

LEGISLATIVE COUNCIL.

Tuesday, August 6, 1963.

The PRESIDENT (Hon. L. H. Densley) took the Chair at 2.15 p.m. and read prayers.

QUESTIONS.**TOTALIZATOR AGENCY BOARD.**

The Hon. K. E. J. BARDOLPH: In view of the sharp complexity of opinion of the merits and demerits of establishing a totalizator agency board, and as racing is an important industry in South Australia in which many thousands of pounds are invested in blood stock, will the Government use its prerogative and submit a referendum to the electors for the purpose of seeking an expression of public opinion on this important issue?

The Hon. Sir LYELL McEWIN: I do not think that the question requires any explanation, because not only I, but my Party, are opposed to referendums and consider that members of Parliament should exercise the responsibility vested in them as representatives of the people. Therefore, the answer is "No."

HIGH TENSION LINE POSTS.

The Hon. A. J. SHARD: Last year I asked questions concerning telegraph and high tension line posts on the Hampstead and Rakes Roads being out of alignment. Nothing has been done. I ask the Minister of Roads whether the question has been given consideration and can he advise me whether it is the intention of the department concerned to have these posts put into line? If not, will he make inquiries and see that it is done as soon as practicable?

The Hon. N. L. JUDE: I am glad to inform the honourable member that this matter has been under close consideration on more than one occasion. Some delay was caused on Hampstead Road because many posts on narrow roads had to be moved first, but in the meantime, because of widening of the main North-East Road, in which I believe the honourable member is also interested, many high tension posts are being removed from the Hampstead Road corner out towards Modbury. I have been informed recently by the Electricity Trust that it intends to re-route the high tension line entirely and the posts will not be moved back, but removed altogether. That may also take place on the Hampstead Road.

RESIGNATIONS FROM POLICE FORCE.

The Hon. A. F. KNEEBONE: I draw the attention of the Chief Secretary to publicity given to the large number of resignations from the Police Force during the last few months and ask him whether he can give the cause and whether recruiting is keeping pace with these resignations?

The Hon. Sir LYELL McEWIN: The number of resignations is not abnormal. The Police Force is becoming larger in establishment as the years go by and consequently there has been an increase in resignations. Every consideration is given to the type of applicant. First of all he must be acceptable as a trainee and then he becomes a cadet. However, he may not find conditions to his liking, or, on the other hand, his performances may not be up to the requirements of the service. That is the only explanation I can offer the honourable member. So far as the establishment is concerned, we are maintaining the position and I think we have a Police Force of a calibre of which everybody in the State has every reason to be proud.

TAX REMISSIONS.

The Hon. K. E. J. BARDOLPH: Can the Chief Secretary say whether the Government will approach the Commonwealth Treasurer in an effort to secure taxation remissions in connection with fees and expenses of parents of students, whose ages range from 19 to 25 years doing a full day course at the University, School of Technology, or a technical school, and not in receipt of any remuneration?

The Hon. Sir LYELL McEWIN: I am not aware of any previous case where the State Government has interfered with the prerogative of another Government in relation to its taxation policy. However, if the honourable member desires it, I shall be happy to take his question to the Treasurer and Cabinet, and give him a reply.

CONSOLIDATION OF STATUTES.

The Hon. Sir ARTHUR RYMILL: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. Sir ARTHUR RYMILL: On November 1, 1960, I asked the Attorney-General whether in view of the fact that it was 1936 since the Statutes of South Australia were last consolidated, and as this was such a great boon to everybody, he would consider having a new consolidation made of the Statutes. The Attorney-General replied that the office of the

Parliamentary Draftsman had been short-staffed, that the position was then satisfactory, but it might be possible to have another look at the matter in the near future, which he would be happy to do. I see that we are still in the future, so I repeat my question. Is any progress being made in this matter?

The Hon. C. D. ROWE: I have had that matter under consideration and I am sorry to say that not as much progress has been made as I hoped, mainly because our Draftsmen have been busily occupied on other matters. However, only a few weeks ago an additional appointment was made to the office of the Parliamentary Draftsman, and following on the honourable member's question I shall bring the matter under my immediate notice to see if something can be done. I realize that there is much advantage to be had by having another consolidation.

"SAFETY SALL" SIGNS.

The Hon. L. R. HART: On July 30 I addressed a question to the Minister of Roads regarding speed limits and "safety sall" signs. Has he a reply?

The Hon. N. L. JUDE: Yes. I have obtained the following report from the Commissioner of Highways:

Pursuant to section 21 of the Road Traffic Act "safety sall" may be displayed on roads subject to the approval of the Road Traffic Board. Section 49 (1) (c) and (d) imposes a 15 m.p.h. limit on a section of road between "school" signs or within 75ft. of a school pedestrian crossing, but no such limit is imposed by "safety salls", which are defined only as warning devices.

The extent of the speed limit zone is not related to the "safety sall", and the printing of the words "15 m.p.h." on these signs could be misleading to motorists. The board is undertaking an extensive survey of the effectiveness of "safety sall" in various localities and in different circumstances, but as yet no conclusions have been drawn.

MILLICENT COURTHOUSE.

The Hon. G. O'H. GILES: Has the Attorney-General a reply to my previous question about the possibility of improving the frontage of the Millicent courthouse?

The Hon. C. D. ROWE: I am still gathering information on that and hope to be able to have some more detailed information in due course.

MOUNT GAMBIER COURTHOUSE.

The Hon. G. O'H. GILES: Has the Attorney-General a reply to my question of July 31 about the Mount Gambier courthouse?

The Hon. C. D. ROWE: The answer to the honourable member's question is:

Investigations are proceeding on the best possible use of the available Government land on the Bay Road and Margaret Street, Mount Gambier, to erect the proposed buildings for a new courthouse and a Government office block. When the final siting of the buildings has been agreed, sketch plans for the courthouse and working drawings and contract documents for the Government office building will proceed. The current position is that plans showing the recommended siting will be forwarded shortly to the departments concerned for consideration.

ENGINEERING TRADE SCHOOL.

The Hon. A. J. SHARD: Has the Attorney-General a reply to my question of July 24 about whether a property on Goodwood Road, Panorama, once owned by a building contracting firm, has been purchased by the Government for use as an engineering trade school?

The Hon. C. D. ROWE: I have received the following report from my colleague, the Minister of Education:

For some years the accommodation of the Engineering Trade School in the Kintore Avenue premises has been difficult because of rapidly increasing enrolments and the need for trade work of a higher standard at the fourth and fifth years. The Engineering Trade School has been prevented from developing advanced trade courses, for which there is a vigorous demand, because of lack of accommodation both in workshops and in classrooms.

Consistent with the policy of decentralization of trade schools the Building and Furnishing, the Electrical, and the Radio Trade Schools have been, or are being, housed in suburban areas. It has always been envisaged that the Engineering Trade School, which now has an enrolment of 1,474 individual students (representing 6,260 subject enrolments), would become too large for one school and would either split into a number of schools, as is the case in the Eastern States, or smaller engineering schools of the "feeder" kind would be set up in the major industrial directions of south, west and north and the present Engineering Trade School would probably teach only advanced work and students would be fed into it from the other suburban schools.

At the time of the purchase of a large site at Mitchell Park Boys Technical High School it was stated that there would be room on the site for what we expected to be the first of such "feeder" schools. However, the opportunity to purchase the property belonging to Grove and Sons to the south (near Daw Road hospital) was taken and this, it is planned, will provide for the first engineering school of the kind described above. The property purchased comprises two buildings on an area of approximately four acres, all of which is graded and drained. The buildings are only two years old and comprise:

- (1) An office block measuring 122ft. x 35ft. sufficient to house the administrative parts of a school and still provide

small classroom space. The internal division of this building provides excellent toilets and offices and is capable of very simple changes as the partitions in practically all the cases are of light construction. The building is of a very pleasing appearance.

- (2) The workshop at the rear is of Besser block construction with saw-tooth roofs with windows facing south and comprises an unbroken area of 204ft. x 140ft.; that is, about 28,000 sq. ft. The building has a new appearance and is excellently provided with double doors for the introduction of machines with a solid cement floor over the whole area. It is well supplied with electrical power sufficient for our purposes.

The workshop area follows the plan which would be used if this department had built an engineering trade school from first premises, and it is considered fortunate that the buildings are so easily adapted to our purposes.

APPEALS REFEREES.

The Hon. S. C. BEVAN: I direct a question to the Minister of Local Government. Under the Local Government Act there is provision for the appointment of referees to hear appeals in certain instances. Who are the referees appointed? How are they appointed and what procedure is required for the calling together of the referees to hear an appeal?

The Hon. N. L. JUDE: On first consideration, I believe that the referees are drawn from a panel appointed by the Government from time to time. The exact details of how they are approached in each specific case I cannot give the honourable member offhand, but I will see if I can get a report for him.

TECHNICAL EDUCATION.

The Hon. K. E. J. BARDOLPH: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. K. E. J. BARDOLPH: In the *Advertiser* this morning appears the following:

Recommendations designed to produce an increasing number of "technician engineers" to meet the requirements of South Australian industry are about to be put into effect.

It was released by the Minister of Education, and the report continues:

The report says that a joint course could not be readily applied to the building courses.

Of the 630 first-year apprentices in electrical, radio and engineering (mechanical) trade schools in March this year, 47 was the maximum number likely to qualify to enter the "technician engineer" courses.

My questions are: (1) How are the passes determined? (2) Is it on the respective numerical basis or is it governed by a merit

pass mark on a percentage basis? (3) If so, what authority determines the pass mark? (4) Was the opinion of the Trades and Labour Council sought on this issue prior to the committee's coming to its unanimous decision?

The Hon. C. D. ROWE: I have not the information available to answer all those questions offhand, but I shall be pleased to refer the matter to my colleague and obtain a detailed answer.

SALE OF 1080.

The Hon. G. O'H. GILES: Has the Attorney-General a reply to my question of July 31 about the possibility of allowing the sale in this State of 1080 mixed with carrots?

The Hon. C. D. ROWE: The Vermin Act, which is administered by the Minister of Lands, requires occupiers to destroy vermin on their land and also makes provision for the use of poison for this purpose. The Act does not authorize the department to stipulate the destruction methods to be used, nor specify any type of poison or bait base where poison is employed. The Department of Public Health maintains a rigid control over the use of 1080 poison and the number of persons authorized by permit to handle it is very restricted. Early this year a Vermin Control Advisory Committee was set up to advise the Minister of Lands, and that committee is investigating all aspects of the rabbit problem and the most effective methods of dealing with it. Consideration is being given to what administrative and technical approach should be made to raise the level of rabbit control, and this applies among other matters to the question of a policy on the method of using 1080. One complicating factor is that experimental work with poison bait base materials has shown that findings in other States cannot be accepted unreservedly in South Australia.

MINISTERIAL STATEMENT: POLITICAL KINDERGARTEN.

The Hon. Sir LYELL McEWIN (Chief Secretary): I ask leave to make a personal statement.

Leave granted.

The Hon. Sir LYELL McEWIN: My attention has been drawn to a report in *Hansard* that has been placed on honourable members' files today, and I have been asked whether it was accurate regarding my reply to a question asked by the Hon. Mr. Bevan last week relating to "political kindergartens". The report appeared in *Hansard* on page 247 and I think it puts my reply in a different perspective from

that intended. I do not blame anybody for it because honourable members have the opportunity to peruse and correct *Hansard* pulls but, it being a report of a Thursday's sitting and as I do not often get time to read the pulls, this was overlooked. It concerns only one word, but it makes all the difference to the meaning. The sentence reads, "So the honourable member can put himself in whatever category he likes." The word "the" should be "any" because, as has been pointed out to me, I did not throw anything back in the face of the honourable member, but the report rather suggested that I had. I thought I should make an explanation in order that the report could be corrected in the only appropriate way. We cannot alter the printed report, but it can be indicated in *Hansard* now that the word "the" should be "any".

GAWLER COURTHOUSE.

The Hon. M. B. DAWKINS: Last week I asked the Attorney-General a question concerning the state of the Gawler courthouse and the possibility of its modernization. I ask now whether he can reply to that question.

The Hon. C. D. ROWE: In reply to the honourable member's question relating to the need for improvement at the Gawler courthouse I have to advise that the current position is that a private firm of architects has been requested to investigate the problem and to submit a fee to prepare a building design to provide the improved facilities required. Subject to a satisfactory proposal being submitted a recommendation will be made for that firm's appointment to prepare plans, etc., so that the work can proceed.

NEW PRIMARY SCHOOLS.

The Hon. L. R. HART: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. L. R. HART: In a recent press report released by the Minister of Education it was announced that a proposal for the erection of six new primary schools to cost £826,000 was to be referred to the Public Works Committee. These schools are at Athelstone, Elizabeth Field, Hawthorndene, Parafield Gardens, Pooraka and Steventon. Assuming there will be no delay in obtaining the Public Works Committee's report, can the Minister representing the Minister of Education indicate when it is anticipated that a start will be made on each of these schools and when it is hoped that they will be ready for occupation? Can the Minister also give

details of the type of building, the commencement date of building, and time of occupation of the proposed new school at Brahma Lodge?

The Hon. C. D. ROWE: I shall have to obtain information from the Minister of Education before supplying a detailed answer to this question. I shall endeavour to do that and let the honourable member have a reply as soon as possible.

TEACHERS COLLEGE FIRE.

The Hon. A. J. SHARD: On July 30 and prior to that I asked a question concerning a fire at the Teachers College new building and the Attorney-General promised to get a detailed report on the inquiry into that fire. Can he make that report available now?

The Hon. C. D. ROWE: I have obtained a reply from my colleague, the Minister of Works, who advises me as follows:

The Hon. A. J. Shard can be assured that a repetition of the fire which occurred in an air-conditioning duct at the Teachers Training College, which is under construction, is quite impossible. The fire was started in one of the main rising concrete ducts, presumably by a contractor's workman who was using an oxy-acetylene torch to cut reinforcing rods in making an opening into the duct on one of the upper floors. The duct had been lined with sound and thermal insulating material and either the flame or the heat from the oxy torch apparently caused this material, or the adhesive used to fix it to the duct, to ignite. This material has been entirely removed from the two air-conditioning ducts in the building and is being replaced, without the use of adhesives, with material which is completely non-inflammable. This action is being taken as an extra precaution but I have no doubt whatever that when the building was completed and the ducts sealed off the material which had previously been used could not possibly have been ignited.

STURT HIGHWAY.

The Hon. C. R. STORY: I desire to direct a question to the Minister of Roads. Is it the intention of the Highways Department to reseal the Sturt Highway between Waikerie and Kingston where considerable deterioration has resulted from the use of heavy transport vehicles and the unusually wet weather?

The Hon. N. L. JUDE: This is obviously a maintenance project with which I am not immediately familiar, but I have no doubt that as it is one of the main highways it may be needing maintenance because of the unusually wet season. This work will be put in hand as soon as the weather is suitable for sealing. As the honourable member realizes, it cannot be done at this time of the year.

CAR PARKING.

The Hon. K. E. J. BARDOLPH: On July 30 I directed a question to the Minister of Railways regarding the erection of a three-tier parking station over the Adelaide railway yards. The Minister replied that the proper thing for him to do would be to obtain the latest information available on this matter and advise me accordingly. Has any progress been made in regard to this matter?

The Hon. N. L. JUDE: I have no further information to hand but, as I promised the honourable member, I will let him have it as soon as possible.

MANNUM-ADELAIDE MAIN.

The Hon. Sir ARTHUR RYMILL (on notice): What were the costs of pumping in respect of the Mannum-Adelaide pipeline for each of the financial years 1959-60, 1960-61, 1961-62, and 1962-63, or, in the case of the last-mentioned year, if the actual figures are not yet available, the estimated costs thereof?

The Hon. N. L. JUDE: The costs for power on the Mannum-Adelaide main, including standing charges of £30,000 a year, are as follows:

	£
1959-60	612,804
1960-61	149,716
1961-62	592,462
1962-63	317,555

LOTTERY AND GAMING ACT
AMENDMENT BILL.

The Hon. Sir LYELL McEWIN (Chief Secretary) obtained leave and introduced a Bill for an Act to amend the Lottery and Gaming Act, 1936-1956, and for other purposes. Read a first time.

BUSINESS NAMES BILL.

The Hon. C. D. ROWE (Attorney-General) moved:

That the Business Names Bill, 1962, be restored to the Notice Paper as a lapsed Bill pursuant to section 57 of the Constitution Act, 1934-1961.

Motion carried.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption. (Continued from August 1. Page 255.)

The Hon. F. J. POTTER (Central No. 2): I support the motion and at the outset I wish to associate myself with those members who have expressed their congratulations to His Excellency the Governor, Sir Edric Bastyan, on the recent honour conferred on him by Her Majesty the Queen. I believe that His Excellency and

Lady Bastyan have carried out their Vice-regal duties in South Australia in a wonderful way. They have travelled extensively throughout the State and won the affection and esteem of all persons with whom they have come in contact. I do not think it is an exaggeration to say that Sir Edric Bastyan is one of the best Governors South Australia has ever had. He has shown that he is more than just interested in the work of many organizations and societies, and often has given forthright and wise counsel when speaking at public functions. Indeed, some of his utterances are as pointed and timely as those often given by our former Governor-General, Sir William Slim.

I wish to associate myself with the expressions of regret by other members on the deaths of former members since last session. In one way or another they all made fine contributions to the political life of this State. Particularly, we all sincerely miss the late Hon. Allan Hookings. His Parliamentary career in this Chamber was short, but the impact he made was significant, and what is more he became a friend to all of us. I congratulate the Hons. Mr. Hart and Mr. DeGaris, the mover and seconder of the motion, on their excellent maiden speeches. We are all convinced that on their showing in this debate they will be worthy successors to the late esteemed gentlemen whose places they now fill.

I congratulate Mr. DeGaris on his very sensible and thoughtful remarks about local government in South Australia. I agree wholeheartedly with his suggestions. I believe that what he said about country local government boundaries applies also to the metropolitan area. Sooner or later metropolitan councils will have to tackle the subject of re-drawing their boundaries. I made this point some months ago in a press article and advocated that a Royal Commission would probably be the best way to solve this vexed question. I was pleased to note that a day or two after the article appeared in the press the mayor of every metropolitan council agreed with what I had said. Of course, parochialism is very strong in local government and Mr. DeGaris said that any final consent on the absorption of one council by another should ultimately come back to the vote of the rate-payers. He may be right, but the councils certainly must give the lead, and I believe the time is not far distant when we shall see some action.

I was particularly interested to hear the remarks of the Hon. Mr. Bardolph about this Chamber. When he had finished, the Hon. Mr.

Dawkins apparently thought that Mr. Bardolph had had a change of ideas in view of some of his remarks, but I regret that Mr. Dawkins was assuming too much.

The Hon. K. E. J. Bardolph: There has been no change whatever.

The Hon. F. J. POTTER: Whatever personal ideas Mr. Bardolph has, unfortunately he must sublimate them completely to the ideas of the Labor Party, to which he belongs. It is difficult to imagine a more incongruous position for any person in which to find himself when he is an elected member of an Upper House in a bi-cameral system of government and pledged to its destruction. This subject has in one way or another had some renewal of interest lately, particularly in lobby debate as to whether or not this Council might ultimately become a strict Party House.

The Hon. K. E. J. Bardolph: It is a Party House now.

The Hon. F. J. POTTER: I think it is worth while spending a few minutes on the subject of the purposes and functions of a Legislative Council in a bi-cameral system of government.

The Hon. C. R. Story: Did you think that Mr. Bardolph was speaking for the Labor Party?

The Hon. K. E. J. Bardolph: I was.

The Hon. F. J. POTTER: I hoped he was. He started off expressing personal views, but unfortunately at the end he came only to sticking to Party lines as far as the abolition of the Council was concerned. I think I should apologize a little to members of the Labor Party if they consider what I have to say somewhat academic. The Hon. Mr. Bardolph said the only way to abolish this Council was by a majority vote of its members. With a kind of pride he forecast that this will occur one day when the Labor Party secures a majority vote here. I do not think he would like to be a member of the suicide squad when it does come, but he will have no choice and he will have to follow the Party line if he is still here on that day. All citizens of South Australia should reflect seriously on what would be the position in which we then found ourselves. It has been said, perhaps even by members of the Labor Party, that if the Upper House agrees with the Lower House it is useless, and that if it disagrees it is wrong, but history has shown that the safest way to secure liberty is to divide power. If this Council were abolished this week would Mr. Bardolph like to see the final power passed to a majority of one man in the House of Assembly, because that is exactly what would happen?

The Hon. K. E. J. Bardolph: Don't twist the point. The Assembly would be elected on a democratic franchise.

The Hon. F. J. POTTER: Don't you suggest that it is elected that way now?

The Hon. K. E. J. Bardolph: Yes, but it is left to one man.

The Hon. F. J. POTTER: We know the situation in another place. While it is easy to say that the will of the people should be paramount, in our day in South Australia that will depends in many instances on the vote of one man in another place. If we fall into the habit of thinking that the will of such a majority is the will of the people, and that this is sufficient justification for any action in a matter, however harsh, we are well on the way to a situation like a dictatorship. I say that the Labor Party should be condemned for endeavouring to build up a revolution in thought against the bi-cameral system of two Houses of Parliament, each elected on a different franchise, which has been a success in the ancient and the modern world. The Hon. Charles Kingston, in his younger days, consistently advocated the abolition of the Council, but towards the end of his Parliamentary career he said:

In the Legislative Council democracy has nothing to fear and much to be thankful for. Alexander Hamilton, a famous American, in 1787, in opposition to a single chamber of government, said:

We shall finally accumulate in a single body all the most important prerogatives of sovereignty and thus entail upon our posterity one of the most execrable forms of government that human infatuation ever contrived.

I hope that we shall never have in South Australia what Mr. Hamilton alluded to.

The Hon. C. R. Story: The Labor Party might still get some wisdom.

The Hon. F. J. POTTER: It might get some wisdom if it listens to my speech. The Labor Party wants to destroy this Chamber, not because it is redundant, but because it might, if that Party were in office, perform its historic role of protection against an otherwise uncontrolled exercise of political power. We have often heard the function of this Council described as being that of a House of Review. Of course, we all know that the Chamber performs that function very well. There is a tremendous amount of amendment to Bills in this place and it is free from the political pressure of another place. This House is something more than just a House of Review, for it can be and should be a safeguard of the

people's rights. I have mentioned the danger involved by having a majority of one in the Lower House.

The Hon. A. J. Shard: There can be no majority of one.

The Hon. F. J. POTTER: I mentioned the danger of having a majority of one.

The Hon. A. J. Shard: You have no majority of one.

The Hon. F. J. POTTER: I did not say that. Apparently some of what I am saying is getting under the skin and is a bit hard to take. Sometimes there can be just as much danger if there is a majority of 20. A Government with such a majority might adopt a policy for which it has no mandate from the electors. If it went as far as that the policy might involve confiscation of the liberty of the people and their property. Let us not forget that the Legislative Council safeguards the independence of the judges of our Supreme Court, the Police Commissioner, the Auditor-General and the Public Service Commissioner. These officers act as a check on Governments and on maladministration. They would be, however, subject to dismissal by a corrupt Government but for the fact that the Constitution provides that these officers cannot be dismissed without a resolution of both Houses of Parliament. I would like to add this thought. One of the main things that trouble thoughtful men today is not so much the problem of having an Upper House to control the Lower House, but having effective procedures to ensure that the Executive does not control the Lower House. It is inevitable in our system of government that this pressure from the Executive should exist.

Of course, if the Executive is completely and utterly thwarted time after time the whole system of government breaks down. Resistance to this sort of pressure is highly and subtly developed in the Government of the United States. There, of course, the Executive Government is divorced from the Congress, but in our own system based on the Parliament at Westminster it is not so easy for the Lower House to cope with this situation. It is, therefore, all the more important for a second Chamber to function as a House of Review free, if possible, from a strong Party atmosphere, free from Executive pressures and looking only at the merits of a measure.

Of course, to have an Upper House effective completely in this way we need a body whose members are courageous, just, and able enough not only to know but to do what they consider

to be right. We cannot all measure up to such qualifications, and probably none of us does. Such qualities do not always lend themselves to the supporters of political Parties anyway, but we should all be ready to try to fulfil our historic roles as long as possible.

I am not so silly as to think that circumstances always remain the same. They do not, and it may be that in the future there will be a combination of political circumstances that makes it propitious to launch an attack upon the Upper House, but it would be a tragedy if this House fell, as castles and fortified cities were often taken in ancient days, by assault from within. We should not sit back in this Council in a kind of uncritical admiration of our functions and purpose. We should perhaps not be too resistant to our own reform, because I believe that resistance to reform is the most important reason for the ultimate failure of an Upper House to preserve not only itself but the principle of constitutional checks and balances.

~~I am sure that this was the main reason~~ why the Upper House in New Zealand was eliminated in 1950 when the National Party, under the late Sir Sidney Holland, secured the abolition of the Upper House by packing it to 53 members in order thereby to secure the passing of the Legislative Council Abolition Bill. Following the passing of that Bill, the government of New Zealand passed into the hands of the House of Representatives, which has since enjoyed absolute political power there.

A few weeks ago I had the pleasure of attending the twelfth New Zealand Legal Conference, which took place in Auckland. During one of the discussions on the New Zealand Constitution I was pleasantly surprised to learn that there was a majority of people present at that conference who considered that a mistake had been made in the abolition of the Legislative Council. I heard the Attorney-General for New Zealand, the Hon. J. R. Hanan himself, get up and say that he would like to see the restoration of an Upper House. Of course, he had to go on and say that it was one thing to abolish the Upper House but quite a different problem actually to restore it. I hope we shall never get into that position here in South Australia. Nobody can say that the Legislative Council in this State has been reactionary or obstructive. Very few Bills have been defeated here. Many have been improved by amendment, so I hope that the members of the Labor Party will all cease (I think this was the phrase that the

Hon. Mr. Bardolph used) to be pseudo-political philosophers and acknowledge, as one famous writer put it, that the whole world by a sober, considered and unanimous verdict has affirmed its belief in the necessity of a second Chamber.

The Hon. K. E. J. Bardolph: I am glad I gave food for so much thought both here and in another place.

The Hon. F. J. POTTER: I now deal with what I consider a most important and, in many ways, a challenging matter: I refer to the implementation of the report on the metropolitan area of Adelaide submitted by the Town Planning Committee to this Parliament last session. As all honourable members know, this report was laid on the table of the House in the closing days of last session, as provided for in section 27 of the Town Planning Act, and, under further provisions of that section, either House of Parliament may by resolution, notice of which has been given within 28 sitting days of the House, after the plan was laid before it, refer that plan back to the committee for reconsideration, either generally or specifically.

The general cost of the preparation of that plan, which has been prepared (as honourable members who have read it will know) with such detail and obvious careful thought, is in excess of £18,000, so we are told. I was surprised in the circumstances that not one word referring to the preparation, completion or implementation of that plan was mentioned in the Governor's Speech. I believe that the implementation of certain sections of that report from the Town Planning Committee is so important that there should be no delay in getting on with the job. It is no use having a plan like that prepared after such a tremendous amount of work and saying, "Well, it is very interesting but I do not like it very much; let us put it back on the shelf."

The Hon. C. D. Rowe: Has anybody said that?

The Hon. F. J. POTTER: No; I do not say that anyone has, but I am pointing out that this could happen. It has happened with other plans in respect of other things in the past. I am only expressing a hope that it will not happen with this plan.

The Hon. Sir Frank Perry: But don't you think that that plan is accepted?

The Hon. F. J. POTTER: I did not say it was not accepted. I am just saying that there are certain things that are absolutely necessary (contained in the report itself) for its implementation. I will deal with that in a moment.

I should like now to refer in particular to the section of the plan dealing with the future requirements of traffic and transport within the metropolitan area. However, before dealing with that, I should like to say something generally about the plan. The public finds difficulty in visualizing a new plan compared with existing circumstances. Indeed, it finds difficulty in visualizing one plan compared with another, and appreciating the ultimate effect that such plans may have on the city as they now know it. Speaking for myself, I should like to make it quite clear that I have not been trained to evaluate one engineering plan compared with another. If we have confidence in the ability of the people whom we set up to do the job, we can at least try to understand their recommendations and be prepared to act on them when they are very clearly set out.

At the conclusion of the report, the committee sets out nine specific recommendations and points out that this development plan is concerned with land and how it is used, and that the plan can become effective only with the help of legislation. For the introduction of this legislation we and the committee must look to the Government. I think that any long delay on this matter would be disastrous in some respects. We all know as honourable members that sometimes the Government is praised for its excellent work, particularly in the expansion of second industry and the development of the State generally. Sometimes, it is condemned by its critics; usually the line taken is that it does too little too late, but I say, Sir, that one of the great virtues of this Government in the long period it has been in office has been that it has, in a hard-headed and practical way, faced the challenges involved in the development of this State. I think, if one looks at the Governor's Speech, there is eloquent proof of this fact and we have only to see the references there to the development of our water and electricity supplies and housing to realize this is so. And now we have information to the effect that the Government is looking into the question of nuclear power and even the encouragement of flat building within the city limits.

There are some questions on which we need to be a little more than hard-headed and practical. Sometimes we need to have vision, and this report from the Town Planning Committee is a report that somehow has vision behind it. It would take too long for me to deal with all sections of it, but there is one matter concerning the development of transport and road

facilities (including public transport and parking) in the metropolitan area that I consider to be of first-rate importance. It is in this particular section of the plan that we must see that delay does not occur. In overseas countries the paralysis caused by vital deficiency in traffic facilities is slowly strangling the life out of many cities. It is a crisis that started before the Second World War and has developed rapidly since the end of the war. There have been fantastic growths in cities and metropolitan areas.

In South Australia, much of this development is residential, of the single unit type, on a separate plot of ground, but in addition to this development there have been segments of industry, shopping and commerce which have moved out of the central district of the city to satellite and suburban areas. There has been talk from time to time of whether business in the city can survive in competition with newly developing areas. I say that the key to this situation is transportation. Australia, at the present time, has more than 3,250,000 vehicles and they are increasing at a rate of more than 330,000 new vehicles each year. Adelaide's present share of this total is about 195,000 vehicles and they are increasing at the rate of about 16,000 each year. The Australian Road Research Board has estimated that, in fact, Australia's vehicle population will double within 10 years. It can be noted, however, that the rate of growth in urban areas is far exceeding that of the country so that the capital cities can expect twice the present traffic demand by shortly after 1970. This is difficult to imagine. Can honourable members imagine today's roads as we know them in the city and suburbs coping with twice the present number of vehicles? If we find this difficult to conceive we could produce those conditions exactly today if, for instance, we cut every road in half or closed off every second artery. Can honourable members then visualize what would be the situation?

The Hon. W. W. Robinson: The roads could be widened.

The Hon. F. J. POTTER: I was reading the other day a report from the Victorian Traffic Commission which dealt with the survey of traffic demands in Melbourne. The report noted that in 1951 it was then estimated that in 1961 about 391,000 vehicles would cross a ring drawn three miles out of the city of Melbourne in a 12-hour day. In 1960, one year before the estimated maximum of 391,000 would be reached, an actual count was taken of the vehicles which crossed this

inner ring of three miles' radius from the centre of the city, and it was found that 430,000 vehicles crossed the ring. It is now estimated that in 1970 about 954,000 vehicles, or nearly two-and-a-half times the 1960 total, will try to cross the same distance. The seriousness of Melbourne's situation can be put perhaps more clearly in this way. In 1960, 44,000 vehicles an hour crossed the **three-mile** ring during peak hours. If the severest traffic restriction that were possible were imposed on the streets, a maximum of 61,000 vehicles an hour would be handled. The 1970 demand, however, is likely to reach 100,000 vehicles an hour and I quote the words of the Victorian Traffic Commission:

Melbourne's street system, which has taken over a century to construct, needs to be doubled in capacity if 1970 street demands are to be met. Sixty-six new free-way lanes would be needed to cater for 1970 street demands.

Then there follows a most challenging statement:

The predicted 1970 demand is unlikely to be accommodated no matter what efforts are made.

It is easy to say "Oh well, though it is the situation in Melbourne, it can't happen here." If honourable members think that, then I can only refer them to what the Town Planning Committee says on this question. In chapter 20 of its report, it considered the future traffic requirements of the city. It was looking 28 years ahead, though that is not a long time, and it dealt with the various possible ways in which that particular traffic could be accommodated. It considered four different possibilities: firstly, limited improvements to the existing system; secondly, freeways with limited public transport improvements; thirdly, major public transport improvements without freeways; and finally, public transport improvements with a limited number of free-ways. Dealing with the first consideration, namely, the making of limited improvements to our existing system (something along the lines that the Hon. Mr. Robinson suggested a few moments ago—that our roads could be widened) it had this to say:

The table (which is a table in the report dealing with volumes of traffic on roads radiating from the city of Adelaide) shows that in a distance of four miles from the G.P.O. nearly all the main roads would be overloaded in 1991 to such an extent that peak hour traffic will come almost to a standstill. The most serious congestion will occur in the north-east corridor where the main North-East Road within a two-mile radius will have to handle five times the volume of traffic of which it is capable. The northern corridor, comprising the Main North, Prospect and Churchill Roads

and the south-west corridor, comprising Anzac Highway and the Main South and Marion Roads would both be overloaded, the volume to be handled being three times the capacity. The congestion on main roads within a four-mile radius of the G.P.O. would mean that an efficient bus service could not be maintained, and the conclusion reached in analysing this proposition, namely that we should do some limited improvements to our existing system is this—that the existing transport and traffic system with limited improvements could not cope with the volume of traffic to be expected during the next 30 years. Major improvements will be necessary.

In considering the next possible alternative, namely, the provision of freeways with limited transport improvements, the conclusion reached by the committee is that an elaborate network of freeways with limited improvements to public transport services would cater for travel expected during the next 30 years. But the system would involve the extensive purchase of land and property and many complex interchanges and numerous over-bridges to carry local traffic over the freeways. In considering the next alternative, major public transport without the construction of freeways, the committee found that after all travel had been assigned to such a system the amount of travel by road would still be excessive, despite the proposed improvements to public transport, and bad congestion would occur in nearly all the road corridors converging on Adelaide. The conclusion reached was that even with suggested major improvements to the public transport system, it could not cope satisfactorily with the amount of travel expected during the next 30 years. The committee concludes that it thinks that the best solution to the problem would be for the provision of a system of freeways and major public transport improvements. Dealing with the question of freeways it says, "Freeways are an extremely expensive solution to the travel problem, but they are the most efficient type of new road as they can carry large volumes of traffic quickly and safely".

The Hon. N. L. Jude: What about the difficulty of parking arrangements?

The Hon. F. J. POTTER: The main purpose of freeways is to get traffic from one place to another, and this may not necessarily involve parking. At present freeways appear to be the only satisfactory means of catering for the heavy road traffic associated with the widespread low density city. If the prospect of building freeways is considered to be uneconomical, or undesirable, then other more drastic measures must be adopted to control the expansion of the metropolitan area in such a way that the amount of travel is not increased

substantially. I believe this is one of the real challenges of the present and the future. We have a rapidly approaching road crisis in the metropolitan area. It can be avoided if the Government takes up the challenge, but, of course, the matter is bound up with finance. In 1960-61 road expenditure in South Australia was £16,331,000 and this was made up of contributions as follows: From State Government funds, 29.5 per cent; from Commonwealth grants, 31.3 per cent; and from local government contributions, 39.2 per cent. When we see how that £16,331,000 was spent we get a fairly remarkable picture, because only £4,500,000 was spent in the metropolitan area. From the total State and Commonwealth funds supplied for road expenditure only 10.6 per cent was spent in the metropolitan area. I know that the Commonwealth Aid Roads Act, 1959, which is in force until June 30 next, provides that 40 per cent of the funds must be spent on rural roads, which are defined as minor country roads, not highways or main or trunk roads. What is more, I know that in this Act exists a new formula for distribution of the basic grants, and the States are required to match part of the Commonwealth grant on a pound-for-pound basis.

Practical application of this Act, with its limiting requirements, has been that on an Australia-wide basis the fewer the people the greater the road fund allocation, and as this approach has been extended to include State contributions as well, over the years this has reacted to the detriment of the populated areas. The figures I shall quote are supplied from the 1961 census, so I presume they are accurate. I wish to give this example: in Adelaide (including Elizabeth and Salisbury) Mount Gambier, Port Augusta, Port Pirie and Whyalla, live 673,445 people, or 69.5 per cent of the State's population. Yet, those cities receive only £1,100,253, or 11 per cent of the total State and Commonwealth road funds.

The Hon. N. L. Jude: How do you get the Whyalla people to Adelaide?

The Hon. F. J. POTTER: No-one is disputing that what the Government has done has been thoroughly justified. I have no criticism of what the Government has done or intends to do. I am not decriing the expenditure on country roads and I want to make that quite clear. I am saying that the situation where 11 per cent of the money was spent within those towns, not necessarily between them, may have been all right years ago when through traffic was not of such major proportions, but with the continual

growth of the metropolitan area some drastic changes will be necessary. Next year the Commonwealth Act will be amended or renewed. I was pleased to see in a press report some weeks ago that the Lord Mayors of the Australian capital cities considered that urgent action was so necessary to provide additional funds for roads in their metropolitan areas that they had initiated a campaign to alert all responsible citizens to the needs of the future and decided to make submissions to the Commonwealth Government for further finance. It is obvious that we must go to that Government for additional finance. The report of the Town Planning Committee on the proposed Adelaide freeway system shows that we require £66,000,000 over a 20-year period. Obviously, when figures of this nature are involved, it is a matter of Commonwealth finance.

The Hon. C. R. Story: Do you think that we get our share of the petrol tax?

The Hon. F. J. POTTER: That would be one way to deal with the matter, but it is a way that is unlikely to commend itself to the Commonwealth Government. This is not really a problem for the metropolitan councils to sponsor. It is a problem that affects every person who uses a motor vehicle, and perhaps every person who does not. Pedestrians are as much involved as other people. It affects food and equipment transported by road. This is a matter that should be taken up by the State Government and it should not in any circumstances expect local government to lead the way.

In South Australia we should be thankful for the wise planning of Colonel Light nearly 130 years ago. That planning has helped us through to the present day, but we are now on the threshold of a new era. He was a man of great foresight. His plan, although he knew nothing about motor cars, bus services and railways, has lasted 130 years, and it is now our responsibility to look ahead for the next 30 years, in the way that the Town Planning Committee has endeavoured to do. I suggest that in that report there is the nucleus of a plan, if not an actual plan, but what we have to do now is to see that the provision is implemented. We have an extremely valuable trust. Surely, it is the role of the Government and ourselves to say "This is our responsibility". In the widest sense of the term, all honourable members are the Government, and I urge them to persist with requests for proper consideration of the sort of

problems I have raised, if necessary at Commonwealth level. Perhaps I can best conclude my remarks by adopting some famous words by Sir Winston Churchill, and I suggest that we say to the Commonwealth Government, "Give us the tools and we shall get on with the job."

The Hon. R. R. WILSON (Northern): I support the motion for the adoption of the Address in Reply. It has been said that the Governor's Speech was prepared by him. Perhaps it was, but most of the 31 items in it originated from the departments concerned, and they gave a summary of the progress made during the year. The latter part of the speech referred to what the Government plans for this year. As this debate progresses, one has difficulty in not repeating references made by previous speakers to Her Majesty the Queen, the Duke of Edinburgh, the Governor and Lady Bastyan, as well as extending congratulations to various people, and referring to deceased members of both Houses. I support previous speakers in all they said on these matters. I pay a tribute to two highly respected former members of this place, the Hon. A. J. Melrose and the Hon. A. C. Hookings, both of whom gave outstanding service to Parliament, and were valuable citizens of the State. I pay a special tribute to the late Hon. Sir Cecil Hincks. He soon achieved the ambition of most members when he became a Minister of the Crown, and later received a knighthood. He was a courageous man in spite of much suffering through the loss of portion of his left leg in France during the First World War. In the 45 years he lived afterwards he had more than 80 operations on that leg, but he cheerfully said that he was always on his right leg. I think we shall always remember him because of that famous saying. He never complained of his own suffering, but did everything he could for those perhaps more fortunate than he was.

I believe that the present season is the most promising in my memory. Recently I travelled by motor car on Eyre Peninsula and was amazed to see the pastoral country in such wonderful condition. The green clover and the other grasses mixed splendidly with the salt bush and blue bush, and it was a sight we rarely see. The weather this year has been detrimental to some districts because of seeding difficulties, but where some wet districts will fail others will thrive.

I heartily agree with paragraph 2 of the Governor's Speech. Undoubtedly the visit by Her Majesty the Queen and the Duke of

Edinburgh was a great inspiration and a pleasure to everyone, with the exception of those who are disloyal. I refer to Communists. I know that this is a contentious subject with some people, but it is a most serious matter, as it affects the future of Australia. The Returned Servicemen's League made a bold move last year when it exposed the activities of the subversive organization of Communists in Australia. The league is a non-Party political organization and a non-sectarian organization, and therefore my position in association with it was embarrassing. Now that I have retired from the administration, after being a board member for 14 years, I can say what I like, and not be accused of making the league a political organization. Its motto is "The price of liberty is eternal vigilance." We all know what was the price of our liberty. In the two world wars Australia lost 93,000 lives, and many ex-servicemen have since died because of war service. The league has a membership of 250,000 in Australia. About 15 years ago its members discovered that Communists were infiltrating into the organization. It took action immediately and expelled all the known Communists, and since that time has refused membership to Communists. Last year, when the league exposed these activities, it was accused by many people of acting in a half-baked or half-cocked manner. The findings of the league were the result of about 15 years of vigilance and investigation into the behaviour of these people.

I shall refer to a speech made in this Council last session by the Hon. A. C. Hookings. It is reported on page 208 of *Hansard*. He warned us of the threatening danger from Communists, and last Wednesday the Hon. Mrs. Jessie Cooper, in an excellent speech, spoke about her recent overseas experiences. Both members spoke with a knowledge of the threat of Communism to Australia. Let us look at the Communist calendar. In 1903 the first Bolshevik Party had 17 members and in 1917, during the Russian Revolution, it had 40,000 supporters. In 1939, at the outbreak of the Second World War, Russia had 170,000,000 people and in 1962 the census tells us that it had 1,000,000,000 people. The Soviet plan is for world domination by 1980. The free world must act with expedition, courage and complete determination to avert disaster.

The Communist Party of Australia is part of an international movement controlled and directed by a foreign power. There is established at Minto, which is only 34 miles south of Sydney in a rural district, a university for

Reds that is kept secret. I know that Standing Orders will not permit me to display any exhibits, but I have on my desk photographs of that university. The camera does not lie. If honourable members wish to look at these photographs afterwards, I shall be pleased to show them. They show the buildings, supported by a plan. They show also the entrance gate, which is guarded by a savage dog that raises the alarm so that the supervisor, Mr. Thornton, can investigate. Communists from Australia and New Zealand, men and women, are lectured at this university by men who have been trained in Moscow and Peking.

Coming nearer home, we know what happened at the council elections last month at Woodville, where a Communist Party candidate secured 684 votes to his opponent's 814—a difference of only 130. This council had the highest percentage poll of all the suburbs—59.3 per cent. The candidate I referred to is a medical practitioner who has made several attempts to gain a seat in Parliament. He claims he has no ulterior motive, if elected, but this is the smooth cunning approach of these people. He is a Communist and therefore must act under instructions from the Communist Party. We know of the tremendous territorial gains by the Communists under what is known as the "cold war". We know from people who have migrated to Australia of their terrifying experiences. Many say it is better not to drive Communists underground but to let them carry on as they are. I regard that as extreme complacency.

The Communist Party should be declared an illegal organization and its members should be prevented from receiving passports to proceed to Moscow or Peking to further their studies in subversion. The university at Minto should be closed and its students should be prevented from holding positions or agencies in the Commonwealth Public Service. They should be denied employment in the teaching profession if they are known Communists. Let us change our philosophy from "It can't happen here" to "It won't happen here". Australia is as vulnerable as many of those countries that have already fallen to Communist intrigue. It can happen here. Each of us has a continuing responsibility to play a part in the defence of freedom, decency and the spiritual principles in which we all believe. Most members received a letter from the Returned Servicemen's League earlier this year. I believe that the Party I represent has replied as a Party, but there are

individuals who have not replied. The replies received have been appreciated, one in particular in a practical way.

The Parliamentary Committee on Land Settlement has made two visits, inspecting and taking evidence on a large area of virgin country situated between Keith, Pinnaroo and Lameroo. Some of this land has, in my opinion, a good potential for pasture when cleared and developed. It requires much finance, good management and plenty of energy. Farmers who have sons and live in that locality or adjacent to it and who are in possession of their present farming plant could do very well if this country were made available. No report or decision has been made by the committee so far.

The Hon. Mr. DeGaris in his speech referred to the difficult and embarrassing financial position of the soldier settlers in Zone 5. The Minister of Lands has appointed a committee to investigate and report on the settlers concerned. Undoubtedly unfair assessments have been made, to which Mr. DeGaris referred, because of the long delay in the completion of the drainage of this country. I feel sure that adjustments will be made to give these men some incentive to continue on their properties. Settlers were told that they would receive their assessments within 12 months after allocation or the assistance period.

During last April the Minister of Lands and some honourable members of the district visited Lock, on Eyre Peninsula, to inspect the fauna and flora reserve in the hundred of Hambidge, which is situated between Lock and the new Eyre Highway. It was found that the land was well suited for agricultural purposes, with a 15-inch to 16-inch rainfall. The land that has been cleared right to the boundaries of the reserve is yielding up to seven bags of wheat an acre for the first crop. The farmers are finding that the vermin from the reserve is destroying much of their cereal crops and pastures.

A meeting held one evening at Lock after the inspection was attended by 200 people, the reason for that attendance being that they were endeavouring to have the reserve made available for settlement and agricultural production. This request has my support. I believe in fauna and flora reserves for wild life and plant preservation, but not on good country suitable for primary production. If the land I have referred to is to be kept as a fauna and flora reserve, it should be vermin-proof fenced. I understand that the Minister of Lands intends to approve of this being done.

Paragraph 9 of the Governor's Speech refers to the Poldo basin of underground water. This, too, is situated near the township of Lock. It was harnessed last year and connected to the Tod River system. The Government is to be highly commended for this work, which was done in record time because of the seriousness of the situation. There was no intake whatever to the Tod reservoir last season. All the water had to be obtained from underground. Therefore, rationing all through the summer was necessary. I was told today that the Tod reservoir is now three-parts full.

Honourable members of this House who are members of the Parliamentary Standing Committee on Public Works have yet to speak during this debate, so they may give more information about the proposed water supply to the township of Kimba (which was mentioned in the Governor's Speech) and the new railway line from Ceduna to Kevin to facilitate the haulage of gypsum.

Finally, I wish to congratulate the mover (Hon. Mr. Hart) and the seconder (Hon. Mr. DeGaris) on their excellent speeches. Both are well qualified to legislate for the large districts they represent, and I am sure they will make good progress in Parliament.

The Hon. S. C. BEVAN secured the adjournment of the debate.

ADJOURNMENT.

At 3.56 p.m. the Council adjourned until Wednesday, August 7, at 2.15 p.m.