

**LEGISLATIVE COUNCIL.**

Wednesday, August 7, 1963.

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

**QUESTIONS.****RAKES AND IRISH HARP ROADS.**

The Hon. A. J. SHARD: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. A. J. SHARD: My question relates to the widening of Rakes Road and Irish Harp Road. For the benefit of members I point out that Rakes Road starts at Hampstead Road and runs through to the Main North Road, and then Irish Harp Road continues on to Islington Road. From Churchill Road east to Prospect Road the Irish Harp Road has been widened considerably. Just approaching the very busy intersection at the Irish Harp Road and Prospect Road junction it narrows, and I understand it is the same width up to the Main North Road. Rakes Road from Hampstead Road is wide up to the approach to the Main North Road. That means that both ends of the road have been widened considerably, but in the centre, where there is most of the traffic, the road has not been widened. Can the Minister of Roads say whether the department intends to widen that portion of the road, and, if so, when the work is likely to be put into operation?

The Hon. N. L. JUDE: I imagine the department's policy will be to widen it. I presume the portion already done is where land has been acquired. I will get a detailed report for the honourable member and let him have it.

**ELIZABETH BY-PASS ROAD.**

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 this morning's *Advertiser* there appears a report that the Minister of Roads has agreed to call a conference of the authorities concerned to discuss the question of a by-pass road for Elizabeth. In the Town Planning Committee's report provision is made for a freeway leaving the present Main North Road at a point near the Gawler by-pass and travelling on the western side of the railway line, eventually crossing the Port Wakefield Road north of the present Salisbury Highway, and then proceeding through the Islington Sewage Farm and on

to Halletts Cove. Will the proposed conference consider developing this suggested freeway for the purpose of making it the by-pass road for Elizabeth?

The Hon. N. L. JUDE: I am glad to say that a conference of two of the bodies concerned has already arranged to prime me on this matter. I have no doubt that the point made by the honourable member will be considered, apart from the by-pass on the eastern side.

**BETTING CONTROL BOARD.**

The Hon. K. E. J. BARDOLPH: It is reported in today's *Advertiser* that the Government has appointed the Betting Control Board to make an inquiry into off-course betting. In view of that, will the Government clothe the board with the powers of a Royal Commission, to make its inquiries more effective?

The Hon. Sir LYELL McEWIN: The powers of a Royal Commission can apply only within its own State: it has no standing in another State. I shall stand corrected on that if I am wrong. I am also of the opinion that the Betting Control Board is a Royal Commission so far as this State is concerned.

**MAIN NORTH ROAD LIGHTING.**

The Hon. A. J. SHARD: Has the Minister of Roads a reply to my question of July 31 about lighting on the Main North Road, and particularly on the section passing through Elizabeth?

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

This department has no powers with respect to lighting of roads, with the exception of Anzac Highway and Port Road. It is unlikely that these powers will be extended in the near future. The only portions of the divided carriageway section of the Main North Road which are lighted are the section through the municipality of Enfield from Gepps Cross to the railway line, and in the District Council of Salisbury from the railway line to Pooraka bridge.

I should add that, in conjunction with the conference already arranged to discuss road matters, lighting is to be discussed. Honourable members will appreciate that with our comparatively limited funds for road construction it is highly undesirable that the Highways Department should be committed to the lighting of roads throughout the State, which would happen according to present indications.

POINT GILES.

The Hon. C. R. STORY: Has the Minister of Roads, representing the Minister of Works, a reply to my question of July 31 about investigations for a deep sea port at Point Giles on Yorke Peninsula?

The Hon. N. L. JUDE: I will get a report for the honourable member.

PUBLIC WORKS COMMITTEE REPORTS.

The PRESIDENT laid on the table the following interim reports by the Parliamentary Standing Committee on Public Works:

- Duplication of Morgan to Whyalla Pipeline,
- Kimba Water Supply,
- Herbarium Building, Botanic Garden,
- Government Office Block, Victoria Square,
- Happy Valley Reservoir, Inlet and Outlet Tunnels,
- Pata Water Supply,
- Dental Hospital Additions,
- Athelstone Primary School,
- Elizabeth Field Primary School,
- Hawthorndene Primary School,
- Parafield Gardens Primary School,
- Pooraka Primary School,
- Steventon Primary School.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption.

(Continued from August 6. Page 289.)

The Hon. S. C. BEVAN (Central No. 1): I join with other honourable members in expressing my sympathy to the families concerned in recent deaths of members of this Chamber and of another place. I do not desire to reiterate the comments of other honourable members in this regard, but I mention that I was closely associated with the deceased members and knew their worth to the State. I consider their untimely passing is a great loss to the State, to the community, and to the Commonwealth. I also join with other honourable members in expressing my congratulations to His Excellency the Governor on the high honour which was bestowed upon him by Her Majesty the Queen recently. I am indebted to His Excellency for his address on the opening of this session of Parliament. I consider His Excellency's Speech in this Chamber was one that all honourable members here and in another place appreciated.

I congratulate the mover and seconder of the motion for the adoption of the Address in Reply and also the other members who have already addressed themselves on this question.

I congratulate the Hon. Mr. Dawkins on his contribution to this debate, although naturally I would not agree with all of his comments, especially those relating to the speech of my colleague, the Hon. Mr. Bardolph. Mr. Dawkins said it was a typically Liberal speech and suggested that Mr. Bardolph should apply to become a member of his Party. I do not agree, and after hearing the comments of the Hon. Mr. Potter yesterday I consider that he, too, did not think it was a typically Liberal speech.

The Hon. C. R. Story: Do you believe what Mr. Bardolph says?

The Hon. S. C. BEVAN: It was a typically Labor speech, as mentioned by Mr. Potter yesterday, and I do not think for one moment that Mr. Dawkins was sincere in his comments relating to Mr. Bardolph's speech.

The Hon. M. B. Dawkins: I said only in some respects.

The Hon. S. C. BEVAN: I appreciate that, but I point out that the boot was on the other foot when Mr. Dawkins suggested that Mr. Bardolph was propounding Liberal policy.

The Hon. G. O'H. Giles: Too many boots and not enough feet.

The Hon. S. C. BEVAN: For a number of years now the Liberal Party has been gradually adopting Labor policy. I refer to the report in the press regarding the agenda of the forthcoming conference of the Liberal Party. Apparently there will be a discussion regarding adult franchise for this Chamber, something that has been advocated by the Labor Party for many years, and also regarding the restricted franchise that we have at the moment.

The Hon. C. R. Story: The honourable member has problems in his Party too, of course.

The Hon. S. C. BEVAN: I sincerely hope that not only the leader of the Liberal Party in this Chamber but every other Government member who has the privilege of attending the conference, will wholeheartedly support that item, giving some semblance to this State of what we so often hear about—our democratic system of government which Mr. Bardolph stressed in his speech. I suggest to Mr. Dawkins that because of his belief in a democratic system of government he should find himself wholeheartedly in support of that particular item, and I hope that it will be adopted as the policy of the Government and that the Government will introduce legislation for adult franchise for this Chamber. I would then prophesy that it would not

be long before we found a different set-up in this Chamber altogether, for there would be considerably more Labor members than at present. I hope the policy of the Labor Party will be adopted when that item comes forward at the conference. Mr. Dawkins referred to the progress of the Liberal Government's administration in this State and the progress of the State under that administration. He illustrated as proof the results of the by-election at Mount Gambier, claiming that the Liberal candidate made considerable gains upon the Labor candidate's vote.

The Hon. M. B. Dawkins: I quoted the exact figures.

The Hon. S. C. BEVAN: I suggest that the honourable member examine more closely those figures, and I point out that to make a fair comparison he will have to go back to the by-election when the late Mr. Ralston was successful. He should compare those figures with the figures of the present member, Mr. Burdon, when he first contested the Mount Gambier seat.

The Hon. M. B. Dawkins: Has not Mount Gambier grown since then?

The Hon. S. C. BEVAN: I think if the honourable member is honest with himself he will admit that the results of the last by-election at Mount Gambier when Mr. Burdon was the successful candidate show that he more than held his own compared with the position when the late Mr. Ralston first won the seat.

The Hon. M. B. Dawkins: He was still down 950 votes last March.

The Hon. S. C. BEVAN: I am wondering whether the honourable member will now prophesy the result of the next general election at Mount Gambier; we would see whether his prophesy was anywhere near the mark. The whole of the electorate will then have had an opportunity of judging the worth of the member for Mount Gambier and we shall see what they think about him from the results in the next ballot box.

I was very impressed with Mr. Potter's comments on the Town Planning Committee's report about South Australia's road problems. I wish to comment on paragraph 10 of the Governor's Speech which states, "It is estimated that nearly £12,000,000 will be spent on roads during the current financial year". A greater demand for road work exists now than ever before. This means a greater responsibility not only on the Government, but also on councils. A record number of registered vehicles are using the roads and this is

aggravating the demand for road work. Councils in the metropolitan area especially are faced with overwhelming commitments for road construction and maintenance work. I am informed that in 1960-61 a total of £5,000,000 was spent on road works in the metropolitan area, 75 per cent of which was provided by the ratepayers. Councils cannot continue to increase rates for financing this work and for widening roads in their areas. I believe that ratepayers are being taxed nearly to the limit. I question whether councils can continue to use loan moneys for roads. Payments on the principal and interest of those loans must also be met by the ratepayers. The metropolitan councils must receive greater assistance from the Government in the very near future.

There is an increasing number of road users in council areas and the tendency is for even greater increases. More commercial vehicles are using the roads because of the extension of shopping centres into suburban areas. Chain stores, such as Woolworths and Coles, are now opening shops in the suburbs. In addition various roads have been proclaimed main roads, which are probably maintained by the Government. This induces much more traffic to use these roads than previously.

Marion Road, which is now a main road, readily comes to mind. It commences near the bottom of Tapley's Hill and continues to Henley Beach Road. A huge volume of traffic that previously used the South Road through to Fisher Terrace and John Street, Hindmarsh, to reach Albert Park, Cheltenham and the Port Adelaide district, now uses Marion Road. There is a slight deviation across the Henley Beach Road to another road which runs through to Grange Road and down Crittenden Road on the way to Albert Park and various other centres. Much traffic avoids the South Road because it is jammed in peak periods. I mention these points to show how councils are feeling the pinch. Nearly all the roads in their areas need widening and repairing because of the increased volume of traffic. It is impossible for them to meet the demands for road works. The Government must make more money available to them for this purpose.

The Hon. N. L. Jude: Do you think that the moiety should be increased on strictly local roads as opposed to through roads?

The Hon. S. C. BEVAN: That raises another problem. If what I advocate is adopted I consider it would be possible for the Government to make more money available to councils for road works. At a recent conference of

State Ministers of Roads it was proposed that a levy of 3d. a gallon on petrol be imposed on motorists to be collected by the States for the purpose of providing funds for road works. I do not know what happened to the motion.

The Hon. N. L. Jude: It was not carried.

The Hon. S. C. BEVAN: The motorists are paying enough now without having to pay further charges. Any additional petrol tax would be a burden. Commercial vehicles would be brought into the matter and as the business houses would not carry the additional petrol tax the consumers would have to pay. Road users have to pay for the petrol they need, and have to pay charges for drivers' licences and vehicle registration. The money collected from these fees and licences, less administrative costs, is paid into a road fund to be used for the maintenance of our roads. If this were done more properly we would be better off than we are. In the metropolitan area we have many parking meters, which is another impost on motorists. Various charges are made for the parking of vehicles, depending on where the parking is done. There has been much comment about the way in which the Adelaide City Council has dealt with the matter of parking meter sites. In the metropolitan area we used to have places where all-day parking was available. King William Road and North Terrace come readily to mind, but they are not now used to any extent because of the installation of meters.

The City Council adopts the practice of installing meters wherever parking places become popular. In view of this, I cannot understand why the council has not put meters in public conveniences for the purpose of raising revenue. In the first five years that parking meters were installed about £500,000 was collected. They were in use for about six months before the regulations dealing with them came before Parliament. I understand that one reason for their installation was to raise money to provide off-street parking. So far I have not seen any evidence of this off-street parking being provided, but there have been many press comments on the matter. Some have come from Adelaide councillors, and there has been one from the Premier, about the drift from the city to the suburbs. It has been said that if we are not careful the city will soon become a "ghost" town. One of the Adelaide councillors, Mr. Murray Hill, was reported in the *News* of August 5, as saying:

In this age of rapid change and with the city on the brink of being caught up with this world-wide trend of movement out of the cities, immediate action and bold decisions are essential.

It does not seem that the Adelaide City Council is making bold decisions on the parking problem. Many people are not coming to the city to shop and are staying in the suburbs because of the parking meters. I agree with the comment that if the drift continues we shall have, as the Premier found during his visit overseas, the city becoming a "ghost" town because of the parking difficulties. The councillor also said:

Adelaide City Council has had sufficient time to have taken much more action on off-street car parking than it has.

In off-street parking, Adelaide is the most backward of the Australian capitals and is 10 years behind on the world scene.

With the city in danger of dying unless there is prompt action, I can see no reason why a multi-storey car parking scheme could not be instituted on similar lines to the multi-storey flats plan announced by the Premier.

The Hon. Sir Arthur Rymill: Do you agree with all those statements?

The Hon. S. C. BEVAN: Mr. Hill's point is that the Government should provide off-street parking in the metropolitan area, and at Government expense. The Adelaide City Council does nothing about the matter, but still takes the rake-off from parking meters. I wonder whether Mr. Hill would advocate inside the Adelaide City Council that, if it were possible to get the Government to agree to providing off-street parking, the £500,000 already collected from the meters.

The Hon. N. L. Jude: Was Mr. Hill speaking for the Traffic Committee of the council or were they his own views?

The Hon. S. C. BEVAN: I take it that he was speaking for himself. He criticized the City Council for not having done anything in the matter. Apparently it was his own opinion, and not the opinion of the Traffic Committee of the council. They are his comments.

These parking meters are now being extended outside the City Council area. If one wants to take a friend to the aerodrome or go to the aerodrome to pick up a relative or visitor from another State, one finds oneself faced with parking meters at the airport, placed there to get extra money. Apparently, the Commonwealth Government now jumps in on this money-spinner. In those circumstances, I cannot agree to an increase in petrol tax until the Commonwealth Government pays to the States all such tax collected by itself, which was

supposed to be handed back to the States for the purpose of road work, maintenance of highways and the building of new roads within the State. The Commonwealth Government has at no time attempted to stand up to its obligations in this matter. I draw honourable members' attention to this, which is Labor Party policy—the payment back to the States by the Commonwealth Government of all the petrol tax it collects.

The Hon. Sir Arthur Rymill: Why didn't the Chifley Government do it?

The Hon. S. C. BEVAN: I now point out the disadvantage to this State of the five-year plan that came into operation in 1959 compared with the position prior to 1959. The Act of 1954, which was amended in 1956, fixed the payment to the States at 7d. a gallon flat from the petrol tax. The Act was amended in 1956 to increase the tax by 3d. a gallon (and this is the part I object to) of which 1d. (or one-third) was made directly available to the States and two-thirds was paid into the general revenue of the Commonwealth Government. The motorist was levied an additional 3d. a gallon, of which the Commonwealth took 2d. and handed back only 1d. to the States. This meant that 8d. a gallon was then paid to the States. In the last year of the previous Act (1958-59), the Commonwealth Government collected £52,770,000, and of that £5,300,000 came from South Australia, out of which the State received £4,036,000, or approximately 75 per cent of the receipts.

In 1959 the five-year plan came into being and under its formula the payments to the States were to increase from £40,000,000 to £48,000,000. Dealing with the pre-1959 formula, the average increase per annum to this State was £527,000, whereas for the first three years of the new plan (from 1959 onwards) this State has averaged an increase of only £400,000. So honourable members can appreciate the disadvantage that this State was under when the new formula became operative. Statistics show that from 1954 to 1959 the Commonwealth withheld approximately £71,250,000 of petrol tax collected.

The Hon. N. L. Jude: It applies to all the other States as well.

The Hon. S. C. BEVAN: I agree; I am not singling out South Australia. It is the policy that the Commonwealth Government has adopted in respect of petrol tax. I believe the figure for 1959-64 is estimated at £70,000,000 withheld. However, this figure will be far exceeded because we find (and the Hon. Mr. Potter gave some of these figures yesterday)

from Commonwealth statistics that a record of 344,981 new motor vehicles were registered in the financial year to June 30, 1963. They are in addition to the previous registrations. They are the overall Commonwealth figure. They show an increase of almost 77,000 on the 1961-62 year, and that was up by 30,816 on the previous record total in 1959-60, which was 314,165. We can see from those figures the enormous increase in new registrations.

I now bring before the Council the position of this State in relation to registrations. These figures include all motor vehicles in the State. They are not confined to cars, trucks and utilities, but include all cars, utilities, trucks, motor cycles, station waggons, panel vans, buses and tractors. I could weary the Council by giving the increased registration figures up to June 30 on an individual basis, but I shall not do so; I shall give them collectively.

The total number of registrations in South Australia to June 30, 1963, was 339,143. For the year ended June 30, 1961, 313,535 motor vehicles were registered in South Australia. For the year ended June 30, 1962, the figure was 324,035. I have already given the figure for the year ended June 30, 1963—339,143. So the increase in registrations for the year to June 30, 1961, over the previous year was 10,500. The increase in registrations from June 30, 1962, to June 30, 1963, was 16,108. From June 30, 1961, to June 30, 1963, in South Australia we have had an increase in new registrations totalling 25,608. South Australia is not an orphan here in view of the Commonwealth's figures that I have already quoted. In every State more vehicles are using the roads and more money is being collected by the Commonwealth Government in petrol tax, but there is no corresponding increase being paid to the States for the purpose of maintaining roads. I stated a moment ago that the estimate of £70,000,000 of petrol tax being withheld from 1959 to 1964 would be exceeded (although some consideration had been given to new registrations when arriving at that estimate) because of the increased registrations in each State. The Government in this State—and not only the Minister of Roads himself who has been at conferences in connection with road funds to be made available to the States—should immediately demand from the Commonwealth Government that it make available to the States the whole of the petrol tax collected so as to facilitate road maintenance rather than pay this money into the general revenue of the Commonwealth. I consider it an imposition,

and indeed a fraud, to levy a tax on a small proportion of the community for a specific purpose and then not use that tax for the purpose for which it was raised. I hope we shall have more advocacy, at least from this State, to the Commonwealth in relation to the petrol tax collected and that no further imposition whatever will be placed upon motorists until the Commonwealth is agreeable, and in fact, makes available to the States the whole of that money.

The Hon. N. L. Jude: I assure you it is not for the want of trying; the Premier has tried already.

The Hon. S. C. BEVAN: I agree with the Minister; I am not criticizing his actions. I know perfectly well that he is aware of these things.

The Hon. Sir Arthur Rymill: You are criticizing the precedent set by the Chifley Government.

The Hon. S. C. BEVAN: I am criticizing the Commonwealth Government and it is good to hear the comments from the honourable member, who tries to turn the clock back. Under the Chifley Government this State got a far better deal than it does today. It cannot be denied by the Hon. Sir Arthur Rymill that we were far better off financially in this State under that particular Labor administration than we are today. If an approach is made to the Commonwealth Government we may be in a better position in regard to finance for roads. I would not lay too much emphasis on that fact if I were Sir Arthur. In fact, the honourable member is well aware that we were better off under a Labor regime.

The Hon. A. J. Shard: The Premier of this State has admitted that on more than one occasion.

The Hon. S. C. BEVAN: Nobody is more aware of the position than the Premier of this State. I bring these matters forward because I consider that we are at a disadvantage with the Commonwealth handling this tax and bearing in mind the large area of the State and the enormous amount of works that must be carried out on roads. Again I say—and the Hon. Mr. Potter himself pointed this out very forcibly to us yesterday—that we must meet the growing demands in the near future. It is impossible under our present circumstances to meet them, so the Commonwealth Government must allocate more money to the States than at present. If it cannot then it will be time to place some further imposition on road users for the purpose of maintaining roads. There is even a restriction placed on the State when

it receives this money because the 1959 roads agreement prescribes that 40 per cent of the money shall be utilized on country roads.

The Hon. M. B. Dawkins: Do you disagree with that?

The Hon. S. C. BEVAN: The growing need in the metropolitan area is such that an enormous amount of money must be spent there. This was pointed out in the Town Planning Committee's report and by Mr. Potter yesterday. How are we going to meet this need unless the Commonwealth plays ball? There will be a new agreement shortly; I believe the present agreement has approximately 12 months to run. I hope the new agreement will be much more advantageous to the States than the present one. I have much pleasure in supporting the motion for the adoption of the Address in Reply.

The Hon. W. W. ROBINSON (Northern): I support the motion for the adoption of the Address in Reply and in doing so I congratulate the mover (Hon. L. R. Hart) and the seconder (Hon. R. C. DeGaris) on the excellence of their speeches. Judging from the standard they have set I am sure they will be an acquisition to this Chamber. In making my speech at this stage of the Address in Reply debate I am able to say that all the speeches so far compare favourably with those in previous years.

I join with honourable members in congratulating Sir Edric Bastyan on the honour conferred upon him recently and I express my appreciation of the great work he is doing in this State, ably supported by Lady Bastyan, who we are glad to know is enjoying a well-earned rest. We trust that she will return recuperated and that together they will carry on their good work. There was a time when I thought Sir Edric was doing too much and that it might have some ill effect upon his physical well-being but it was noticeable at the opening of Parliament and at other functions that he was thriving on his work.

I join with previous speakers in expressing sympathy to the relatives of the deceased members, who will be sadly missed. I refer, of course, to Sir Cecil Hincks, the Hon. Mr. Melrose, Mr. Ralston, and the Hon. Allan Hookings. They made very great contributions to the State and I am sure that we all regret their passing. We must realize that we cannot live in the past. I wish to welcome the honourable members who have replaced them in both Houses. I am sure they will carry on the best traditions of our Parliament.

I believe it would not be inappropriate if I commented, as a representative of the Public Works Committee, on some of the matters it has dealt with recently. The honourable Mr. Dawkins touched upon the subject of the Royal Adelaide Hospital and mentioned that a saving of £7,400,000 had been achieved. The question of cost was not predominant in the minds of committee members when considering this project, and I was very interested in and pleased with a report, which was really a review of our report, that appeared in the *Advertiser* on July 24. This article stated that the report showed that the proposed cost had been nearly halved without any reduction in the services. I emphasize that point—without any reduction in the services. However, in large print it was recorded that a saving of £7,400,000 had been achieved. The majority of the public who just read as they run would be struck with that particular feature. To them this would be all-important. In the last issue of the *Sunday Mail* a model of the proposed alterations was shown and it was described as the biggest rebuilding programme ever undertaken in Adelaide. We are indebted to the press, but, as I have said, the question of cost was not predominantly in the mind of the committee. We believe that the essentials of a hospital are the care of its patients, to provide suitable accommodation and equipment to enable performance of the highest standard of medical and surgical skill, and to supply the very best hospital teaching facilities for those training in the medical profession so that not only will the present high standard be maintained, but if possible improved. Another matter of concern was economy in administration and performance of the services.

Because of the very exhaustive inquiries and by meeting the authorities in hospital administration and practice both here and in the Eastern States, supported very loyally by the Public Buildings Department in the preparation of plans, I believe we shall have a hospital that will provide a very high standard of service to the community. After all, that is the first and only test of a hospital—the service that it gives. It is coincidental that £7,400,000 was saved, but we believe that we have an institution that embodies everything asked for by the professorial staff of the Adelaide University and the honoraries. We were told by the highest authority that everybody concerned was satisfied.

I wish to deal with the Port Lincoln Hospital. It was reported to the committee that the hospital should be of 89 beds and that it

would cost a little more than £1,000,000. The committee took evidence in Port Lincoln from the Acting Superintendent of the hospital, who thought that about 61 or 62 beds might be sufficient, but after further consideration the committee arrived at a compromise and provided 72 beds at a saving of about £300,000. Recently the committee had the pleasure of visiting the hospital, which is nearing completion. It will be completed in February or early March and is a hospital of which the people of Port Lincoln can very well be proud. It is situated in an elevated position and will add to the beauty of Port Lincoln and provide the city with an institution that will meet its needs for at least a decade or two. Provision has been made in the foundations so that if it is necessary to enlarge the hospital another storey can be added.

There has been much controversy about the location of the senior boys reformatory. Some people have questioned the wisdom of the site, but I believe it is the best that could be obtained. It has been suggested that it should be established 10 or 20 miles from the built-up area, but does anyone believe that it could be situated in any area 10, 20 or 30 miles from Adelaide which in 10 years will not be a built-up area? At least this training farm is on the outskirts of the city and cannot be extended eastwards. It is an excellent property of 90 acres with another area of some 200 acres in the reserve that will not be built upon. This is Crown land and is used for the pasturing of cows when not in milk.

The plan submitted to the committee was for a two-storey building to accommodate 162 boys at an estimated cost of £833,000. The committee believed that it would be desirable to provide for the school-going age group in a separate institution. Evidence taken here and in other States endorses that view. The Government acceded to the recommendation and provided an area adjacent to and portion of the Lochiel Park grounds. The grounds were taken over and 6½ acres was purchased at a cost of £19,096. That provided for an additional 40 boys. With that addition, and the senior school providing for 164 boys, we now have two institutions catering for 204 boys. The original proposal was for an institution for 164 boys. Already the provision is insufficient to meet the needs. The estimated cost of the revised scheme for the senior boys reformatory was £459,380, and for the junior boys reformatory £297,400. Added to that must be the cost of the land, which makes

the total cost £775,876. This shows that even with the additional accommodation for 40 boys the capital expenditure is £57,824 less than the original estimated cost. Of course, the two institutions will mean additional administrative costs, but that will be more than offset by the segregation of younger boys from the older boys. The committee visited many institutions in South Australia during its inquiries. It went to the Magill Reformatory twice, and to the Yatala Labour Prison (Block "C"), the Glandore Children's Home, Struan Farm School, Lochiel Park Boys Training School, and the Cadell Training Centre. All these institutions are doing grand work in caring for and training ill-guided youths into a better way of life. The committee inspected many similar institutions in the Eastern States, where it received much help in coming to a decision.

Another reference to the committee concerned the salt industry at Port Paterson, which is to be taken over by the Leslie Salt Company of America and L. J. Hooker Investment Corporation. The equity capital needed is to be subscribed equally by the partners. Each is to subscribe 900,000 dollars, or £404,000. The proposal is to provide a berth of dolphins and buoys in the channel near Port Augusta. There is to be a stockpiling area on a man-made island on the sandbank at the rear of of the berth. This sandbank is six feet below low-water mark. Ships will be able to come to the deep water to be loaded. It is expected that in the early stages provision will be made for 15,000 tons dead-weight vessels.

The Hon. K. E. J. Bardolph: Is not the Leslie Salt Company an American company?

The Hon. W. W. ROBINSON: Yes. It is situated on the shores of San Francisco Bay.

The Hon. K. E. J. Bardolph: Is it associated with the salt proposal here?

The Hon. W. W. ROBINSON: It is believed that South Australia will gain by having the company interested in the project. The total estimated cost of the proposed facilities is £1,160,000. Special features associated with the locality are the climatic conditions that will permit of almost continuous operation; the higher potential production an acre because of the additional salt in the Gulf water, as compared with ordinary sea water; the flow of the tide leaves a greater deposit of salt; conditions will permit relatively cheap loading; and the salt will be of a high quality. The American company agreed to purchase 2,000,000 tons of crude salt from the Australian company, to be delivered at the rate of 200,000 tons during 1966 and 1967, rising

to 400,000 tons each year. The price of the salt is to be 33s. a ton. It can be seen from the report that the two companies intend to invest not less than 4,300,000 dollars or £1,928,000 in the undertaking, which will provide us with a good export industry.

The committee has also had submitted to it many references about water supplies. It is well known that the storage capacity of our metropolitan reservoirs has been increased from 14,000,000,000 to 25,000,000,000 gallons, and it is pleasing to know that the storages are full. Some of the projects referred to the committee are the relaying and enlarging of the network of mains to reticulate the additional quantity of water needed from reservoirs; the trunk main from the Mannum to Adelaide pipeline to the Wattle Park reservoir; LeFevre Peninsula water supply; Yorke Peninsula extensions of the water supply for Minlaton and Yorketown; and Strathalbyn water supply.

In this debate reference has been made to the Poldra basin scheme on Eyre Peninsula. Last summer, because no water had run into the Tod reservoir for about 1½ years, the water position on the peninsula became critical. The department thought that if something were not done quickly to draw on the Uley-Wanilla basin the position would become precarious. As an emergency measure it was proposed that the Poldra basin, which is 24½ miles from Lock should be linked with the Minnipa main. The basin has been tested over many years, and until recently it was producing 25,000 gallons an hour. The shaft was deepened to 14ft., where hard porous limestone was struck. This was fractured by explosion, which increased the supply of water in the basin to 48,000 gallons an hour without affecting the supply. The committee, realizing the urgency of the project, appointed a subcommittee of two to fly to Port Lincoln to inspect, with the engineers, this proposed supply. As it covers an area of some 1,000 square miles, the subcommittee was impressed with the potential of that scheme. It came back and reported to the committee, and it was agreed that this scheme should be put into operation as soon as possible.

I now pay a tribute to the department for the manner in which it tackled this problem, and to the men employed in the physical construction and laying of the mains. It has been reported to me that never had there been such rapid progress as was made by the men engaged in the laying of the main. It was put through in a very short time, a diesel



engine was installed and the main came into operation in November. It is now pumping 1,000,000 gallons a day and is overcoming the water problem on Eyre Peninsula.

The Public Works Committee has also had referred to it the question of a water supply for Kimba. I would say that the economics of such a scheme were not at all attractive; in fact, it was a costly scheme and, as Kimba has been blessed with a bountiful rainfall and all its storage tanks are full, including two additional 1,000,000-gallon tanks erected recently, it now has a supply for two years, not allowing for any further rainfall. It is expected that within that time more rain will fall, which will enable an investigation to be made whether the Poldas basin has additional water with which to supply Kimba. If so, it will be a much more attractive scheme than pumping water from Mannum to Iron Knob, and on to Kimba. The pumping of water from Mannum to Iron Knob requires nine lifts in the summer and six in the winter, but from the Poldas basin only two lifts will be necessary, and it will be possible to supply many agricultural properties on the way. This will add to the State's production, whereas the main from Iron Knob runs through pastoral country already supplied with water.

Mention has also been made of the proposed Kevin to Thevenard railway to carry gypsum from Lake MacDonnell, and to replace the existing line from Wandana to Thevenard, which is 64 miles long compared with the 36 miles of the proposed line—a saving of 28 miles. The firms operating these deposits are Waratah Gypsum Proprietary Limited and the Colonial Sugar Refining Company Limited. The maximum load hauled by a single 950 h.p. diesel-electric engine would be 850 tons gross, or 560 tons of gypsum. That is on the old line. On the direct route the load would be 1,210 tons gross, or 800 tons of gypsum, with a

saving of 2s. a ton. The cost of the new line would be £844,240 whereas the cost of renewing the old line would be £837,000, practically the same amount, but there would be the added advantages of a reduction of 28 miles of line and the carrying of increased loads.

In conclusion, I should like to pay a tribute to the officers of the department who come before us and give evidence. We have learnt to appreciate the high standard set throughout the Government service. In the planning they have to do for water and electricity supplies, for schools and roads, they play an important part in the State's progress. In this connection, may I point out one problem that has arisen concerning the selection of a site for a school in the Elizabeth North or South Smithfield area, where a site has been selected and plans are being drawn for a school where no houses exist, but in the two years before the school is built 1,200 houses will be erected in that area, with a potential school population of between 600 and 800 children. I cite that example to give the Council some idea of the planning involved in providing schools and other services. The departmental officers are looking ahead in this way to provide the amenities that this State enjoys and they go a long way towards furthering its prosperity. I compliment the Governments that initiate these schemes. It has been said that the Public Works Committee has been in existence for some 36 years and that more references have come before it in the last 12 years than in the previous 24 years. That reflects creditably upon the Government for the way in which it is shouldering its responsibilities. I support the motion.

The Hon. G. J. GILFILLAN secured the adjournment of the debate.

#### ADJOURNMENT.

At 3.45 p.m. the Council adjourned until Thursday, August 8, at 2.15 p.m.