed, but will most likely be done in 1974. The sewerage of these subdivisions will provide an outlet for the old subdivisions adjacent to Gloucester Avenue, and this will be considered in conjunction with other areas not included in the first stage of the Blackwood-Belair scheme when that scheme is completed.

SOLDIER SETTLERS

Mr. BLACKER: Will the Minister of Works ask the Minister of Repatriation to obtain a report on the conditions applying to estate planning for soldier settlers? This morning I received a copy of a letter from the Secretary of a Returned Servicemen's League branch. In explaining the purpose of my question I will quote part of this letter, as follows:

It has come to our notice recently that we cannot pass on our properties other than to our wives. That is, to avoid probate, we cannot will them to a son who in turn must provide for his mother. We have been given to understand that when the settler's wife dies after the settler, his property must be sold. The son must buy the property if it is desired to keep it in the family. Once the property has been bought from the original settler it can then be willed to another member of the family as is done by anyone else. It seems ridiculous that a settler who has battled with a property and made it a payable unit has not the right to will it in the same way as any other constituent. It seems a ridiculous situation that a Government can force a sale on our estate just because it assisted us with a lower interest rate.

As this letter represents the view of many R.S.L. members and as some confusion exists about this situation, will the Minister obtain a report to clarify the position?

The Hon. J. D. CORCORAN: I will obtain a report. I know of the problem the honourable member has raised on behalf of his constituent. This applies with the death of a settler. The department will allow his widow to carry on in the same way as the settler was able to, but that condition is not extended to any other member of the family, and I think that is reasonable. However, I will check out the matter and get a report for the honourable member.

PATAWALONGA POLLUTION

Mr. BECKER: Can the Minister of Works say what further action the Government intends to take to control pollution in the Patawalonga Easin and the effect of that

pollution on marine ecology in St. Vincent Gulf? The *Advertiser* of July 18 reports the Minister as saying:

A pollution survey of St. Vincent Gulf has shown that stormwater and effluent discharges are affecting local marine ecology. The Minister of Marine (Mr. Corcoran) said yesterday the overall effect had not been established, but the situation was not serious and did not appear to be deteriorating.

Has consideration been given to the establishment of pollution check stations along the Sturt Creek and the Patawalonga Basin, especially in the upper reaches, which are presently littered with empty cans, limbs of trees, and general litter? This rubbish eventually finds its way to the sea and on to some of the beaches. I have also been approached by some constituents who are concerned that the water could contain bacteria dangerous to children who use the area in learning to sail Holdfast trainers. What further action does the Government intend to take?

The Hon. J. D. CORCORAN: I have not considered the establishment of pollution check stations. The honourable member could more correctly term this pollution as trash, because timber and limbs of trees are not pollution in the true sense: they are trash and rubbish. Although I have not considered the suggestion, as I pointed out in that press release, and although it is recognized that the fresh water flowing to the sea from the Patawalonga Basin has some effect on the marine ecology in the area, it does not constitute a serious problem, and is not a cause of great concern. I will have the matter checked for the honourable member because, as he would know, we have established a high-powered committee to draw up priorities and guidelines for action to be taken by the Government in combating pollution in Spencer Gulf. Although we have received the report on St. Vincent Gulf, as yet I have not, I think, established another committee to make similar inquiries. I will get a report for the honourable member.

MONARTO LANDOWNERS

Mr. WARDLE: Will the Minister of Development and Mines ascertain how many property owners there are within the designated site of Monarto, and how many properties have been purchased where full financial settlement has been made?

The Hon. D. J. HOPGOOD: As I do not have that information with me, I will get a report for the honourable member.

PORT WAKEFIELD ROAD

Mr. VENNING: Has the Minister of Education conferred with the Minister of Transport regarding the inability of the single highway to Port Wakefield to handle the traffic at present using it? Last week I told the House that the Minister of Education was coming to my district to officially open the new Gladstone High School. Although the Minister arrived, he had my sympathy because I know something of the traffic problems he faced in getting to that part of the State. As a result of those problems he unfortunately arrived a little late at the opening. We were pleased, however, that he was only half an hour late, rather than 35 years early.

The SPEAKER: Order!

Mr. VENNING: Has the Minister conferred with his colleague on this matter?

The Hon. HUGH HUDSON: I am glad the honourable member asked me this question, because I have travelled on the Port Wakefield road for some years, and I am delighted to see at last some effective work under

the leadership of the Minister of Transport to solve the problems that have existed on that road.

Dr. Eastick: Who is buttering—

The Hon. HUGH HUDSON: The Party to which the honourable Leader belongs had the opportunity over many years to do something about the Port Wakefield road, but it did nothing. It is like the Gladstone High School building—

The SPEAKER: Order!

The Hon. HUGH HUDSON: I am using the school as an analogy, Mr. Speaker.

The SPEAKER: Order! It has no relationship to the subject matter of the question.

Members interjecting:

The Hon. HUGH HUDSON: I suggest that one is normally allowed to reply to questions in one's own way, and there is a direct analogy between the position in respect of the road, on which it has taken a Labor Government and a Labor Minister to institute effective work, and the position of Gladstone High School, which was promised under a Liberal Government in 1938 and built by Labor in 1973.

The SPEAKER: Order! The honourable Minister is out of order.

GLADSTONE HIGH SCHOOL

Dr. EASTICK: I am tempted to ask a question of the Minister of Education.

The Hon. Hugh Hudson: By all means.

The SPEAKER: Order!

Dr. EASTICK: Would the Minister of Education expect to find in his files details disclosing that the construction of Gladstone High School, in whose opening he took part last Friday, was stood over during the term of office of the Walsh Government?

The Hon. HUGH HUDSON: The locals would inform the Leader (in fact, these details were given to me by the school council) that Gladstone High School was originally opened in 1907 and that the first solid-construction building, consisting of two rooms, was built in 1913. For the next 60 years, during most of the period when the Liberal and Country League Government was in power, the only buildings that were added were temporary buildings. I first visited Gladstone High School about 21 years ago, and I was only the third Minister ever to visit that school. The first Minister to visit it was the late Hon. Mr. Bice, who opened the buildings back in 1913; the second was Mr. Loveday; and, as I say, I was the third.

The Hon. G. T. VIRGO: Why? Wouldn't the Liberals go there?

The Hon. HUGH HUDSON: No Liberal Minister had been anywhere near the place for 50 years. It was my pleasure to open the new high school last Friday, and I assure the Leader that it is a fine new school, providing excellent conditions. We are all very proud (just as the member for Rocky River is proud) that it took a Labor Government to pay the design costs and provide the finance to build the school. Indeed, if the financial provision for school buildings was still under the control of an L.C.L. Government—

Dr. Eastick: When am I going to get my answer?

The SPEAKER: Order!

The Hon. HUGH HUDSON: —the school would not have been replaced to this day.

PARAMEDICAL STUDIES

Dr. TONKIN: To bring the Minister of Education back to earth, I ask whether he can give me a reply to a

question I asked recently about paramedical studies. At least he will have to read it.

The Hon. HUGH HUDSON: No reply that I could give the member for Bragg would ever bring anyone back to earth, even if he had been indulging in aerobatics, low flying, or anything else. Paramedical studies are provided in the South Australian Institute of Technology. Provided that the necessary capital funds are made available, the institute places a high priority on erecting a new building in Frome Road for paramedical studies. Present indications are that such a building will be in use during the next triennium. With regard to the provision of educational facilities for tutor sisters and nurse administrators, I am pleased to be able to say that the Adelaide College of Advanced Education, with the co-operation of the South Australian State Committee of the College of Nursing of Australia, has provided a special short course for tutor sisters during this year. Discussions are now taking place between the College of Nursing, Adelaide College of Advanced Education and the South Australian Board of Advanced Education with a view to establishing a full course for tutor sisters in 1974.

MOTOR VEHICLE SAFETY

Mr. GUNN: Will the Minister of Transport consider having a proposal considered at the next meeting of the Australian Transport Advisory Council that all new motor vehicles marketed or manufactured in this country be fitted with safety panels in the doors and also with roll bars?

The Hon. Hugh Hudson: In such a way—

The SPEAKER: Order! The honourable member for Eyre.

Mr. GUNN: The Minister would be aware that one or two makes already marketed in Australia are fitted with safety panels in the doors, and it seems to me that this would protect people who are unfortunate enough to be involved in a motor vehicle accident. In addition, the provision of roll bars would prevent people involved in accidents from being injured if their vehicle overturned.

The Hon. G. T. VIRGO: I should like, in the first instance, to obtain a report from the honourable member, because I think I am correct in saying that both these matters have already been considered by one of the numerous subcommittees of the Australian Transport Advisory Council, as in the case of vehicle performance, design, and the like. If there is a need to take the matter further, after obtaining a report from the honourable member I should be only too pleased to do so.

ROAD MAINTENANCE

Mr. ARNOLD: Can the Minister of Transport say whether the Highways Department is undertaking research with a view to reducing the problem of maintaining road shoulders on State highways? I appreciate the department's problem in keeping road shoulders continually graded, but obviously it is not possible to keep up with this job completely. The situation sometimes arises where there is a sharp drop of 4in. or 5in. (50.8 mm or 76.2 mm) at the edge of the bitumen, and it has been suggested to me that this may be the cause of accidents, where a car runs off the road and a tubeless tyre is possibly deflated. Is the Highways Department research team looking at some possible way of redesigning the edge of the bitumen so that this problem may be reduced?

The Hon. G. T. VIRGO: I shall be only too happy to refer the matter to the Highways Department and to obtain a reply for the honourable member.

ULEY-WANILLA BASIN

Mr. GUNN: Can the Minister of Works say what plans the Government has to develop further the Uley-Wanilla Water Basin?

The Hon. J. D. CORCORAN: I welcome this question from the honourable member and, before replying, I seek your indulgence, Mr. Speaker, to offer the honourable member the congratulations of members of the House on the birth of a second son of a Gunn! I trust that the honourable member's wife and baby are in good health—

The Hon. Hugh Hudson: He's got a long way to go yet!

The Hon. J. D. CORCORAN: —and spirits and that the future holds everything good for them. I am pleased to be able to tell the honourable member that the State Government plans to spend \$2 700 000 on the development of the Uley South Underground Water Basin on Eyre Peninsula. Executive Council only this morning referred this matter to the Public Works Committee for investigation, and plans have already been approved by Cabinet. I think the honourable member would be aware that more water is urgently needed on Eyre Peninsula, because the demand is well above the recognized long-term safe yields of the sources at present in use and is, in fact, increasing. Harnessing of the Uley South Basin will provide a large increase in the total volume of water available from the Eyre Peninsula system and will specifically ensure future supplies for the development of Port Lincoln and district. Further, it will reduce the demand on other sources and result in more water being available for the east coast main and the land trunk system.

SCHOOLS COMMISSION

Mr. DEAN BROWN: Has the Minister of Education discussed with the Commonwealth Minister for Education the implications of the legislation currently before the Commonwealth Parliament to establish a schools commission? I realize this is a Commonwealth matter, but the legislation severely affects this State. The Act to which I refer gives the power to establish a schools commission at Commonwealth level. Section 13 (1) (a) of the Act states that the following functions are to be carried out by the commission: the establishing of acceptable standards for buildings, equipment, teaching and other staff, and other facilities at Government and non-government primary and secondary schools in Australia and means of attaining and maintaining those standards. The commission is also given very wide powers that will affect education in this State. It has the power to establish a schools commission advisory board in South Australia to carry out the functions of that commission in this State. Under the Act the State advisory board can carry out most of the functions I have already mentioned in relation to the Commonwealth schools committee. This commission can therefore start to usurp the authority and power of our own Education Department. I therefore ask the Minister whether he has had discussions, because I have been waiting for the Minister to speak out and condemn the Act for its overwhelming powers.

The SPEAKER: Order! The honourable Minister of Education.

The Hon. HUGH HUDSON: The member for Davenport is a most incredible gentleman! For the very first time in this country we get legislation that will provide a national charter for education, and he wants to condemn it. Does he think that the Commonwealth Parliament can provide hundreds of millions of dollars without any assurances whatsoever as to standards of education throughout this country? Of course it cannot. The honourable member has even managed to misread the Act, because the advisory boards that are being established do not have the

functions of State Education Departments. The provisions with respect to State Education Departments are virtually identical to the provisions that applied in relation to the provision of money for school libraries and science laboratories under Liberal Governments when they were in power, namely, a certificate of the Auditor-General that the money has been spent for the purpose for which it is provided.

Mr. Dean Brown: Are you suggesting—

The SPEAKER: Order!

The Hon. HUGH HUDSON: I suggest that the honourable member does his homework and reads the report and the legislation carefully. The honourable member is anti-education: that is what he has indicated by his question. He is opposed to the raising of standards: he is wanting to say that the Commonwealth Government should provide millions of dollars and forget about standards, not worry about them. It is incredible. I am amazed that someone who refers to himself as a responsible member of this Parliament should have this kind of attitude. It is the kind of doctrinaire, ridiculous approach that has plagued many Liberal Party attitudes for years and years. The facts of the matter are these: the funds are being made available. Sure, in relation to the provision of a library, the Commonwealth is saying certain things about standards, but Governments said them before, under Malcolm Fraser and under Nigel Bowen. That is true. The standards of the provision of libraries had to be approved by the Commonwealth.

Mr. Dean Brown: By the—

The Hon. HUGH HUDSON: By the Commonwealth Liberals.

Mr. Mathwin: You are getting him angry now.

The SPEAKER: Order!

The Hon. HUGH HUDSON: I am disgusted with the ignorance and attitudes expressed by the member for Davenport, and these are typical of certain other members of the Opposition. Any Government that provides money for any purpose requires assurances with respect to standards. We are happy to give those assurances; we are happy to give the requisite certificate of the Auditor-General that money has been used for the requisite purpose, be it for disadvantaged schools, libraries, science blocks, training of teacher librarians, the training of teachers for special education, or what have you. We do not regard that as involving any diminution of our respective powers. We believe that in relation to any of these matters we are capable of putting up to the Commonwealth a submission which will stand on its own legs and which will warrant support from the Commonwealth Government in the same way as it supported other submissions that we have presented to it, for example, the community high schools at Angle Park and at Thebarton and the Torrens College proposal. We have presented and supported a whole series of cases to the Commonwealth, and it has accepted our arguments. If the honourable member were not governed by such blind and ignorant suspicion of anything done by a Labor Government in Canberra, he would appreciate these facts, that the kind of conditions that are applied are similar to the kind of conditions that have existed under education grants made by his Commonwealth Liberal colleagues, where special committees were established that investigated building standards with respect to resource centres and science laboratories.

Mr. Dean Brown: Rubbish!

The SPEAKER: Order!

The Hon. HUGH HUDSON: The honourable member says "rubbish". He has not told the truth—

The SPEAKER: Order!

MASS-PRODUCED HOUSES

Mr. PAYNE: Can the Minister of Development and Mines, as Minister in charge of housing, say whether during his visit to Canberra yesterday he had any discussions with the Australian Government Minister for Housing (Mr. Johnson) concerning mass-produced houses? My attention was drawn to this question by a short report that appeared in the *News* today. I believe all members are aware of the need for a large number of additional houses throughout Australia for both rental and purchase.

The Hon. D. J. HOPGOOD: I understand that this matter was raised in the Commonwealth Parliament by the member for Melbourne (Mr. Ted Innes) when he asked a question of the Commonwealth Minister for Housing yesterday morning, and the text of that reply, I understand, is quoted on page 18 of today's *News*. Mr. Johnson came out of the Chamber to have luncheon with me, and this matter was on his mind as a result of the question having been asked. He discussed it with me. I was impressed by his enthusiasm and by some of the ideas he put forward. At this stage we have not had any formal approach from the Commonwealth Government. I think that the burden of the answer was that the Commonwealth Minister was appointing a committee to advise him on ways and means of undertaking this type of project and ensuring that housing standards were not only maintained but, if possible, raised by this new method of housing construction, as well as of getting over the cost factors and the time factors involved in the conventional type of construction. We have not had a formal submission from the Commonwealth, but no doubt this committee will report to Mr. Johnson and we will be apprised of the content of the report in time. I assured Mr. Johnson that we would look very seriously at anything of this nature when he gave it to us.

REDCLIFFS

Mr. BLACKER: Can the Minister of Environment and Conservation say whether the Environment and Conservation Department has undertaken any environmental surveys in the region of the proposed petro-chemical plant at Redcliffs and, if it has, what is the nature of those surveys?

The Hon. G. R. BROOMHILL: Surveys have commenced: I think that would be the best way of describing the present situation. There will be a major environmental study of the total area, including the water, the life in the water of the gulf, and the land, including animal and insect life. In fact, every facet of the environment within the total Redcliffs area will be surveyed. Until that study has been completed, no decisions will be made on the way in which the Redcliffs operation will be undertaken. The first preliminary study has been made by the Fisheries Department. I emphasize that this is not the complete study of the gulf waters but is an initial study that will be the basis for further work in far greater detail. This report, which was undertaken by Mr. Shepherd and other officers of the Fisheries Department, was made available to me during the last few days. I believe it will be a most useful report to act as the basis for a complete study. I hope that we can make copies of the report available to as many people as possible, including the honourable member, so that members of the community can be completely involved in what is taking place and can have in front of them all the studies that will be undertaken by the Government through the various departments concerned. When the honourable member does receive this report, I ask him again to bear in mind that it is the first of a series of environmental studies, associated with the total project, that will be undertaken.

BOTTLED GAS

Mr. EVANS: Has the Attorney-General, as Minister in charge of prices, a reply to my question about the price of bottled gas?

The Hon. L. J. KING: Liquid petroleum gas is not subject to price control, and the distribution of this commodity is highly competitive. The current list prices for the metropolitan area for the three main distributors in South Australia are as follows:

Elder Smith "Portagas"—\$12.80 a 100 lb. (45.36 kg) cylinder, contents only.

South Australia Gas Company "Bottled Gas"—\$12.80 a 100 lb. cylinder, contents only.

Esso "Essogas"—\$13 a 100lb. cylinder, contents only.

The above prices are applicable to the metropolitan and Adelaide Hills areas, and a rebate system reduces the cost of the contents, depending on the quantity used. As indicated, prices at Stirling are in line with those in the metropolitan area but, because Christies Beach and Elizabeth are in the reticulation area supplied, or to be supplied, with natural gas by the South Australian Gas Company, liquid petroleum gas is being provided to consumers in those districts by that company at a special low rate approximating that applicable to natural gas. The other companies charge normal metropolitan prices in those areas. It is understood that owing to the terrain in the Stirling area it is unlikely that natural gas will be reticulated by the Gas Company in that vicinity in the foreseeable future.

STALE FOOD

Mr. MATHWIN: Has the Attorney-General a reply from the Minister of Health to my question about the selling of stale food?

The Hon. L. J. KING: My colleague states that the Food and Drugs Advisory Committee has circulated proposals regarding the date marking of perishable foods to various trade organizations and other associations for discussion and comment. With the exception of the Meat and Allied Trades Federation, all replies have been received. As soon as the discussions with the Meat and Allied Trades Federation are completed, the replies and comments will be considered by the advisory committee. Any proposals of the advisory committee for the date marking of perishable foods would be promulgated as regulations under the Food and Drugs Act. Members will have the opportunity to discuss any such regulations when they are tabled in the House.

STOCK CENTRES

Mr. BECKER: On behalf of the member for Victoria, I ask the Minister of Transport whether he has a reply to the question asked by the honourable member some time ago, during the debate on the Public Purposes Loan Bill, about stock selling centres in the South-East.

The Hon. G. T. VIRGO: No provision has been made for establishing stock selling centres in the South-East.

ISLINGTON WORKSHOPS

Mr. COUMBE: Has the Minister of Transport a reply to my recent question about a reduction of expenditure at the Islington workshops?

The Hon. G. T. VIRGO: The provision for the Islington workshops last year was \$4 235 000, actual expenditure being \$3 028 000. This decrease was brought about as follows:

Diesel locomotives: Budget \$74 000. Actual \$43 000. Funds were not allocated for the purchase of locomotives during the financial year. The amount budgeted was for retention money payments only.

Non-power cars for suburban services: Budget \$700 000. Actual \$5 000. Limited progress was made on this project, pending final decision on the requirements of the proposed electrification of suburban services.

New freight vehicles: Budget \$2 007 000. Actual \$1 383 000. The only big project uncompleted was the construction of SLX class vans. These vehicles were in a developmental stage and the project was delayed while a prototype van was tested in traffic. The amount budgeted for these vans was \$664 000 and the amount actually spent was \$50 000. The project is still in hand.

Improvements to freight vehicles and service stock: Budget \$1 240 000. Actual \$1 563 000. The variation was due to the construction of additional hopper waggons and service stock.

No new locomotives were purchased in 1972-73, nor has any provision been made for the 1973-74 financial year. In considering the overall Loan works programme for the State, it was found necessary to effect some reduction, and in this regard it was decided marginally to curtail some of the projects at Islington involving hopper waggons (for sand), F.N.R. vans, and all-door louvre vans. This curtailment is not expected to cause a reduction in the work force at Islington.

BOLIVAR WATER

Dr. EASTICK: Can the Minister of Works say whether the Government employee, who is apparently conducting a survey in the Virginia area with regard to water use, is an officer of the Engineering and Water Supply Department, the Mines Department, or the Agriculture Department, and what questions the interviewees are being asked? The Minister has made funds available to the Agriculture Department to undertake tests with regard to the use of Bolivar water. In recent weeks, this water has been used in salt pan conditions immediately behind St. Kilda, a magnificent crop of beans having been grown. I am told that the information being sought by the officer who is conducting the survey relates to the overall use of Bolivar effluent water. However, some aspects of the questions are causing concern to people in the area whose knowledge of the requirements of the area and of the promises made spans a long time. Therefore, I ask the Minister to obtain this information, if he cannot supply it now.

The Hon. J. D. CORCORAN: I do not know who the officer is. As the Leader has suggested, his work could be in connection with the inquiry which the Engineering and Water Supply Department is financing and which the Agriculture Department is carrying out. The Leader will know that the administrative side of the Underground Waters Preservation Act has now passed from the Mines Department to my Ministerial control. Therefore, it is possible that the officer concerned was previously employed by the Mines Department and is now employed by the Engineering and Water Supply Department. I will check this for the Leader and also find out what questions are being asked, and I will let him know.

MODBURY HOSPITAL

Dr. TONKIN: Has the Attorney-General a reply from the Chief Secretary to my question about the availability of accommodation at the Modbury Hospital?

The Hon. L. J. KING: My colleague states that on one or two occasions it has been necessary to discharge a post-natal patient a little early because of pressure on post-natal beds. This is, of course, a not uncommon occurrence in an active obstetric unit. It is considered that in normal circumstances adequate beds are available for patients booked until the end of this year. The beds

available are fully staffed. Expansion is planned by opening the remaining 20 post-natal beds early in 1974, when additional resident medical staff will be available. It is hoped that there will be no difficulty in recruiting the necessary nursing staff, and the additional beds are expected to cope with the expected demand in the foreseeable future.

RECREATION FACILITIES

Mr. BECKER: In the absence of the Treasurer, can the Deputy Premier say what action the Government intends to take to assist councils to service national parks, beaches, river reserves, and other areas that provide recreation facilities for all South Australians, and will he say whether the Government intends to make grants for the provision of boat ramps, the acquisition of establishments such as Marineland, and maintenance of the Patawalonga Lake? I think the House knows the difficulties regarding boat ramps at the Patawalonga entrance, and I wonder whether the Government has considered assisting the council or other authorities to provide additional boat ramps. Money could be made available to establish boat ramps if the Government granted a subsidy of, say, \$2 for \$1. I understand that the Glenelg council loses about \$7 000 a year through maintaining Patawalonga Lake. I understand also that the West Beach Trust is keen to acquire Marineland as part of the overall development of the recreation area in that part of my district. Therefore, I ask whether the Government has any definite policy on the matter and what action it intends to take.

The Hon. J. D. CORCORAN: I think the question would more properly have been asked of the Minister of Environment and Conservation, who is also Minister of Recreation and Sport and administers the Coast Protection Board, the National Parks Commission, and the National Parks and Wildlife Service. I will refer the question to my colleague for reply to the honourable member.

WORKS INVESTIGATION

Mr. COUMBE: In the temporary absence of the Minister of Transport, has the Minister of Environment and Conservation a reply to the question I asked in the Loan Estimates debate about the costing of preliminary investigations?

The Hon. G. R. BROOMHILL: My colleague states that it has never been the practice to charge preliminary investigations to a particular Loan work. This has always been absorbed in working expenses. In any case, much of this preliminary investigation is now carried out as part of an overall transportation plan by the Director-General of Transport.

QUEEN ELIZABETH HOSPITAL

Mr. MATHWIN: Has the Attorney-General a reply from the Chief Secretary to my question about difficulties involved at the Queen Elizabeth Hospital regarding parking facilities for outpatients and visitors?

The Hon. L. J. KING: My colleague states that a survey of existing and projected car parking requirements at the Queen Elizabeth Hospital has been completed and is currently being considered. The staff car park referred to does have some vacancies merely because the ground is soft and, owing to the wet winter and early spring, cars have become bogged in this area, despite gravelling work which has been carried out from time to time. To overcome this difficulty, a contract has been let to pave the area. When this is done and the area marked, 30 additional sites will be available for use. One problem that makes car parking more difficult is the very large number of nurses who are now permitted to live out. All of these

nurses have some form of private transport. Likewise, the local authority has banned parking in Woodville Road and several other close streets, which forces staff into the off-street area. It is expected that the builders will be off the site in the second quarter of 1974. This will open up some more internal car parking areas, and the number of tradesmen's vehicles connected with the building will decrease. The Queen Elizabeth Hospital is the only Government hospital in Adelaide to provide off-street car parking of any magnitude. In all other cases, visitors and staff must park on the street.

UNION MEETING

Dr. EASTICK: Will the Deputy Premier say whether his discussions with Mr. Jim Thomson, of the Australian Government Workers Union, at 9.30 a.m. yesterday succeeded in preventing militant action in the Engineering and Water Supply Department? This question follows the Minister's statement last Tuesday that he would have discussions with Mr. Thomson about the mass meeting that had been called for Tuesday, October 16.

The Hon. J. D. CORCORAN: That discussion did take place and several points were raised by Mr. Thomson and other officers of his union. I have undertaken to examine several of those points, not all of them, and to contact Mr. Thomson before the mass meeting which the Leader has referred to and which will be held at the Trades Hall on October 16. I cannot guarantee whether any action that I can take will prevent what I think the Leader has described as militant action, because that matter is entirely in the hands of the union. However, I think there are several areas which will not affect the policy of the Government and in which we may be able to meet the union's requests.

FLINDERS MEDICAL CENTRE

Dr. TONKIN: Has the Attorney-General a reply from the Chief Secretary about the proposed expenditure of \$51 000 for the Flinders Medical Centre?

The Hon. L. J. KING: My colleague states that, of the \$51 000 provided for the Flinders Medical Centre, \$23 600 relates to the cost of the existing Administrator and clerical staff and the remainder is for various new senior positions with some supporting staff for part of the year. The actual appointments will be made on the basis of priorities, availability of finance, and suitable staff becoming available.

DENTAL CLINIC

Mr. BECKER: Has the Attorney-General a reply from the Chief Secretary about the waiting time for persons wishing to attend the dental clinic at the Royal Adelaide Hospital?

The Hon. L. J. KING: My colleague states that requests for treatment are increasing each year so that despite substantial increases, in recent years, in treatments provided, waiting time for attention to non-urgent conditions has not been reduced. Patients requiring dental attention urgently because of medical problems are dealt with promptly. However, the number of persons requiring such attention is increasing substantially and this has the effect of lengthening the waiting time for persons with less urgent conditions. The Board of Management of the Royal Adelaide Hospital is greatly concerned about this situation and has recently had a preliminary survey conducted by consultants to determine whether better use can be made of existing resources and the extent to which facilities can be expanded on the present site. It is hoped that a

detailed survey can now be made which will provide valuable information for future planning of the State's dental services.

RU RUA NURSING HOME

Dr. TONKIN: Has the Attorney-General a reply from the Chief Secretary about arrangements being made to occupy the Ru Rua Nursing Home?

The Hon. L. J. KING: My colleague states that it is proposed to occupy the Ru Rua Nursing Home in three stages over a period of two years, commencing in January, 1974. Certain alterations will have to be made, equipment purchased, and the necessary staff appointed to enable stage I of the occupancy to proceed in train at present and it is hoped to commence admitting patients by January, 1974. Stage I of the occupancy provides for 45 totally dependent intellectually retarded patients to be admitted. The condition of those patients is such that they require general nursing care rather than mental deficiency nursing care. It is proposed to admit 45 totally dependent patients for stage I with most of them coming from the Strathmont Centre. The Strathmont Centre has an urgent waiting list for some 140 children waiting to be admitted to the centre. The transfer of patients from Strathmont Centre to Ru Rua will allow this waiting list to be reduced. It is pointed out that the Strathmont Centre is not fully occupied, there being one villa which will accommodate 32 patients yet to be opened. It is hoped that this villa will be occupied by January, 1974, and that it will accommodate the last remaining intellectually retarded patients at Glenside. For this reason, additional finance has been sought on this year's budget, 1973-74.

MENTAL HEALTH SERVICES

Dr. TONKIN: Has the Attorney-General a reply from the Minister of Health to my question of September 19 about the appointment to Mental Health Services of an Assistant Director?

The Hon. L. J. KING: My colleague states as follows: "No".

MILITARY ROAD

Mr. BECKER: Can the Minister of Transport say when work will commence to upgrade Military Road, West Beach? I have received a letter today from a constituent who is concerned about the condition of this road between Burbridge Road and West Beach Road, and I have also received numerous other complaints during the past two years. I understand that the new pipeline being laid through Glenelg North, from Seacliff to Port Adelaide, is to be laid in Military Road within the next 18 months. Because of the extensive use of this road by motorists from other States and other persons towing caravans to the caravan park at West Beach, I ask the Minister when this work will commence.

The SPEAKER: Order! In calling on the Minister of Transport to reply to this question, I advise him that it is not necessary for him to do so because this is not a matter under the jurisdiction of his portfolio.

The Hon. G. T. VIRGO: I imagine that the Highways Department will play some part in this construction, whether it be by way of accepting the full cost or by a grant to the council, but I will have to check these details. I do not have this information with me, and the honourable member knows that I do not have it. He could just as easily have sent me a copy of the letter, and I would have obtained a reply for him. If he cares to do that, rather than waste the time of this House with a silly question, knowing that he would not receive the answer here—

Mr. Becker: All you have to do is reply to the question.

The SPEAKER: Order! Has the honourable Minister completed the reply?

The Hon. G. T. VIRGO: I was trying to tell the member for Hanson that had he sent me a copy of the letter requesting a reply, instead of asking it here as a silly question in order to waste the time of this House, he would have received his reply just as quickly.

Mr. Becker: Why not give the reply?

The SPEAKER: Order!

BUSH FIRES

Mr. VENNING: Has the Minister of Local Government a reply to the question I asked a short time ago about bush fires and what protective measures have been undertaken?

The Hon. G. T. VIRGO: I am sure that those persons elected to office on rural councils would be aware of the bush fire hazards in their respective areas, and would take whatever action is necessary to minimize such hazards. Departments under my control have already been asked to set an example by cleaning up flammable material and by providing firebreaks on properties in rural areas under their control. I will ask councils to take similar action.

POLICE OFFENCES ACT AMENDMENT BILL

The Hon. L. J. KING (Attorney-General) obtained leave and introduced a Bill for an Act to amend the Police Offences Act, 1953-1972. Read a first time.

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

That this Bill be now read a second time.

It follows on the recent reallocation of Ministerial responsibilities that took place on the appointment of the tenth Minister. Amongst those concerned in the reallocation, the Premier will, henceforth, undertake Ministerial responsibility for questions concerning censorship and related matters. Section 33 of the Police Offences Act prescribes offences of printing, publishing, selling or offering for sale indecent matter (which include any printing, writing, painting, drawing, picture, statue, figure, carving, sculpture or other representation or matter of an indecent immoral or obscene nature). Subsection (4) of section 33 provides that a prosecution for an offence against this section shall not be instituted without the written consent of the Attorney-General. The amendment changes the reference from Attorney-General to Minister. This will enable the authorization to be given by the Minister who is, for the time being, undertaking responsibility for censorship.

The actual mechanics of the situation would be that the Police Offences Act, in which this provision is found, is administered by the Chief Secretary, but there is provision in the Administration of Acts Act for the delegation of responsibility from one Minister to another, and the Chief Secretary would delegate to the Premier the responsibility for consenting to prosecutions under section 33 of the Police Offences Act.

Dr. TONKIN secured the adjournment of the debate.

PYRAMID SELLING BILL

The Hon. L. J. KING (Attorney-General) obtained leave and introduced a Bill for an Act relating to pyramid and referral selling and other undesirable trading practices; to regulate the operation of certain trading schemes and trading practices; and for other purposes. Read a first time.

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

That this Bill be now read a second time.

This Bill, amongst other things, is intended to proscribe some of the more obnoxious features of what are known as "pyramid selling schemes" or sometimes "multi-level marketing schemes". All members will be aware that schemes of this nature have become very much a feature of developments in this State as they have in the rest of Australia and indeed in many other parts of the world. They are generally most attractively presented, those responsible for their presentation being highly skilled in the arts of persuasion and they appear to have special appeal to persons of limited means who frequently, but not invariably, lack business experience. They have one feature in common in that participants in the scheme are, by one means or another, enjoined to recruit other participants and frequently the profit that may accrue to the participants depends as much on their ability to recruit participants as it does on their capacity to dispose of the goods or services the scheme is designed to promote. This continuing recruitment of participants gives rise to the name "pyramid scheme".

Where, under the scheme, the initial participant recruits further participants and each of these further participants, in turn, recruits further participants there is established a kind of geometric progression and the total number of participants grows with considerable rapidity. If one assumes that there is a finite market for the product it is clear that, sooner or later, there is just simply not a fair share of the market available to each participant; so, while the early joiners have some prospect of making a profit out of the scheme, those who come into the scheme at a later stage almost invariably find great difficulty in getting a fair return for their likely financial outlay and subsequent selling efforts.

Where the scheme is coupled with a system of over-riding commission, however provided for, there is also a tendency for the price of the product to the consumer to be rather higher than it would be without those commissions and this fact again may inhibit sales. Attempts to regulate such schemes have occupied the attention of the Legislatures in the United States, in Canada and in the United Kingdom and, while the evil that should be struck at is relatively clear, it has proved difficult to give proper protection to the public in these matters without creating difficulties for the operations of legitimate business concerns. This Bill, which follows a close examination of the legislative approaches attempted elsewhere, is modelled generally on the relevant portions of the Fair Trading Act of the United Kingdom which was enacted as recently as July 25, 1973, and it may be convenient if I now embark upon a detailed examination of the provisions of this Bill.

Clauses 1 to 3 are formal. Clause 4 sets out the definitions necessary for the purposes of this Act and of these definitions the most important is that of "pyramid selling scheme". A scheme is a "pyramid selling scheme" if it possesses the following elements: (a) goods or services are to be supplied under the scheme; (b) participants are to effect the transactions under which goods or services are to be supplied; (c) transactions are generally carried out "door to door"; and (d) financial rewards are offered for recruiting other participants. Matters ancillary to this definition are set out in subclauses (2), (3), (4) and (5) and I would draw members' attention to these. Clause 5 is a formal provision.

Clause 6 vests the administration of the Act in the South Australian Commissioner for Prices and Consumer Affairs and subclause (2) of that clause ensures that the Commissioner may exercise his usual powers under the

Prices Act in relation to matters under this measure. Subclause (3) will enable the Commissioner to act for participants in any legal proceedings connected with this Act in the same way, and under the same conditions, as he may act for consumers under the Prices Act. Clause 7 makes it an offence to induce a person to make a payment on joining a pyramid selling scheme where that payment is made in the expectation that the person making it will receive payment if, amongst other things, he recruits further participants. A person guilty of an offence against this clause may be tried either summarily or on information and different penalties are provided depending upon the method by which he is tried.

Clause 8 entitles a person who made a payment of a kind prescribed by clause 7 to recover back from the person to whom he made the payment, or for whose benefit the payment was made, the amount of that payment. However, if in consideration or part consideration for that payment the person who made the payment received any goods, that person must return the goods before he can exercise his right of recovery. If he has already sold all or some of the goods, the amount he can recover is abated by the value of the goods he does not return.

In keeping with an announcement made some months ago by which promoters were enjoined not to continue to recruit participants into pyramid selling schemes, this clause has been given retrospective effect in that it applies to payments of a kind referred to in clause 7 that were made after July 1, 1973. The acceptance of such payments will not, until the coming into force of the Act presaged by this Bill, result in any criminal liability being incurred. However, any such payment will be recoverable in the same manner and to substantially the same extent as those made after the commencement of that Act.

Clause 9 touches on a matter which, while not of the same kind as pyramid selling, is equally obnoxious and is the practice of what is known as referral selling. Under this practice customers may be offered discounts if they secure other customers for the seller of the goods. Where referral selling practices take hold, considerable annoyance may be caused to members of the public who are subject to these referrals.

Clause 10 touches on another obnoxious trading practice which, while not necessarily connected with pyramid selling, is not infrequently found in connection with it. It is the practice of insisting that purchasers of goods for resale take as a condition of their participation in a scheme excessive quantities of those goods. Clause 11 is an evidentiary provision and is generally self-explanatory. Clause 12 is formal.

Clause 13 confers what at first sight might appear to be an excessively wide regulation-making power. No apology is made for this, as experience has shown that the promoters of these obnoxious schemes are quick to slightly vary their method of operation so as to permit them to operate within the enacted law. Accordingly, it is of paramount importance for the proper protection of the public that there should be a means whereby these variations are dealt with as swiftly as possible. The United Kingdom experience and the investigations that preceded the enactment of this Act make it quite clear that this is really the only effective method of ensuring that the public gets the protection it deserves. Every head of power proposed in subclause (2) has been carefully considered so as to ensure that, as far as possible, there is an inherent capacity to deal with all the contingencies that can be foreseen. I need hardly mention that the regulations so made will, of course, be

subject to the scrutiny of this House in accordance with the usual practice.

Dr. EASTICK secured the adjournment of the debate.

COMMERCIAL MOTOR VEHICLES (HOURS OF DRIVING) BILL

The Hon. G. T. VIRGO (Minister of Transport) obtained leave and introduced a Bill for an Act to provide for the control and regulation of the hours of driving of drivers of certain motor vehicles, and for other purposes. Read a first time.

The Hon. G. T. VIRGO: I move:

That this Bill be now read a second time.

For some years legislation has been in force in other States to limit the hours of driving of passenger and goods vehicles with an unladen weight in excess of 2 tons (2.032 t). Legislation of this kind has been found to be a necessary adjunct to road safety, both in those States and in oversea countries, and members are well aware of the gravity with which the Government of this State views the problem of long hours of driving, and of its determination to create legislative controls in this area. It is most important that those who drive motor vehicles which require a high degree of skill and stamina to manage and which are capable of causing extensive damage if not properly controlled should not exert themselves beyond the limits of average human endurance and efficiency. If they do so, they endanger themselves and other road users as well.

The problem of long hours of driving of heavy commercial vehicles was first discussed by the Australian Transport Advisory Council in 1961. It was recognized then (and has been ever since) that limitation of the hours of driving of commercial motor vehicles is a vital adjunct to road safety. Discussions have since ensued with the various Ministers responsible for transport and road safety and with transport operators and unions involved. There is no doubt that it is in the interests of road safety, the road transport industry and the public that steps be taken in South Australia to limit the hours of driving of commercial vehicles. Accordingly, the Government decided to appoint a committee to consider all aspects of this matter and also the question of speeds, loads and braking of commercial motor vehicles. The latter three matters are the subject of a Bill designed to amend the Road Traffic Act which I will introduce shortly.

I should like at this stage to express the Government's appreciation of the work of this committee, which was called the Committee to Consider Conditions of Operation of Commercial Road Transport. The committee's Chairman, Mr. A. G. Flint (Assistant Commissioner of Highways) capably and successfully guided the deliberations of the committee and I take this opportunity to record my appreciation of his sterling efforts. In addition, he has taken on the extra task of addressing several meetings in country areas to ensure that the true facts of the legislation were placed before interested parties. Mr. Flint was capably assisted in his duties by the following persons who constituted the committee:

- Mr. J. C. Adams,
Collector of Road Charges,
Highways Department;
- Mr. R. Chown,
Senior Vice President,
South Australian Road Transport Association;
- Mr. J. A. Crawford,
Managing Director, Commercial Motor Vehicles
Proprietary Limited,
South Australian Automobile Chamber of Commerce;
- Mr. J. D. Crinion,
Executive Engineer,
Road Traffic Board, South Australia;

Mr. G. A. Grotto,
 Manager, Truck Engineering,
 Chrysler Australia Limited;
 Mr. L. H. Hosking,
 Executive Officer,
 Tip Truck Operators Association of South Australia
 Limited;
 Senior Inspector T. R. Howie,
 Traffic Region,
 South Australian Police Department;
 Mr. M. C. Johnson,
 Secretary,
 Department of the Minister of Transport;
 Mr. J. M. Love,
 Chief Engineer,
 Royal Automobile Association of South Australia
 Incorporated;
 Mr. J. J. Nyland,
 Secretary, S.A. Branch,
 Transport Workers Union of Australia;
 Mr. E. J. O'Donnell,
 Manager,
 South Australian Government Motor Garage;
 Mr. A. A. Scott,
 Managing Director, Scotts Transport Industries
 Proprietary Limited,
 South-Eastern Road Transport Industry; and
 Mr. M. Shanahan,
 Senior Vice-President,
 United Farmers and Graziers of South Australia
 Incorporated.

All members of the committee have diligently applied themselves to the task they were set, and this is adequately demonstrated by reading the report of the committee which previously has been circulated to all honourable members. I take this opportunity of publicly recording the appreciation of the Government to all members of the committee for the work they have done. Since its inception in February of this year, the committee has thoroughly investigated the question of long hours of driving and the other matters referred to it, and the committee's recommendations largely form the basis of this Bill. One of the committee's functions was to consider interstate legislation and, whilst the provisions vary a little from State to State, there is a general pattern of requiring a half-hour rest period after five consecutive hours of driving, a limit of 11 or 12 driving hours in aggregate in any period of 24 hours and a rest period of 24 hours in every week. The Bill provides for such a pattern of rest. It does, however, differ in one major respect from the Victorian and New South Wales legislation, because the latter applies to all commercial vehicles over 2 tons (2032 t), and this Bill will apply only to commercial vehicles of an unladen weight exceeding 4 t (as in Queensland). Thus regard has been had to the changes that have taken place in the road transport industry over recent years. Much heavier vehicles are now used for long distance haulage, and it is only the driving of these vehicles that the Government wishes to control.

The legislation basically functions through drivers being required to keep a prescribed log-book relating to the periods spent by them in driving and resting from driving. It is essential that these log-books be of a uniform nature. The form of the log-books will, under this Bill, be prescribed by regulations. It is proposed that log-books will be readily available in country areas and that the price will be uniform with that payable in the other States. Some passenger transport operators conducting extended tours in South Australia could have difficulty in respect of the rest period of one day in seven, where drivers may be conducting a tour for a period of more than seven days. In the regulation-making powers contained in the Bill there is provision for the exemption of any person or persons of a prescribed class from complying with all or any of the provisions of the Act.

I shall now explain the clauses of the Bill in detail. Clause 1 contains the short title. Clause 2 provides for the commencement of the Bill on a day to be proclaimed. It is hoped that the legislation can be brought into operation on July 1, 1974, the date when it is intended that metric speed limits will apply throughout Australia. Clause 3 contains the definitions necessary for the purposes of the new Act. It will be noted that an authorized log-book includes a log-book issued under similar legislation elsewhere in Australia. I draw attention to the definition of "commercial motor vehicle" which embraces only commercial vehicles of an unladen weight exceeding 4 t. This relieves drivers of most local delivery vehicles from the necessity to observe the provisions of the Bill. The clause also contains other explanatory matter and matters of an evidentiary character.

Clause 4 limits the hours of driving in the same manner as the corresponding legislation of Victoria and New South Wales. The driver must not at any time drive continuously for a period in excess of five hours. He must not drive for continuous periods amounting in the aggregate to more than 12 hours within any period of 24 hours. He must have at least five consecutive hours of rest from driving in a period of 24 hours and at least one period of 24 consecutive hours of rest from driving during the preceding seven days, or two periods of 24 hours each during the preceding 14 days. Subclause (2) specifies the factors to be taken into consideration when calculating a driving period. It should be noted that time spent by a driver on or in his vehicle in connection with the vehicle or the load while it is stationary is not, by omission from the clause, regarded as time spent in driving. Subclause (3) provides that, where there are at least two drivers driving a sleeper-cab vehicle, time spent by a driver as a passenger is not regarded as driving time if each driver has had at least 24 hours outside the vehicle during the preceding four days. Subclause (4) makes special provision for drivers carrying livestock or bees to be exempt from the Bill whilst they are carrying such a load.

Clause 5 requires the driver of a motor vehicle to keep the required records in an authorized log-book. The book is required to be kept in accordance with the clause and with the directions contained in the log-book. The clause also requires an employed driver to supply his employer each week with the duplicate copies of each page of his log-book. Clause 6 prescribes the manner in which an authorized log-book can be obtained. The method is simple. The driver merely calls at a police station or other proclaimed issuing depot, identifies himself by production of his commercial motor vehicle driver's licence and produces the log-book last issued to him or a statement that he was never previously issued with one or that the book last issued to him was accidentally lost. The issuing officer makes certain entries in the new log-book that are necessary for administrative purposes. The various offences relating to log-books carry deservedly high penalties.

Clause 7 imposes on the owner of a motor vehicle the duty of obtaining from his drivers the duplicate copies of every record made by them. Clause 8 imposes on both owners and drivers of motor vehicles the duty, when required to do so by an inspector, of producing for examination every authorized log-book or other record required to be kept by him and of permitting the inspector to make copies thereof and endorsements thereon. One of the principal uses of the log-books and records is, of course, to enable policing authorities to detect with reasonable facility any breaches of the restrictions on the

hours of driving and, obviously, the production of such records is essential. A driver must stay stationary long enough to enable an inspector to examine the documents the driver is required to produce. The other provisions of the clause are designed to facilitate the policing of the measure.

Clause 9 is designed to overcome a common malpractice previously experienced in other States before similar provisions were enacted, whereby drivers would keep more than one log-book and use different log-books for travelling in each State. These would be falsified to make it appear that the drivers have not driven for periods in excess of the restricted periods nor exceeded the speed limits. The clause prohibits a driver from having in his possession an authorized log-book other than one lawfully issued to him or a log-book with any original pages missing or more than one log-book containing any page which is unused or uncancelled. Clause 10 sets out penalties for offences against the new Act.

Clause 11 gives drivers certain necessary or desirable defences to charges for offences against the Bill. Paragraph (a) protects a driver who exceeds his prescribed driving hours through some unforeseen event and paragraph (b) exempts the purely local driver from the necessity to carry and make the records where his employer keeps such records at his place of business. Clause 12 enables interstate drivers, as regards periods of driving and resting from driving before entering this State, to make all entries in their log-books at the time of entering the State.

Clause 13 contains general and specific regulation-making powers necessary for giving effect to this measure. I might here mention that the type of log-book intended to be used under this measure and at present in use in New South Wales and Victoria is identical with that in use in the United States of America and throughout Europe. This kind of log-book has been adopted because it has a number of advantages. It is easy to make the record and to ascertain from the record exactly what work has been done and the record itself is not easy to falsify. It will also be familiar to the many European migrants who engage in truck driving almost as soon as they reach this country. It is now the practice in many overseas countries to use a recording instrument known as a tachograph which records accurately and automatically the speed of a vehicle and the time for which it is stationary and in motion. Power has therefore been given to make regulations for the use of such instruments in part substitution of log-books. Subclause (3) gives a desirable flexibility to the working of the Bill, in that regulations may be made exempting certain classes of vehicles, vehicles carrying certain classes of loads, or vehicles operating under certain conditions. The Government believes that this measure, if passed by Parliament, will greatly assist in improving road safety.

Mr. BECKER secured the adjournment of the debate.

ROAD TRAFFIC ACT AMENDMENT BILL (WEIGHTS)

The Hon. G. T. VIRGO (Minister of Transport) obtained leave and introduced a Bill for an Act to amend the Road Traffic Act, 1961-1972. Read a first time.

The Hon. G. T. VIRGO: I move:

That this Bill be now read a second time.

It amends the law relating to speed limits for heavy vehicles and at the same time introduces gross vehicle weight limits and gross combination weight limits which will be applicable to heavy vehicles. The Bill also makes provision for regulations to be made introducing braking requirements that are more consistent with modern tech-

nology. The Bill follows closely the recommendations made in the Report on Commercial Road Transport by a committee under the chairmanship of Mr. A. G. Flint. I have already acknowledged the excellent work done by that committee.

Prior to 1956 speed limits applying to commercial motor vehicles ranged from 20 miles an hour to 30 miles an hour (32 km to 48 km) according to weight. Amendments were introduced in 1956 providing for differential speed limits in urban and rural conditions. These speed limits, which were introduced in 1956, have remained largely unchanged to the present time. The speed limits applicable to commercial motor vehicles in most other mainland States are generally less restricting than the speed limits that apply in South Australia. Honourable members who are interested in the interstate comparison will find the various speed limits clearly tabulated in the committee's report.

The committee found a general acceptance of the proposition that the present speed limits are unrealistic in present-day conditions. It was satisfied that the vast majority of commercial vehicles in service today are capable of operating at speeds well above the present statutory speed limits with an equivalent or greater degree of safety compared to vehicles of 10 years ago operating at the speed limits that applied at that time. The committee, however, acknowledged that excessive loading of commercial vehicles (that is to say loading beyond the limit for which they were designed) is a factor that can seriously reduce standards of safety. In South Australia, the present limitations on loading are defined by reference to axle loadings. It is an offence to drive a vehicle on the road if the load on the front axle exceeds 6.5 tons (6.6 t), if the load on any other axle exceeds 8 tons (8 t), or if the aggregate load on all axles together exceeds 38.5 tons (39 t).

These limits apply to any vehicle regardless of the load capacity for which it was designed. In present conditions, it is usual for manufacturers of commercial motor vehicles to specify gross vehicle weight and a gross combination weight limit for each model that the manufacturer produces. The gross vehicle weight limit represents the maximum aggregate weight to which the vehicle may be loaded in accordance with the manufacturer's recommendation. The gross combination weight limit relates to the total weight of the vehicle and of any trailers or other vehicles that may be drawn by the vehicle. The committee points out that for vehicles in the lighter weight categories, loading to axle weight limits normally results in loading considerably in excess of gross vehicle weight or gross combination weight limits. For vehicles of a heavier type, normally the axle load limitations prevent the vehicle being loaded beyond these weight limitations.

All other States of Australia provide for limits on the loading of commercial motor vehicles imposed by reference to gross vehicle weight and gross combination weight limitations. Generally a tolerance of 10 per cent to 20 per cent is allowed over and above those ratings. The committee recommended that a tolerance of 20 per cent be allowed in excess of gross vehicle weight and gross combination weight ratings. This is a generous tolerance in comparison with the limitations that apply in some other States.

Clause 1 of the Bill is formal. Clause 2 provides for the Act to come into operation on a day to be fixed by proclamation. At the present time this commencing date is expected to be July 1, 1974. It should be noticed, however, that the limitations of gross vehicle weight and gross combination weight do not apply until January 1, 1975.

Clause 3 inserts a number of definitions required for the purposes of the new Act. Clause 4 inserts a new provision in lieu of the present sections 53 and 53a of the principal Act. An absolute speed limit of 90 kilometres an hour (50 miles an hour) is imposed in respect of a motor vehicle whose laden weight exceeds four tonnes (4 tons), an omnibus or a motor vehicle carrying more than eight passengers. This speed limit of course does not affect other lower speed limits that may be applicable to the vehicle if it is, for example, within a municipality, town or township or being driven in circumstances where lower limits apply.

Clause 5 repeals section 53a of the principal Act. Clauses 6 to 9 remove from the principal Act specifications relating to braking and provide for those provisions to be included in future in the regulations. This is highly desirable in view of changes in vehicle manufacturing technology. It is expected that the regulations along the lines recommended by the committee will be drafted in readiness for the commencement of the new legislation.

Clause 10 deals with the imposition of limitations on gross vehicle weight and gross combination weight. These limitations will be determined by the Registrar of Motor Vehicles on the advice of a specialist advisory committee. The limitation applicable to a vehicle will be inserted in a certificate of its registration. The operator of the vehicle will be allowed to operate at a weight of up to 20 per cent above the relevant weight limit so determined. The power of exemption contained in section 147 (6) should be particularly noticed. This will enable the board to grant exemptions where, for example, grain or timber is being hauled over level terrain and there is no danger in the gross vehicle weight or gross combination weight limits being exceeded.

Clause 11 makes consequential amendments to section 150 of the principal Act. Clause 12 provides for the weighing of motor vehicles. In particular, it provides that the whole of a motor vehicle does not have to be weighed simultaneously but separate readings can be taken of the weight bearing on various axles of the vehicle, and those readings may then be aggregated. The provision is inserted safeguarding operators of vehicles by providing that the weighbridge on which the vehicle is weighed must have a level weighing surface, that is, no point on the surface on which the weight bears may be more than 15 millimetres (nineteen-thirty seconds of an inch) above or below any other point on that surface.

Clause 13 provides for the painting of gross vehicle weight limits and gross combination weight limits of vehicles to which they apply. Clause 14 makes consequential amendments to section 175 of the principal Act, which is an evidentiary provision. Clause 15 amends section 176 of the principal Act providing for the making of regulations dealing with the brakes with which vehicles must be equipped.

Mr. BECKER secured the adjournment of the debate.

POTATO MARKETING ACT AMENDMENT BILL

Adjourned debate on second reading.

(Continued from October 3. Page 1039.)

Mr. DEAN BROWN (Davenport): I support the Bill. In the marketing of primary produce, a unique situation occurs when there are many producers of a product and relatively few distributors. Therefore, it is important that there be a marketing board to ensure fair and equitable marketing of the product. Potatoes are a product in relation to which this situation applies. The marketing board concerned must have the power and authority to

ensure that there is fair and equitable marketing. The Bill ensures that the South Australian Potato Marketing Board shall have that power and authority to carry out orderly marketing. In the potato industry, it is difficult to equate supply with demand. The supply depends on climatic and biological conditions. The price of potatoes will therefore vary greatly, depending on whether there is over or under supply.

Currently, in Australia potatoes are in short supply. For this reason, potatoes have been a major contributor to the dramatic rise in food costs. In July, the price of potatoes rose nationally by 15.4 per cent as a result of the failure of crops in the Eastern States. An effective South Australian Potato Marketing Board may help eliminate the great fluctuations in price and ensure orderly marketing. The Bill ensures that there shall be no economic advantage to be obtained from not complying with the conditions of the legislation. Under the Bill, penalties for offences against the legislation are increased, and the penalty includes a sum equal to the value of those potatoes. For practicability, under the Bill the burden of proof is transferred to the defendant. Although this procedure is against the normal traditions of our law, it is fair and reasonable in this situation, as it is particularly easy for a defendant to produce evidence of his innocence. A defendant need only produce evidence as to the source of his potatoes. Furthermore, the Bill invalidates any agreements or arrangements that are against the objectives of the legislation. Again, this simply ensures that the purposes of legislation and orderly marketing are not affected. In supporting the Bill, I urge all members to do the same.

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

URBAN LAND (PRICE CONTROL) BILL

Adjourned debate on second reading.

(Continued from October 10. Page 1181.)

Dr. TONKIN (Bragg): At the outset, I must say how impressed I was yesterday by the fact that the member for Mitchell managed to make two speeches on the same day. I congratulate him on doing that. At least, he tried, which is more than most of his colleagues have done. I think the quality of the speeches from the other side was fair, but the subject matter of them was appalling. However, I do not suppose we could expect anything else.

I think the member for Mitchell comes into the category of one who rushes in. He said, among other things, that people wanted this legislation and, therefore, we would find it extremely difficult to oppose it. I think he should check his figures, because I am not so sure that the majority of the people want this legislation as it has been introduced and for the reasons why it has been introduced. I am sure that, when they realize the underlying reasons for its introduction, they will not want a bar of it.

The honourable member also said in passing that he considered that the Labor Party still had the support of the people of South Australia and of Australia as a whole. I seriously question that statement, too. Neither the honourable member nor any other member opposite has said that the introduction of this Bill was inspired by the Commonwealth Government, that it resulted from the soft sell, and the misleading advertising before December 2. That advertising was in direct contrast to the misleading advertising we have had in the past two days. There was no true statement of intention before the December 2 Commonwealth election or the recent State election. There was a policy speech, certainly, which included a statement that price control on land would be instituted and that

the Labor Party would do the best it could to keep down land prices, but there were no details about how this was to be accomplished.

This soft sell policy, the refusal to reveal the full facts of the situation, is rebounding on the Labor Party Governments in both the Commonwealth and State spheres, and I consider that it is this rebounding that is now responsible for the increasingly large number of people joining the Idiots Who Voted Labor Society. Believe me, this society, which I understand has been constituted, is growing in membership rapidly every day.

Certainly, many people in our community are extremely disappointed with the Labor Government and what it has been doing. One statement by the member for Mitchell was that the Liberal and Country League members were puppets and were being used. I find that amusing, because I cannot think of anyone more like puppets than the members of the Australian Labor Party Government in this State. They certainly are puppets. Their strings are being held and manipulated from Canberra, and they are dancing the tune as the Prime Minister is piping it.

Mr. Becker: They're running around in circles at the same time.

Dr. TONKIN: They can go any way they like as far as Canberra is concerned, as long as they do what they are told, and that is exactly what they are doing. The member for Mitchell touched on several other matters, none of which was of any great value, but he did say that not only was land increasing in price but that house prices were increasing also. He has never spoken a truer word! House prices are increasing, once again because of the mismanagement and inactivity of the Commonwealth Labor Government. We must accept that, because of this inactivity, prices of both houses and land will increase. The Prime Minister of this country is fully aware of the increase in house prices. I have not the exact figure but I understand that he asked a grossly inflated price for his own house when he sold it recently. Certainly, he recognized the effects of inflation. Did he get his price, I wonder?

The Hon. Hugh Hudson: I wouldn't indulge in the kind of personal viciousness that obviously appeals to you.

Dr. TONKIN: I must correct the Minister: I am not being vicious.

The Hon. Hugh Hudson: You are being personally vicious.

Dr. TONKIN: I am only quoting facts, and saying that the Prime Minister realizes full well, and has every reason to realize at first hand because of the sale of his own house, the effect of inflation on house prices in this country. There is nothing vicious about that.

The Hon. Hugh Hudson: What is your source for that statement?

Dr. TONKIN: The position is certainly deplorable, because we do not like the idea.

The Hon. Hugh Hudson: What is your source for that gutter garbage?

Dr. TONKIN: Nevertheless—

The Hon. Hugh Hudson: What is your source?

Dr. TONKIN: Nevertheless, we are quite sure that the Prime Minister knows exactly what is going on, as does every other person who has sold or bought a house in the past 12 months, more specifically in the past nine months since the Labor Party came to office in Canberra.

The Hon. Hugh Hudson: When did you make this up, anyway? What is your source?

Dr. TONKIN: One thing that is quite certain about this Bill is that it would not have been introduced without Stimulation from Canberra. As the Minister has said in

his second reading explanation, it complements the operation of the Land Commission, and the two Bills are quite intertwined and dependent one on the other. I consider that they are dependent one on the other in more ways than appear on the surface. They are supposed to implement the Government's policy of arresting spiralling land prices. I should hope that that were so.

If that was the true reason for their introduction, I would say that that was fine and, probably, we would support them, but there are far more devious reasons underlying the purpose, and it is about time we considered these. I will not go into the apparent contradiction of ensuring a regular supply of allotments on the market as against moderating the demand for allotments, because I think other speakers have covered that. There have been many comments, too, about the Government's attack on speculators, but I do not intend to deal with that matter, as it has been covered more than adequately by members on this side. The question of bottlenecks and of who is responsible for the shortage of allotments also has been covered.

I repeat the point I have made previously, namely, that the redrafting of the Planning and Development Act could well have been a far more satisfactory solution to the problem. We have been suffering in this State, since the Labor Party came to office, from a plethora of legislation, much of which is cumbersome and oppressive. If anyone has purchased land after May 16, 1973, looking to the future and hoping to build or subdivide, and then is not able to do this and wishes to sell the land, it will be subject to price control under this Bill.

I think it totally unfair to peg the increase to 7 per cent a year on land transactions when already we have had an inflation rate of 13 per cent a year running in the past nine months and when there is a fair chance that this will increase, if inflation in the building industry is anything to go by. To add insult to injury, people who have looked to the future, putting aside land for building, and who then cannot proceed to build, may find that that land can be acquired compulsorily by a Government Land Commission. In other words, the Government is getting it in two ways. One wonders which Government will benefit, because under the arrangement regarding the Land Commission it will be a totally Commonwealth Government Land Commission and the State will be acting purely as an agent. Nevertheless, with compulsory acquisition by a Land Commission prices will be fixed allowing an increase by 7 per cent compound interest a year, and it will be to the major benefit, of the Land Commission. We have been told that the emphasis will not be on ownership, and so the full picture emerges. We will have a Commonwealth Government dominated commission with the power to buy or compulsorily acquire land, and land bought or acquired after May 16, 1973, will be subject to price control under this Bill, with a major benefit to the commission. The land the commission buys will be let out on leasehold, and the Socialistic policy on land and property will be well under way.

I suppose I could say that we are extremely fortunate not to have the Prime Minister poking his nose into the State's affairs again in relation to this Bill, but he has all the control he needs in the first Bill of this unholy pair, as he has a fair degree of control over the Land Commission. The Premier said that this legislation had been introduced to benefit the average family: it may be possible (I emphasize "possible") to have that short-term effect, but the A.L.P. Governments in the Commonwealth and State spheres obviously want (and this is their main

concern) to become Australia's largest landowners in furtherance of Socialist policy, and they want to have the land market sewn up. By the time that happens there probably will be only one Government, because, if there is an A.L.P. regime in both spheres, the State A.L.P. Government, will, when the time comes, gladly and happily give up its total responsibilities to the Commonwealth Government.

I believe that this Government does not care about Mr. and Mrs. Average Man, although that is a useful emotional argument to use. I am not impressed with the argument that it is concerned with Mr. and Mrs. Average Man, when I see the Premier's performance in the press both in newspaper articles and in advertisements. The Premier and members of this Government are interested only in total State control and State ownership of all land and property. This is the object of the exercise. By State I mean not the State of South Australia but the State as it is applied to the Government. We will have control over land acquisition, conversion of freehold to leasehold, control of land and new house prices, all aimed at the total central control and central ownership. In fact, this State Government will do very well with leasehold, because it will not be controlled under the provisions of this or any other Bill.

Two other features of this legislation have been referred to, but I should like to deal with them. The first is the definition of "controlled area", and the member for Torrens covered this point very well. Part of this definition states, "Any other area declared by proclamation under this Act to constitute a controlled area;". If necessary, this could involve the entire State, as no limitation is placed on it. The other feature is the definition of "the control period" and, as the member for Torrens and other members have pointed out, this definition is unlimited. For "controlled area" no guidelines have been set in the Bill to govern future proclamations, and the only comment we have heard about "the control period" is that it commences on May 16, but there is no indication about when it will end. The Government will say (and probably quite correctly in this instance) that it is impossible to legislate for an ending to this legislation, because its objects would then be defeated, and I agree. However, because of this we are asked to sign an open cheque. I do not believe that this Government intends to repeal the legislation until it has the entire State (and, it hopes, the entire country) sewn up for land ownership. The Minister said in his second reading explanation:

The controls imposed by this Bill will continue until the Government is satisfied that the supply of building allotments is in balance with demand and the Government's object of stabilizing land prices has been achieved.

Although this sounds reasonable, I believe that, like many other Socialist proposals, it is reasonable on the surface but requires careful analysis, and its long-term effects must be carefully considered. The Government will stabilize land prices by abolishing land prices in favour of leasehold land. I find this attitude obnoxious, as it is in furtherance of a Socialist policy, and any permanent form of naked and unlimited price control on anything is abhorrent at any time. As a further insult, and as an added complication resulting from the legislation we are passing, there will be control on the price of new houses for sale or lease. I suppose this must be necessary as a result of the implications of the foregoing part of the Bill. Sir Walter Scott wrote:

Oh, what a tangled web we weave,
When first we practise to deceive.

With apologies to him, I say:

Oh, what a mess we can create
When first we start to legislate.

However, I do not like that very much; I prefer the third person, as follows:

Oh, what a mess they can create
When first they start to legislate.

And that is what is going on. We have a commissioner, tribunal, determinations, exemptions, appeals, conditions, and penalties: what a mess! Is it all necessary? If it is in furtherance of a centralist Socialist policy, yes, it is necessary, and I am pleased that the member for Unley agrees with me.

Mr. Langley: Who said that?

The Hon. Hugh Hudson: He said nothing of the kind.

Dr. TONKIN: I thought I heard a Government member say "Yes", but it might have been the Minister. However, if it is for the long-term good of the people and for the preservation of our freedom and our freedom of choice, it is not necessary, and I cannot support it in any circumstances.

Mr. LANGLEY (Unley): I support the Bill, because I am sure it is designed mainly to introduce price control on some houses after May 16, 1973. This is not the first time price control on land has been introduced in this State: I can recall during the Second World War and after it that I had the chance to buy a block of land for a little more than \$200 in the Edwardstown area. This sale was refused because it was too expensive. Other blocks in that area had been bought not long before that for \$100 and houses built on them cost \$1 500 each. Obviously, there was a big difference between the price of land and the price of the house.

Mr. Becker: They were the good old days.

Mr. LANGLEY: I am not sure whether I wish to go back to them. When anyone gets into difficulties the Labor Government moves in and the other side moves out and, in many cases, it is pleased to move out, especially during war time. In the example I mentioned the price of the house was 10 times greater than the price of the land. Nowadays the price of land is similar to that of a house, and a block of land today can even be accepted as a deposit on a house. That indicates how much the price of land has soared in recent years, and this trend must be stopped. As previously happened, we must curtail the activities of the speculator who buys land cheaply and then tries to sell it and make a handsome profit.

I point out to the Opposition that every measure emanating from this side of the House, while it may not be in the best interests of the wealthy (the member for Bragg has just said that he is looking after that side), certainly benefits the ordinary people in the community. Although I will not mention names, I point out that in my own area three or four people in the land business have recently bought houses well beyond the reach of the average person, and these people would not even have been in the business for many years. They have made much money out of speculating and have contributed to increasing the price of land to an extent often well beyond the financial means of the average person.

Mr. Jennings: They haven't made the money; they've got it.

Mr. LANGLEY: Yes. Some of these people have in a relatively short time made enough money to last them the rest of their lives. During the last war, when two pay packets were coming into the homes of many people, there was money to spare, whereas just before that there had been a depression. I am pleased that the Government moved in during the war, when there was a boom period,

and controlled land prices. When that control was removed, the position reverted to what we might call a normal one, but it has now gone much further than that. The member for Torrens, who referred to established houses as well as to houses being built, would agree that prices have risen. I interjected when he was speaking last evening and incorrectly said "subletting" instead of "subcontracting". If we gave some people in the building trade a plan and said, "Build a house", they could not do it, and this was shown in a recent survey that was published in the *Mail*. If we are to improve building standards, we must have a sufficient number of apprentices, and I am sure that the Minister of Labour and Industry is moving in the right direction by establishing an 18-week course for bricklayers.

When price control existed formerly, a builder was a builder, and a property was sold by a land agent, and this also naturally involved a land broker. However, today in many cases a speculator buys land; he naturally has an interest in that land when he sells it to someone, and he may also have an interest in building a house on that land; he then has a further interest when the house is sold. This person may also be involved in the land brokerage in respect of these sales. I am sure that the Opposition is not in favour of certain current practices that have made houses dearer than they normally would be. However, I am sure that this Bill and other legislation will help rectify the situation. The member for Torrens correctly said that there are many established houses in the inner-suburban areas: when prices began to rise, the smart people in business became strongly in favour of buying these established houses, which at the start (about three or four years ago) fetched reasonable prices.

Mr. Nankivell: You couldn't borrow money to buy them.

Mr. LANGLEY: That is not so. I know many people in my district who bought houses.

Mr. Jennings: You reckon it would be quite legitimate to pay more if you could borrow the money.

Mr. Nankivell: They were too cheap.

Mr. LANGLEY: I do not think so; the price was all right. Some houses near my own are selling at a figure four times as much as they would have about four years ago. I know of one house that was bought recently for \$13 000 and sold for \$19 000. This house, which is three doors from my own, had some work done on it at a cost of about \$2 000. When I went in to see it the other day, bearing in mind that the work had been done less than 12 months previously, I saw that paint was peeling off the ceiling, bricks were fretting and cracks that had been plastered over were starting to open up.

Mr. Jennings: That's private enterprise for you.

Mr. LANGLEY: Yes. Many people have been buying a pig in a poke. I believe that, similarly to the builders' licensing provisions, when an established house is bought a report should be given by an officer, relating to the condition of the house when it was previously bought, so that the potential purchaser would benefit. This would curb the activities of the smart person in the land and building business but help the purchaser, who generally is making the biggest financial outlay of his life. Housing finance can be obtained fairly readily these days and, contrary to what many people may say, people are preferring to buy their own houses. Despite what the Opposition has said about what effects this Bill may have, and despite what it says about the Commonwealth Government taking over the State, I assure members opposite that the control of land prices will stabilize prices and halt

the escalation that has been taking place at such a great rate (a rate of 52 per cent over a short period recently).

Bearing in mind that this control will apply as from May 16 last, I am sure that, while some people will not be able to make the big profits they expected to make, many young people will be given a further opportunity to own their own home. I assure members opposite that I have not had a complaint from anyone in my district, young or old, condemning this legislation. Most people hope that it will soon become law. I congratulate the Government on the way in which it has let people know the contents of this legislation and the reasons for it. I am sure that has made a great difference. I remember when the L.C.L. had the slogan "We care"; now the people are saying "Beware".

The Hon. Hugh Hudson: They didn't mean it when they put out that slogan.

Mr. LANGLEY: The L.C.L. represents the wealthy, not the healthy. One of its slogans is that national health is a health hazard, whereas it should state that national health is a wealth hazard. The people of the State will be pleased when this legislation is passed. They will know that once again the Government is looking after them. I support the Bill.

Mr. DEAN BROWN (Davenport): The primary objective of the Bill is to help reduce the price of land in the metropolitan area. Despite the claims of members opposite, Opposition members fully support the objective of the Bill in trying to lower land prices, but that is where our support ends. Clearly, the Government has failed to analyse this legislation carefully to see whether it will produce the desired effects. Before members opposite ask me what I would do, I will tell them that I have suggestions of other means by which we can control land prices. First, general inflation throughout Australia must be controlled. Obviously, if the inflation rate is 13 per cent a year, people will tend to invest in land and houses as the only means of hedging against that inflation. We must control inflation so that once again people will invest in finance companies and banks and in other investments, with their money increasing at a rate at least equal to the inflation rate if not greater than that rate. The Government has done nothing to improve the situation, because it has totally destroyed the confidence of the community in the Stock Exchange.

The second measure I recommend to the Government (and it should have looked at this well before considering the sort of proposals included in the Bill) is the speeding up of the provision of basic services to areas of raw land that are marked for development. Obviously, if the supply of land is to meet the demand it is important that large areas be given the basic services as quickly as possible, and the Government has sadly failed to do this. Thirdly, I recommend speeding up approvals for subdivision of land by private developers, with capital being made available at low interest rates for this purpose. The Government has ignored action in this direction. Fourthly, the private development of land should be encouraged to ensure a balance of supply and demand in land within the Adelaide metropolitan area. Again, that is a common-sense recommendation. I have stated four fundamental and basic actions that the Government could take to control the inflationary spiral of land prices. Yet the Government has not attempted to take any of these steps. Instead, it has chased after red herrings in the hope of setting up a massive Land Commission to control land speculators and the building of houses in the State. Unfortunately, this attempt will fail, as I will shortly point out.

The Government has contributed directly and indirectly to the increase in land prices that young people have to pay. Some of the points in this connection have already been covered; I have dealt with some of them in previous speeches on this subject. First, the Government has failed to control inflation; in fact, it has encouraged it. In reply to a question, only last week the Premier indicated that the Public Service Board would grow by 30 per cent in the current financial year. The growth of that department is typical of what is happening in all Public Service departments in South Australia and in the Commonwealth. It is accepted that the Commonwealth Public Service will this year grow by as much as 20 per cent. This figure compares with the restriction on the growth rate of the Public Service of 3 per cent a year imposed by the Liberals. If ever a factor has contributed to inflation in this country, it is the growth of the Public Service and of the fat cats.

Secondly, the Commonwealth Government caused an increase in interest rates on land and housing loans. While the South Australian Government is introducing legislation in an attempt to reduce the cost of houses and land, its cohorts in Canberra, by increasing the rate of interest on long-term Commonwealth bonds by 11 per cent, has forced up interest rates on land and housing loans by 1 per cent. That is the official figure, but the unofficial figure is an increase of at least 2 per cent. If the Government was genuine in this connection, it would look at all aspects of the matter and at least criticize the Commonwealth Government where it has failed. Thirdly, the Prime Minister promised great things to young people who were building houses and having to repay their loan and interest. He criticized Liberal Governments for not keeping the interest rate on housing loans down to 6 per cent. Yet that same Prime Minister, in the nine months he has been in office, has increased interest rates above the level reached by the Liberals. He promised taxation deductions on interest paid on housing loans. What has happened to that election promise? It has been thrown out the door, like so many others. This is one more reason for the increase in housing costs in South Australia.

Fourthly, the Government has caused an air of uncertainty to develop in the realm of real estate development. Developers are starting to pull out finance from South Australia and invest it elsewhere. This has the effect of reducing further the areas of land being subdivided. If, as a result of lack of confidence, people are not here to subdivide land, and money is not available, the supply of land will be extra short. The State Government has encouraged this uncertainty in the realm of land development.

Mr. Gunn: It has undermined confidence.

Mr. DEAN BROWN: Exactly. Fifthly, by destroying confidence in the Australian economy, particularly with regard to share and stock markets, the Government has forced people to remove investments from that area and put money into land. This action forces up the price of land. Obviously, people will have a certain amount of money to invest and the Stock Exchange has been destroyed, so they are putting the money into real estate. The Commonwealth Government has encouraged this move into land speculation. These five points show who is the guilty party in the inflationary spiral of land prices. We see why the Australian Labor Party Governments here and in Canberra—

The Hon. Hugh Hudson: Will you explain to me why land speculation and Stock Exchange speculation go together?

Mr. DEAN BROWN: I turn now to the reasons why those Governments have encouraged the inflationary spiral. This has deliberately slowed down the supply of services to new areas.

The Hon. Hugh Hudson: That's a lie.

Mr. DEAN BROWN: It is well known by developers, the community at large, and certainly by members on this side, that it is true.

The Hon. Hugh Hudson: You said it was a deliberate slowing down in services, and I am saying that is a lie.

Mr. DEAN BROWN: The Government also has slowed down the process of approvals for land development. Yesterday I quoted specific cases of where the Government has acted in a totally irresponsible way. Now I will quote some of the times taken to get approvals through the State Planning Office.

The Hon. Hugh Hudson: This is for subdivisions?

Mr. DEAN BROWN: Yes. I refer to the fact that approval was granted by a council on February 28, 1973, after unofficial approval had been obtained through several Government departments. Despite haggling, wrangling and pushing with the State Planning Office, approval still has not been given.

The Hon. Hugh Hudson: Has any objection been taken to the plan?

Mr. DEAN BROWN: I have quoted other cases of land approvals taking from six to eight months to obtain after all the plans had been submitted. The Minister seems to doubt me. He does not like the truth and the facts. Cases show that the administration of approvals for subdivisions has reached an appallingly slow snail pace in this State. Between 24 and 30 months elapse from the day the subdivider decides to submit his plan to the State Planning Office until he can start selling the blocks. If this is not bureaucratic bungling by the State Government, I do not know what is. That is the third reason why the State Government has directly assisted or encouraged the increase in land prices. Furthermore, the Government has been one of the greatest speculators in land in this State.

The Hon. Hugh Hudson: That's a lie.

Mr. DEAN BROWN: The member for Glenelg has referred to many cases where this is so, and I shall quote a further case.

The Hon. Hugh Hudson: Do you suggest that the Government—

The DEPUTY SPEAKER: Order! Standing Orders provide that there shall be one speaker at a time. I call on the honourable member for Davenport.

Mr. DEAN BROWN: I have documents (and I am willing to show them to anyone) showing that in the Hillbank area the Housing Trust is putting land up for sale at \$4 500 an acre (.4 ha). Directly across the road a far better residential area, one that is better for building and subdivision, and one for which there is not a Highways Department plan to go through the middle, as there is for the other area, has been sold recently for \$3 500 an acre. The market value of that land is \$3 500, yet the Housing Trust is asking \$4 500 an acre. If that is not evidence that the South Australian Government is the greatest land speculator in the State, I do not know what else the Minister wants. I am pleased that the Minister is too embarrassed to stay and is now leaving the Chamber.

The Hon. Hugh Hudson: Come on!

Mr. DEAN BROWN: Now I am delighted that he has come back.

The Hon. Hugh Hudson: I am appalled at your shoddy reasoning, your misuse—

The DEPUTY SPEAKER: Order!

The Hon. Hugh Hudson: —of alleged fact and the rotten accusation you are making against people.

The DEPUTY SPEAKER: Order! The honourable member for Davenport.

Mr. DEAN BROWN: The Minister has accused me of several very grave things.

The Hon. Hugh Hudson: That's right.

Mr. DEAN BROWN: I am willing to show him this document, which indicates clearly that the Housing Trust (I will table the document) is asking \$4 500 an acre for land, when land adjacent was sold recently at \$3 500 an acre.

The Hon. Hugh Hudson: What is the difference regarding provision of services, what are the facts, and have you inquired of the Housing Trust?

The DEPUTY SPEAKER: Order! The honourable Minister of Education is out of order.

The Hon. Hugh Hudson: You're making a rotten accusation.

Mr. DEAN BROWN: This afternoon I have produced conclusive evidence that our State Government has indirectly encouraged the inflationary spiral of land prices, yet it has the hide and gall to put advertisements in the newspapers claiming to be trying to reduce that inflationary spiral. We and other members of the public know otherwise.

Mr. Payne: Tell us whether you got in touch with the Housing Trust about that land.

The Hon. Hugh Hudson: You would rather do something crook!

Mr. DEAN BROWN: The first provision of this Bill is to force those who were holding land before May 16 to hold it for a long period. Anyone who bought land before May 16 and now sells it is foolish, because he possesses now one of the most valuable sources of investment anyone could have in this country, especially with the present inflation that is being encouraged by the Government. Every person who owns vacant land should hold it.

The Hon. Hugh Hudson: Must you always peddle garbage!

Members interjecting:

Mr. DEAN BROWN: If a person holds vacant land but cannot sell it to a potential house builder, there will be many vacant blocks.

The DEPUTY SPEAKER: Order! I have warned other members, and I now warn the honourable member for Eyre.

Mr. DEAN BROWN: If many people in the community are forced to hold their land for sound economic reasons, it will be more difficult to obtain land on which to build houses. This situation will have the effect of further increasing the inflationary spiral of the cost of land in this State. Yet the Party opposite, which purports to help the average citizen to build a house or to buy land, is doing exactly the opposite. In the second reading explanation it was claimed that this legislation would tend to reduce the price of land or level prices out, but we realize, after logically examining the effects it will have, that the opposite result will be produced, and that the shorter supply of land will force up prices. The next provision of the Bill is to discourage people from wanting to build houses on a speculative basis. However, speculators provide much money for house building, because money is not available from other sources in the community, and they can build a house at a far lower cost than can the average citizen.

During the past two weeks I have carried out a survey, and have found that the average person who wishes to build a house would rather have an independent person

build it and then sell him the land and the house. The average person is not willing to go to the bother (and much bother is involved) of having his house designed and building it himself. I can quote many cases in which people have gone to a specific house builder, developer, or speculator (that is what members opposite call him) and said that, if the builder would build the house, they would buy it. In one instance land was offered to a potential buyer, but he told the builder to put a house on it. The builder said that he would need to take a profit from the house, and then stated the profit he wanted. He was told that the buyer would rather have the house built, because the product would be better and cheaper and he would not have the worry of having to build it. This Bill will have the opposite effect to what the Government's second reading explanation claims it will have and what is claimed in the newspaper advertisements: that is, the price of houses in the State will increase, if this Bill is enacted.

The Hon. L. J. King: If you shut up, we can go home.

Mr. DEAN BROWN: I do not intend to shut up in order to allow the Attorney-General to go home, especially when the Government is trying to steam-roll through this House what could be called falsely thought out legislation. I am trying to protect the average citizen of this State, and to keep down prices of land and houses. I have produced evidence that shows the specific effects of this Bill. First, by the Government's introducing this legislation, land will be in shorter supply than it is now, and the price will rise further. Secondly, the Government is forcing speculators out of business, and they will go into other businesses or leave the State, and this action will increase the price of houses. The Bill has other effects, because if fewer houses are built the price of second-hand houses will rise. Also, the Government is trying to force any house builder to live in that house for 12 months: probably, the house will be kept vacant in a residual form or rented for 12 months, thus further upsetting the housing industry of this State and producing increased prices.

I refer specifically to Part IV of this Bill, which deals with the control of the price of new houses. It is clear, after discussing this matter with people in this business, that it would be impossible for the commission to decide at what price the new house should be sold. The arguments suggested in the second reading explanation (and by Government members who have spoken in support of the Bill) indicate that no thought has been given to whether Part IV will operate satisfactorily. I assure Government members that it will not: it is vague, to say the least. A telephone number is shown in the advertisement so that people who ring may obtain details. This morning someone telephoned that number in order to obtain details about how the calculation would be made, but the answer he received was that it had not been decided how it would be worked out and what procedure would be adopted. Although the Government is introducing legislation, it has not considered how that legislation will be implemented. If that is responsible Government, it is time we all went home. I predict now that the building industry in this State will become completely bogged down within the next 18 months should this Bill pass, and it will become completely bogged down by further administration of the commission and within the courts of appeal.

Every house being built will be a matter of an appeal before the court. However, few houses will be built because many speculators will not be willing to proceed without a specific policy being available and of how details will be calculated. Why will any developer build a house

at this stage? He will sit back and wait for 12 months until a test case has been heard on how this legislation should work and what procedures should be adopted. For the next 12 months there will be an even greater shortage of houses in this State, because no-one will be sufficiently willing or game to build them. The fact that a procedure has not been laid down will have the effect of stopping almost completely the building of houses in this State until the test case has been heard and until it is known what procedure will be adopted. Otherwise, there can be only one result: houses will become even more expensive and will be in shorter supply.

I oppose this Bill, although I support its aim in providing low-cost housing. This Bill has been ill conceived and, when one studies it carefully, one sees that its effect will be to increase the price of land and houses. I have indicated how the Government has greatly encouraged an increase in land and house prices. Further, the Government has been slow in regard to granting approvals for subdivisions; with its Canberra colleagues it has increased housing interest

rates; it has forced people who have bought land prior to May 16 last to hold on to that land as an investment; and it has done nothing to curb inflation. Indeed, the rate of growth in the Public Service that it has encouraged will increase inflation. The strength of the Public Service Board within the last 12 months has been increased by 30 per cent; that is a despicable growth rate, especially when one considers that the growth rate in the private sector has been only 3.5 per cent.

The SPEAKER: Order! The honourable member must link up his remarks with the Bill.

Mr. DEAN BROWN: Thank you, Mr. Speaker. Unfortunately, we will see the effect of land and houses becoming even more in short supply, further increasing prices. I oppose the Bill totally.

Mr. WELLS secured the adjournment of the debate.

ADJOURNMENT

At 5.45 p.m. the House adjourned until Tuesday, October 16, at 2 p.m.