

LEGISLATIVE COUNCIL.

Tuesday, July 28, 1964.

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

ASSENT TO BILLS.

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

Appropriation (No. 1),
Supply (No. 1).

NEW MEMBER FOR SOUTHERN DISTRICT.

The Hon. Henry Kenneth Kemp, to whom the Oath of Allegiance was administered by the President, took his seat in the Council as member for the Southern District in place of the Hon. G. O'H. Giles (resigned).

QUESTIONS.**COURT HEARINGS.**

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

The Hon. A. J. SHARD: According to a press report of July 17, His Honour Mr. Justice Hogarth, sitting in the Port Augusta circuit court, expressed concern at the length of time some of the accused had been in gaol waiting to come before him. In his concluding paragraph His Honour said he intended on his return to Adelaide to take up the matter with the proper authorities. Has His Honour Mr. Justice Hogarth submitted a report, and has the department taken any action, or is it proposed to take any action that will correct the position that existed earlier this year?

The Hon. C. D. ROWE: I saw the report in the press, but up to the present I have not received a report from His Honour Mr. Justice Hogarth due, I think, to the fact that the sittings at Port Augusta continued for some days after he made that statement. I presume that since his return he has not had the opportunity to furnish a report, and until I receive a report giving me the exact facts it is not possible for me to make a more detailed statement. I have no doubt that I will receive a report, and it will have my careful attention.

PRICES.

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 view of the widespread disquiet existing amongst the

community owing to the arbitrary increase in consumer goods prices, will the Government consider the advisability of appointing a Royal Commission, with the Prices Commissioner as chairman, to inquire into the price structure of the economy and report to Parliament this session?

The Hon. Sir LYELL McEWIN: The Prices Commissioner is continually watching the price structure. Where necessary, representations are made, and the price structure in this State is being kept on a more even keel perhaps than the price structures in other States. I do not consider that the appointment of a commission is necessary but, as this matter comes under the control of another Minister, I will refer the question to him for consideration.

RAIL SERVICE EXTENSIONS.

The Hon. S. C. BEVAN: I ask leave to make a statement prior to asking a question.
Leave granted.

The Hon. S. C. BEVAN: In the last few years considerable house building activity has taken place in the districts of Para Hills, Elizabeth, Elizabeth East, Modbury and Tea Tree Gully, and it is still continuing rapidly. But no public transport is at present available for the residents in these areas. It is feasible that the present railway line at Northfield should be extended to provide these districts with public transport. Can the Minister of Railways say whether the Government intends to extend the present rail services to Para Hills, Elizabeth East and Tea Tree Gully to serve these and adjoining areas with public transport?

The Hon. N. L. JUDE: The position is that the reserves already purchased by the Government are being maintained for possible future use. An extension of that railway line is not at the moment being actively considered but, when the new major traffic research has been carried out by the Government, involving overseas consultants, I have no doubt this specific matter will be referred to them.

NEW FESTIVAL HALL.

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: Honourable members will remember that some time ago, when the question of building a festival hall was mooted, I asked whether the authorities would call for competitive designs from practising architects in South Australia. I notice in the newspaper this morning that the Adelaide City Council has indicated that it has

briefed a firm of architects to prepare the plans and specifications for the new festival hall at Montefiore Hill. As the Government will be sponsoring a large amount of money for the building of this hall, can the Chief Secretary say whether it will take up with the Adelaide City Council the question of calling for competitive designs for the purpose of constructing the hall, as it will be a South Australian memorial?

The Hon. Sir LYELL McEWIN: In the light of the experience of another Government with the creation of a festival hall and with competitive designs therefor, the question of this Government advising the Adelaide City Council falls into the same category.

GAWLER BY-PASS.

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

Leave granted.

The Hon. L. R. HART: My question relates to the Gawler by-pass, a road often referred to by my colleague, Mr. Dawkins. It is with some reluctance that I encroach upon his domain. On the Gawler by-pass there is an intersection known as the Redbanks intersection, at which a number of accidents, some fatal, have occurred. It has been suggested to the Minister that the possible cause of some of these accidents is excessive lighting at the intersection. Can the Minister of Roads say whether any members of his staff have investigated this matter and, if so, with what result?

The Hon. N. L. JUDE: I am aware that the Chief Executive Engineer of the Road Traffic Board (Mr. Pak Poy) has had this matter in hand. I have not received a report recently but, if a recent report is available, I will get it for the honourable member and let him have it. If one is not available, I will ask the Chief Executive Engineer to look into the matter.

RENMARK AVENUE.

The Hon. C. R. STORY: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. C. R. STORY: Last year I asked the Minister of Roads a question about the duplication of Renmark Avenue to enable one-way traffic to operate for the whole distance of the municipality of Renmark. As several serious accidents have occurred there in the last few months, I ask what plans the Minister's department has for the duplication of the avenue?

The Hon. N. L. JUDE: I gather that the honourable member refers to the narrow and

dangerous stretch of roadway along the railway line. That is continually under priority review of the Highways Department and is regarded as a necessity in that area. The vast sums of money that have had to be spent in the river area in the last 10 years on various bridges, etc., have precluded this from being placed in a higher priority than some other projects. However, I can assure the honourable member that it is on the list of projects regarded as necessary when the money is available for them to be done.

STURT HIGHWAY.

The Hon. C. R. STORY: Can the Minister of Roads say what plans his department has for the re-sealing of the Sturt Highway from the bottom of Accommodation Hill through to the Upper Murray?

The Hon. N. L. JUDE: The re-sealing of the road between Blanchetown bridge and Waikerie is scheduled for this year. With regard to the road from the bottom of Accommodation Hill to Blanchetown, arrangements are being made to improve the general survey of the road before any action is taken. It is unlikely, therefore, that any physical work will be taken on that stretch of road during the forthcoming year. Both stretches are under the notice of the Highways Department at the moment.

ROAD FREIGHT CHARGES.

The Hon. M. B. DAWKINS: Will the Minister representing the Treasurer in another place consider having an examination made of road freight charges, following the introduction of the ton-mile tax, in order to overcome any excessive amounts that may be charged, where those concerned might seek to use this tax as an excuse for the implementation of unduly high freight rates?

The Hon. Sir LYELL McEWIN: I will refer the question to the Treasurer.

POTATO MARKETING.

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

Leave granted.

The Hon. L. R. HART: I ask my question of the Chief Secretary, representing the Minister of Agriculture. Earlier this year this Parliament passed a Bill to amend the Potato Marketing Act. When it was passed, we assumed that the Potato Marketing Board would probably use its funds to better advantage than it had in the past. However, I am given to understand that the operations of the board and also of the South Australian

Potato Distribution Centre are being carried on similarly to the way they have been in the past. This is felt by some of the potato growers and buyers to be to the detriment of the industry. Have alterations to the methods of trading of the South Australian Potato Board and the South Australian Potato Distribution Centre been contemplated by the Minister in charge?

The Hon. Sir LYELL McEWIN: I will refer the question to the Minister of Agriculture.

BERRI FERRY.

The Hon. C. R. STORY (on notice):

1. What is the estimated cost of duplicating the Berri ferry?
2. What is the estimated annual operating cost of the new ferry?
3. When is it expected that this ferry will come into operation?

The Hon. N. L. JUDE: The replies are:

1. The estimated cost of duplicating the Berri ferry is £20,000. This sum does not include the cost of the ferry, which was available from Blanchetown after the completion of the Blanchetown bridge.

2. The estimated annual operating cost of the new ferry is £4,000.

3. It is expected that the second ferry will come into operation during September of this year.

BULK HANDLING WEED PROBLEM.

The Hon. G. J. GILFILLAN (on notice):

1. What precautions have been taken by the South Australian Railways to prevent the spread of weeds from railway trucks which have been used for the carriage of bulk grain, and subsequently used for the carriage of (a) superphosphate; (b) general goods?

2. What additional precautions have been taken to control the spread of weeds on railway property since the introduction of the bulk handling of grain?

The Hon. N. L. JUDE: The South Australian Railways Commissioner reports:—

1. Railway trucks which have been used for the carriage of bulk grain are swept out at the terminal by the bulk handling authority. They are also swept out by the superphosphate firms when the empty trucks are placed for loading.

2. Departmental policy in relation to control of weeds on railway land is as follows:

Independent action is taken by departmental employees in respect of dangerous weeds (Schedule I) when these are recognized or when advice concerning same is given by the local authority. Action is taken by departmental employees in respect of noxious weeds (Schedule II) and weeds declared

noxious in any locality (Schedule III), jointly with adjoining landholders or local authorities. It is evident that the initial growth of weeds on railway land arises from:

- (a) migration from adjoining cultivated land;
- (b) migration from adjoining roads;
- (c) deposition of seeds or fragments from railway waggons.

The introduction of bulk handling of grain does not, therefore, constitute a novel factor in the spread of weeds. Consequently, there does not appear to be any reason to modify existing practice.

PUBLIC WORKS COMMITTEE REPORTS.

The PRESIDENT laid on the table the following reports by the Parliamentary Standing Committee on Public Works, together with minutes of evidence:

Modbury Water Supply and Sewerage Scheme (Sections 1564 and 1573, Hundred of Yatala),
Thevenard Harbour Improvements,
Whyalla Sewerage System.

ADDRESS IN REPLY.

The Hon. Sir LYELL McEWIN (Chief Secretary) brought up the following report of the committee appointed to prepare the draft Address in Reply to His Excellency the Governor's Speech:

May it please Your Excellency:

1. We, the members of the Legislative Council, thank Your Excellency for the Speech with which you have been pleased to open Parliament.

2. We join with Your Excellency in expressing joy at the birth of Prince Edward to Her Most Gracious Majesty Queen Elizabeth II.

3. We assure Your Excellency that we will give our best attention to all matters placed before us.

4. We earnestly join in Your Excellency's prayer for the Divine Blessing on the proceedings of the session.

The Hon. Sir ARTHUR RYMILL (Central No. 2): I move that the Address in Reply as read be adopted. This is the second time the Government has done me the honour of inviting me to move this motion, and I thank it for the compliment paid to me in doing so. It also gives me the pleasure of being the first member of this Chamber to be able to welcome our new member, the Hon. Mr. Kemp. I did not know Mr. Kemp until recently, but for many years I have read his articles, particularly in one newspaper, and I have always found

them very thoughtful, full of academic knowledge, and showing a very practical application of that knowledge. If he is able to apply the same sort of mental processes to his work in this Chamber his accession here will be of great value to the Legislative Council. It would ill become me, as a director, to mention the name of the chronicle in which I have read most of his articles, but they relate in the main to trees, fertilizers, and pests such as beetles.

The Hon. K. E. J. Bardolph: Not all beetles!

The Hon. Sir ARTHUR RYMILL: The honourable member is referring to a different type of beetle. We saw some of those exotic beetles in South Australia recently and, as I like to try to keep in touch with things, I went to the Centennial Hall to see the Beatles. I used the word "see" advisedly, because the teenagers were making such a terrific noise that I could not hear one sound from the Beatles, but I assumed that they were singing because I could see their lips moving, so although the Hon. Mr. Kemp may know all about this, I have yet to hear the love call of a beetle.

I mentioned that this was the second time I had been asked to move this motion. The previous occasion was in 1956, when I was first elected to this Chamber. I remember referring on that occasion to the amazing development that had taken place in this State under the Liberal and Country League Government and saying that its achievements were a true success story. How true again that is today, Mr. President. On that occasion I said that we were living in changing times, and I believe that to be equally true now. I believe that never in the history of mankind have there been such changes in such a short time. To give one example, in these eight years we have been transported from the aviation age to the space age. I looked up the Governor's Speech for that year as a matter of interest and found it so interesting that I invite honourable members to take a brief look back to it with me to see what has been achieved in the meantime. Early in the 1956 Speech one finds a very familiar note:

My Government is faced with heavy financial commitments, for which money is not readily available.

His Excellency said that the South Para dam would be ready in 1957, and that designs had been called, specifications had been completed, and tenders were about to be invited for the Myponga reservoir. These things have become everyday matters since, but it is only the short

space of eight years ago when the Myponga dam was first mooted. The establishment of the second power station at Port Augusta was also referred to. His Excellency said that a contract had been let for 10 diesel-electric locomotives and that 17 diesel railcars had been constructed; that the widening of the gauge between Naracoorte and Kingston was to be continued; that the new sawmill at Mount Gambier would commence in the following year; and that rapid progress was being made in the new town of Elizabeth, 650 houses having been completed. He then said that in the following year the building of the Queen Elizabeth Hospital would be accelerated, and that many large schools were to be built; all of these, of course, were built years ago now. Later in his Speech, His Excellency said:

The recent discovery of an oil-bearing formation at Wilkatana, 40 miles north of Port Augusta, is an encouraging sign of the possible existence of oil in South Australia.

We have come a long way since then. Other things mooted at this stage were bulk handling installations at Port Lincoln and Wallaroo, an additional sawmilling plant (which was to double output—and it did), an oil refinery at Port Stanvac (which was just a dream of the future), the completion by the Electricity Trust of the Osborne B and Port Augusta A stations, and a new station on the Port River (the preliminaries of which are now in progress). Mr. President, you have only to look around anywhere you like in the settled areas of the State to see the great progress that has taken place. If you look over the city from the top of the Hotel Australia, the building of which is in itself a forward move, and which gives the best prospect of the city because the buildings lie across you when you look south, you will see an extraordinary and impressive array of new buildings. If you look from the hills or from an aeroplane you will see great buildings outside the city proper. If you look from a motor car you will see the splendid new highways that are opening up, the new reservoirs, hospitals, and schools. You will also see the new university buildings in Adelaide and the embryonic stages of the new university at Bedford Park. You can look at the spread of housing over the Adelaide plains and beyond it to the south, the north-east and into the hills.

Everywhere we see signs of great change, both of the traditional variety and new forms. Even in this Chamber itself, in the eight years in which I have been surveying, if you include the advent of Mr. Shard and myself at the beginning of that period, you will see that no

less than half of the seats have changed their occupancy. This is in the natural order of things, but the thought is tinged with sadness when one reflects that we have lost the services of such outstanding men as Sir Collier Cudmore, the late Sir Walter Duncan and the late Mr. Frank Condon, to mention just a few. However, our new members, if I may be permitted to say so, are of extremely high calibre, so I believe we need have no qualms about the quality of this Council in the predictable future.

I have dealt briefly with the past; I turn now to the future. The Governor's Speech this year predicts further mighty works—great new dams and reservoirs, a huge expansion of our power resources, and many new schools, hospitals, and so on. When I first came into this Chamber I had a local government and a company background, and one of the many things I had to learn was that the role of a private member was a limited one. That is in the nature of the British system of Parliamentary Government, because new legislation and the pattern of development of the State are, in the main, promoted by the Government itself. In the other fields I have mentioned the ordinary member is much more closely associated with various matters, and with the promotion of the works and the progress of the bodies concerned. I have learned that the private member's influence here must be a consistently continuing process. Individually he can promote few schemes or ideas, but by a constant and steady course of suggestion and criticism I think he can make his politics and influence felt, possibly sometimes even more than he himself realizes. It is in debates such as this that he is presented with the opportunity to air his views and make his general comments and suggestions, and this is an opportunity which I now propose to take.

I should like first to refer to the field of town planning. Nearly every Monday morning I come to town from the near-countryside in the south over Tapley Hill, and I have been alarmed to see the extent of the spread of the smog over the Adelaide plains in recent years. Twelve months or so ago, partly for this reason, I welcomed the legislation promoted by the Government in this regard whereby a committee has been set up, and I can only express the hope that this committee will speedily continue with its work. I noticed the other day that a Health Department officer said much the same thing, in effect that it is later than you think, and he gave some technical analyses of the extent of air pollution on the

Adelaide plains. I will agree with that, but, ironically enough, I think it is the hospital chimneys that are probably the worst offenders in my area. I am not being critical in saying this, but I think inferior quality coal has quite a good deal to do with the pollution of the air on the Adelaide plains. It seems that we have possibly an enormous natural gas field in the north. If and when a pipeline is constructed—and I think it will be—and if we find that we have tremendous reserves of that type of fuel—and I think we will—I hope that that gas will be available at such cost as to enable practically all coal burning to be dispensed with in Adelaide. This in itself will clear the air tremendously.

The second thing to which I wish to refer is the new metropolitan town planning plan, and particularly its relation to the highways and freeways. Again, I think the Government is to be highly commended for getting forth this plan, but obviously it will present some great difficulties. The longer the plan takes to put into operation, the more buildings will go up in the meantime, and thus the more expensive will be the acquisition of land. On the other hand, money is the key, and that is never readily available. I have already given a quotation from my 1956 speech on that point, so I sympathize with the Government in the difficulties it must have in this matter. On the other hand, many private business people find themselves in the course of these proposed freeways, most of which of necessity have not even been surveyed yet, and it is becoming increasingly difficult to get a decision as to whether you can go ahead and develop your property or not. I think that where there is any doubt about the matter, businesses should be given the freedom to go ahead, even if it is going to cost the Government more in the meantime, because I think it would be totally unfair to have to hold them up with their plans indefinitely when they might not even be in the path of the freeway.

The Hon. K. E. J. Bardolph: As the position now stands, is it not a matter of appealing from Caesar to Caesar with regard to personal rights?

The Hon. Sir ARTHUR RYMILL: I don't quite follow the honourable member, but I would say again that I am not criticizing at all, because I do very much appreciate, particularly as I have had local government experience, the difficulties which the Government must inevitably face in this regard.

The Hon. K. E. J. Bardolph: Is not the present Town Planning Committee more authoritarian than any other committee we have?

The Hon. Sir ARTHUR RYMILL: Again, I do not understand the honourable member.

The Hon. K. E. J. Bardolph: You must understand, because people's rights are being taken away from them. We have the evidence before us.

The Hon. Sir ARTHUR RYMILL: The Town Planner flew a kite, as I thought it was, the other day relating to what he called the sprawl of houses creeping up the hill. As a matter of fact, this has been a favourite topic of mine, and I remember when I was Lord Mayor pointing out the same thing beginning to happen then. Mr. Hart seemed to think that the public was not interested in this matter. I can assure him that there is very great public interest in this matter, but the great public has not got the opportunity of being more vocal about this sort of thing. They look to people like him to do something about these matters, because that is his job. It is not for them to do it, because they have no means at their disposal, and I express the hope that he will do something about this in the steeper parts of the hill. I refer not to the normal foothills development, but to the upper region of the hills, which should certainly be preserved. The parts to which I refer are not at all suitable for building development, and I don't think there would be any great hardship inflicted on anyone if they were. If, on the other hand, something is being taken away from the private individual by any legislation that may be promoted, then something like the English Town and Country Planning Act could be developed whereby people could be compensated for any loss for potential rise.

The Hon. K. E. J. Bardolph: I asked you a question about the rights of people and you evaded it.

The Hon. Sir ARTHUR RYMILL: I am glad that the honourable member has now intelligently explained the question and I am glad we are in agreement on the matter.

The Hon. K. E. J. Bardolph: And that you intelligently grasped the meaning of it.

The Hon. Sir ARTHUR RYMILL: As far as the general economy is concerned, I think we are living in days of great prosperity, and I only hope that they can continue in this way. I saw an article the other day about the price of Australian cars which showed that the number of hours the average wage-earner

had to work to get a car had been almost halved since we first started to manufacture our own cars. I think this is a great achievement and something for which the Australian public can be very grateful, because if we had to import our basic cars we would be paying very much higher prices for them.

The Hon. R. C. DeGaris: This applies to more than cars, doesn't it?

The Hon. Sir ARTHUR RYMILL: Yes, it applies to many things. I took cars as an example because I think they are a very telling one.

The Hon. K. E. J. Bardolph: And your point is that their price is largely due to the efficiency of the Australian workers?

The Hon. Sir ARTHUR RYMILL: Yes, and I thank the honourable member for his direct interjection. Recently we saw the basic wage rise by £1 a week. As I read the report, two of the Commission said there should be a 10s. increase and two of them, including the chief of the Commission, said there should be a £1 increase and, to the surprise of many people, it thereupon became £1 and not 15s., as one would have expected when two had said 10s. and two had said £1.

As I understand it, this is because the Arbitration Commission is regarded as a court and apparently the chief judge has a casting vote. It is becoming more and more apparent to everyone that the Arbitration Court is an economic commission these days and I think that, where there is a division of opinion, such as was evident in this case, some other method of resolving the difference should be developed. For instance, in the Privy Council, which is also a judicial committee, although it is the highest court as far as Australia and the Commonwealth are concerned, the decision is always unanimous: it is a committee decision and there are no dissenting judgments. When it comes to fixing the amount of such a thing as the basic wage, a consensus should be taken of the average opinion of the court.

Every time we have a basic wage rise the parrot cry goes up, "There should be no price rises; there should be no rises in the prices of any commodities." What an arrant lot of rot this is! How can we possibly increase, on this occasion by about 7 per cent, the basic element of all costs, the basic element on which prices are based, and expect them to remain stable—

The Hon. K. E. J. Bardolph: The Arbitration Commission took all those factors into consideration before they gave their decision.

The Hon. Sir ARTHUR RYMILL: —to remain immobile? How can we possibly expect to build on to the basic element of prices a 7 per cent rise and not expect them to go up in some way in sympathy with it? If one thinks that is possible one is living in dream-land; or is it merely propaganda? It may be a little bit of each. The hard facts of life teach us that, if we have to pay higher wages to produce goods, then the cost of the goods must inevitably increase.

The Hon. S. C. Bevan: Don't wages follow price increases?

The Hon. Sir ARTHUR RYMILL: I now refer to wool marketing because it is a matter that affects us all. It was announced recently that the Australian Wool Board proposed to recommend the retention of the auction system with some type of floor plan to support a basic or minimum price for wool. I applaud this decision, not because I am an interested party as a member of a wool-selling brokers' firm—because they would participate, of course, whatever the system was—but as an Australian who knows that the prosperity of the country is still closely linked with the price of wool.

As an example of why I think the auction system is best, I should like to quote the prices for the last two seasons. In the 1962-63 season the average price of wool per lb. was 58.96d. and in the season that has just finished, 1963-64, it was 69.7d., a rise of about 11d. a lb., or 18.2 per cent. The price has fallen back again now to somewhere near where it started from over that period but the growers, and thus the Australian economy, have received every penny of that extra price. Can anyone envisage how under any system but that there could be price flexibility of that nature, or how we could possibly have got an extra 11d. a lb. for our clip over that period? I for one cannot envisage it.

The other side of the picture is that the price could fall just as easily and we could lose that money. That is where the recommendation of the Wool Board comes in—that we should have some sort of guarantee of a minimum price. This has worked well in other countries and I think it is a good idea. I speak purely from my own personal point of view. It is a good idea that it should be tried in Australia.

If I may turn now to the cultural side of things, I am glad to have noted the considerable progress that has been made in this regard over the last 12 months or so. First, I should like to mention the magnificent gift of Mrs. Frank Penfold Hyland to the National Gallery. I have been to see it. It is well housed in the first gallery on the left as one

goes in. It has been named the Frank and Gladys Penfold Hyland Gallery and it contains the most priceless treasures. One can only say, "Lucky South Australia!" I think we all must be most grateful to Mrs. Penfold Hyland not only for making such a gift, which we can look at any day and admire, enjoy and learn from, but also for making the sacrifice of parting with such a wonderful collection as that.

I was pleased to see the announcement that the Government has proposed to retain part of Arbury Park after the new highway has been put through; and also to see that the house itself, which is a beautiful building, is to be used as a hills annexe to the National Gallery. It is a bright thought on somebody's part and, whoever it is, I congratulate him on the idea. Various ideas have been mooted for the user of the remainder of the land—a golf course and all sorts of things. I should like to suggest that the land be used as a hills woodland area for public enjoyment and walks—a pleasure garden, as it were; or we might call it a hills botanic park. Already there are a great number of beautiful exotic trees there—I use the word "exotic" as opposed to the word "indigenous". I should like to see them added to and a really beautiful woodland area made out of it. I am sure that Mr. Kemp will agree that the place is eminently suitable for all sorts of lovely and exciting trees to be grown. It would really give the public of South Australia something it does not have at the moment. We have beautiful native parks in their original state but I do not know of any place except the Botanic Garden itself, which is comparatively small, where we have anything of this nature. Arbury Park is a great asset to the State.

The proposed festival hall has been mentioned. I think that the choice of the site is an excellent one and it seems to have met with general public approval. However, there are a few ifs and buts about it and whether and when the site will be made available is not known. The committee of the council has no powers of compulsory acquisition of land and, although I am a very keen supporter of the idea of a festival hall, I should certainly think it would be completely wrong to give any powers of compulsory acquisition for any project of such a nature.

I agree with my colleague, the Hon. Sir Frank Perry, in considering that compulsory acquisition powers should be exercised only in cases of absolute necessity. However, if a

festival hall is established, it will be a wonderful thing for the city and the State as a whole. I notice that the Government has limited its liability to a set amount; the Chief Secretary had something to say earlier this afternoon in this regard. I agree with the wisdom of the Government's limiting its liability at this stage, because no-one knows yet what the hall is likely to cost, and this will be known only when plans and specifications have been prepared. However, if the price of getting a decent hall is higher than is now anticipated, as I expect it will be, I hope that the Government will have another look at it. It is a curious thing that when anything of a cultural nature is mooted which calls for the expenditure of public money a cry always goes up from a few individuals that money should not be spent on cultural matters; and they generally add, "What's the use of them, anyhow?" I have said before and say again that if we did not have the cultural side of life we would live a very limited existence.

We notice in the Governor's Speech reference to the preservation of native carvings in caves, and I heartily applaud that. Even the primitive people have their culture. They have their cave paintings and carvings, bark designs, tribal dances and primitive musical instruments. And yet some people say that we should not spend money on things of a cultural nature. Of them I would say that they are just one step below the aboriginal.

One small matter I should like to refer to, which I feel is rather tragic, relates to the re-roofing of the old Legislative Council building. We can compare it with the Public Library building on which an attractive copper roof has been placed; but a corrugated iron roof has been placed on this lovely building and someone with a spark of genius has painted it to look like iron. I think this is a minor tragedy.

A matter I have had in mind for quite a time is the question of legal costs in suits by and against the Government and as there has been talk on various aspects in the press lately I think it is a good time to mention it. It has been said recently that legal costs are rising and I think it is true, because handwork is expensive, and the lawyer's work is "handwork". Inevitably, legal costs are rising. In particular, actions against the Government or defending actions by the Government are very costly—I am referring to both Commonwealth and State Governments and this possibly applies to other forms of government—and the odds are very heavily weighted against a private citizen

because his purse is comparatively slender and it is particularly hard for him to afford the action. I think the Government should bear its own costs whatever the result, unless the court certifies that the action was frivolous or should not have been brought. That would make it easier for the private citizen to exert his or her rights, and it would not cost the Government anything extra because it has its Crown Law Department anyhow. It would make it much easier for the ordinary citizen to claim his rights, and I hope that this is something the Government will consider.

A new development that has not altogether filled me with happiness is the procedure of holding meetings of State Ministers to formulate uniform legislation. Uniformity is one thing, but new legislation is another thing altogether. As far as I can see, much of the result of these meetings has been to create new legislation rather than uniform legislation. So, the procedure of adopting in other States the legislation of one State only does not make me at all happy, and I hope that it will not remain as a permanent thing. Since I have been a member of this Chamber I have often warned about uniformity for uniformity's sake, but this procedure I am referring to goes a step further; what is good legislation elsewhere is not necessarily good in another place, such as South Australia. If it were, all we should have to do would be not to meet here but to adopt all the statutes of New South Wales or Victoria, or whatever State it may be. The traditional method of formulating new legislation, other than that which is departmentally promoted, has always been, and it is still going on everywhere else, to found it in committees of inquiry. We hear of the Jenkins Committee on Companies in England; we hear of the Royal Commission on Banking in Canada and that sort of thing where evidence is taken from anyone wanting to give it or interested in any way at all, and a properly founded committee qualified in the particular matters is appointed. It takes account of all the evidence and makes its recommendations to the Government. This is the traditional way of doing it, and I hope we shall get back to it.

I should like to refer to traffic matters now, because I have no doubt that every honourable member, including myself and every other motorist, thinks he is an expert on traffic. Therefore, I think I am qualified to make a few suggestions. First, I think that good progress has been made with our traffic laws in recent years. The alteration of the speed limit of 25 miles an hour over intersections I

consider to have been all to the good. Speed zoning provisions, although they have not been very much invoked yet—I can think of a road that I use where they have hung fire—make excellent legislation and I only hope that the board in control of traffic will see fit to hasten their application. Another thing that I have seen which is obviously a part of Government policy now is the advent of many school lights drawing attention to the presence of schools abutting the highways. I have seen so many going up in recent times that I think it must be Government policy.

The Hon. A. J. Shard: I think you will find that it is more school policy than Government policy.

The Hon. Sir ARTHUR RYMILL: That may or may not be. Whether that is correct or what I say is correct, the fact remains that there should be these lights at every school on every highway in the whole State. The cost to install these lights is not very great, and, if the life of only one child is saved through their erection, then it will be worth all the expenditure involved. Motorists do not disregard schools or school signs, but these signs are terribly hard to see, not because they are not good signs but because motorists must keep their eyes ahead and look down the road, not to the side, if they are good drivers, and it is easy to miss the ordinary static sign. However, if there is something on the road, preferably flashing or easily distinguishable lights, I am sure every motorist will observe them, and I have no doubt that they will make very much for safety.

I think what we are still crying out for in this State is not uniformity of traffic laws but a main road rule in the country. There is nothing original about this except that, whenever the main road rule has been asked for in the past, as far as I know it has been suggested that it should be of general application; there are then 101 reasons given why it should not apply. I point out once again to this Chamber that in France the right hand rule exists in municipalities, towns and townships (as we call them), and a main road rule exists in the country. I have driven under this rule, which is easy to follow. We already make this differentiation between town and country because our speed limit applies to municipalities, towns and townships, and a motorist is supposed to know when he is approaching one of these places, which are all marked in any case. Why cannot we have a main road rule applying outside of all municipalities, towns and townships? The

rule could be simply denoted by giving traffic on the bitumen road the right of way. In practically every case in the country, the bitumen road has macadam or dirt roads leading on to it. It is not difficult to distinguish the main road, but, if it is, the law could provide that the right hand rule would prevail in those circumstances.

I can give a very good illustration to show that our present rule is rarely the rule followed in the country except where it comes to a quarrel in the courts. On the long straight between McLaren Vale and Willunga, which is about four miles in length, a motorist is entitled to travel at 60 miles an hour under the statutory speed limit. Crossing the main road are three through roads, and if a motorist did not stop and look both ways whenever he came to the main road he would risk killing himself 100 times a day. What is the sense, when it can easily be altered, of having a legal rule that is completely counter to what the motorist must do? My suggestion would be very easily brought in, and I once again ask the Government to consider initiating this forward move. In this matter perhaps we could start something uniform for the other States to follow!

The Road Traffic Act already has provisions relating to the excessive use of horns and driving without due consideration for other road users. Although I realize it is hard to police, I think one of the worst things of this type in a mild way is tooting or shouting by a motorist who thinks another motorist has committed some sort of offence. I find it very aggravating and, as one who practised in the traffic courts for many years, I find that at least half the time the man who shouts or toots is in the wrong himself. I claim only half, because I am probably often in the wrong. However, even this aggravates the motorist who is tooted or shouted at.

I think the "slow down" signs in country towns are almost invariably placed too far towards the edge of the towns. No doubt they are placed where the town itself starts, but mostly there are only a few odd buildings and great open spaces before the town proper is reached. We learn in jurisprudence that a law the public does not think is sensible is not abided by. I think there would be a greater observance of these signs if they were placed where the town in fact starts instead of where it starts in law.

As one who has studied the matter of traffic lights on highways, I think the department concerned must be more liberal in its approach to

and payment for such lights on main highways. I do not see why the main obligation should not fall on the Highways Department for traffic lights on main highways instead of on the local government body. I am not speaking about the City of Adelaide, which has paid for all its traffic lights; I am speaking about municipalities outside the city. The Highways Department has the responsibility of seeing that main roads are kept in order, although it can call on councils for some sort of contribution. I think the same procedure should be followed in relation to traffic lights.

We in Adelaide have not yet realized that parking stations are the greatest traffic generators there are. This was found to be so in Sydney. A few years ago the Sydney City Council brought in a by-law compelling anyone getting permission to construct a new building to put in a parking station. Only three years after that by-law was introduced it was discarded because it was found that its only effect was to block the streets, as it made it easier for traffic to come into the city. This caused congestion, particularly in peak periods.

The Hon. K. E. J. Bardolph: What is the Adelaide City Council doing about parking?

The Hon. Sir ARTHUR RYMILL: I would not know; I am not a member of the City Council. I would prefer to see an improved public transport system in the metropolitan area even if that meant, as I think it would, the Government more heavily subsidizing the body concerned. I know the Government is already paying a subsidy, but it is not great in relation to the importance of this matter. If we could have a subsidized mode of public transport so that it would be of such quality that the public would want to use it, that would be a good step forward.

I should like to give a word of praise to the police for the way they are handling the administration of minor offences. I have had reason to understand this recently. Apparently the Police Force is giving some credit for past good records as well as debits for present bad ones, and I think this is a very good principle. Previously, if a man who had been driving for, say, 20 years without accident or offence then committed a minor offence, he was dragged up before the beak without the option. Now, as I understand the position, unless a bad offence has been committed it is the policy of the police in such cases to give a warning with or without a lecture attached. I am all for this because I have seen over the years, as a layman as well as a lawyer, that human nature responds to lenient treatment, and is less likely to offend

again if it is treated lightly than if it is treated heavily for minor offences. Warnings plus a lecture are the next step up, and the courts are the final one. I think I can vouch that the following story is true. A woman recently got caught for speeding, and she was frightened to tell her husband that she had to go to a lecture or else be prosecuted. She decided to go to the lecture and her husband asked her where she was going. She said she was going to a traffic lecture and he said he would like to go with her, so he accompanied her to the police barracks to the lecture. He was tremendously impressed with it, and he enjoyed it thoroughly; so much so that at the end of the lecture he got up and moved a vote of thanks to the police for their kindness in giving the lecture. I don't think to this day he knows why his wife was present.

In the field of education, we are living in days of specialization, and it is generally agreed that if we are going to specialize we must have a very broad background of education beforehand. I think we are all working for that, and I am sure it is the right way. If a man is to specialize, he must have his width of knowledge before he gets down to specialization. It is a pity that history is not taught in the State schools, because I think it is part of a broad general education. I think that history should be taught backwards. When I went to school, and I think it still applies, history started in ancient times and went up to King George V. If they started with King George VI and went backwards, history would live for young people and they would be much more interested in it.

I should like to give the Government a pat on the back for its attitude in relation to land reserves. We shall have a new one in the Flinders Ranges. I think this is a very important thing, and I hope that the Government will continue with its present policy. Well, Mr. President, the House has been very patient with me. I have talked of many things. There are many other things one could say, but I think the time has come when I should sit down. I would like to conclude, if I may do so without being presumptuous, by thanking His Excellency the Governor and Lady Bastyan for the excellent and untiring work they are doing for this State.

The Hon. W. W. ROBINSON (Northern): I rise to second the motion for the adoption of the Address in Reply. I would like to express our appreciation for the manner in which His Excellency delivered his Speech at the opening of Parliament, and to him and Lady Bastyan for the manner in which they are carrying out

their duties in the service of this State. On behalf of the members of this Chamber, I express the hope that Lady Bastyan will soon be restored to health.

Earlier this year we were looking forward to a visit from the Queen Mother on the occasion of the opening of our Festival of Arts. We were very disappointed that illness prevented Her Majesty from attending. We were very pleased to hear of her speedy recovery. The Royal Family have done a very great service in visiting different parts of the Commonwealth and taking part in public ceremonies. We, the members of this Parliament, have been greatly grieved during the year at the loss of our former President, Sir Walter Duncan. He was a man of dynamic character and sound judgment, and he possessed a great sense of humour.

The Hon. K. E. J. Bardolph: He had a vast fund of knowledge.

The Hon. W. W. ROBINSON: The late Sir Shirley Jeffries gave splendid service to this State, particularly as Minister of Education for a number of years. The late Mr. Jenkins served the district of Stirling very well and conscientiously, and also as Mayor of Victor Harbour he served the people of that area very well indeed. I believe that that dual service took toll of his health, and in some measure was responsible for his early passing. The late Mr. John Critchley was respected by people of all shades of political thought. I join in expressing sympathy to their relatives.

Paragraph 9 of His Excellency's Speech refers to the progress achieved in the reticulation of water in this State, and I think part of this can be attributed to the fact that in 1882 an Act was passed to bring our water projects under one consolidated Act, under the Commissioner of Waterworks at that time. The Commissioner of Public Works was known as Minister of Waterworks, and is now known as the Minister of Works. Previously we had the Adelaide City, Port and Suburban Waterworks Acts, which were administered at Port Augusta, Kapunda, Glenelg, Port Pirie, Glen Osmond, Tea Tree Gully and Modbury; they were all working under the one Act. The waterworks are controlled by local government bodies in their own particular localities in some of the other States, but the fact that they are all consolidated under one Act in this State has enabled planning to go ahead and we have the best reticulation service in any part of the world.

The construction of the foothills pipeline from Anstey's Hill to Wattle Park will enable

us to serve levels up to Reduced Level 900, which, as I understand it, is 1,000ft. above sea level. The Morgan-Whyalla main, which was recently passed by the Public Works Committee and estimated to cost some £18,500,000, has been put through at £16,120,000, or at £2,000,000 less than originally estimated. Many factors have contributed to this saving. One was the reduced expenditure for completing construction of the tank at Lincoln Gap. This was estimated to cost £700,000, for it was thought allowance should be made for long cartage of materials. However, they were obtained much nearer, and the department was able to complete the tank for £400,000. Another contributing factor was the decision to put a subterranean pipeline under the gulf. This will show a saving of £743,000. Six or seven miles across the gulf as against 40 to 50 miles around the top will also achieve a great reduction in pumping costs. It may be interesting to know that this will be a mild steel, concrete-lined pipe $\frac{7}{8}$ in. thick and 2ft. 9in. in diameter. It will have a preparation of a coating $2\frac{1}{2}$ in. thick and will be buried 5ft. underground. The trench for this pipeline will be dredged and, although the gulf is 60ft. deep in some places and 55ft. in others, for $1\frac{1}{2}$ miles, it is not expected that this work will present any great engineering difficulty.

Honourable members will be pleased to know that the Poldia Basin at Lock is standing up to tests and gives promise of being capable of being extended to the country between Lock and Darke Peak and supplementing the water supply for Kimba. Unfortunately in some measure that pipeline, if that route is decided upon, will pass by a fauna and flora reserve of 93,000 acres, from which no revenue will be obtained. I agree with the Minister of Lands (Mr. Quirke) in setting aside such places as Alligator Gorge and the area close to Humbug Scrub, and in developing Flinders Chase, another fauna and flora reserve near Port Lincoln and our National Park. We must have these reserves and it is our duty as far as possible to establish them to preserve our fauna and flora and to give pleasure to the people.

But this area is off the main highway and is not readily accessible to visitors. It is an area capable of settling 25 farmers and of boosting the growth of Lock township. It is keeping a good producing area out of production in a world crying out for food. The Minister of Lands realizes this. I am not suggesting that this 93,000 acres will solve the world food problem but I think we have a moral obligation—

The Hon. K. E. J. Bardolph: Who will contribute to it?

The Hon. W. W. ROBINSON:—to develop food production to the greatest extent. The Minister realizes this obligation. When he was opening a conference of primary producers last week, he said, "The food position in the world today is more explosive than the hydrogen bomb." I believe that this area has little value to the people but, if developed, will contribute to the welfare of the township of Lock adjacent to it.

Reference was made in His Excellency's Speech to roads. Today, it would be impossible to speak of the State's progress without making some reference to what has been achieved in roadmaking. When we travel through the hills, we note the dual and three-lane highways that contribute to the pleasure of the people. In the far-flung parts of my district, we appreciate what has been done on Eyre Peninsula and the northern areas. We have the completion of the Lincoln Highway and it is estimated that the Eyre Highway will be completed from Lincoln Gap to Wirrulla this financial year; also, it is expected that the Flinders Highway will be extended to Warrow, and the road that has been a bad one for many years, from Yeelanna to Lock, will be almost completed in this financial year.

I notice that it is proposed to spend some £13,000,000 this year, from which I ask for a very small amount to be spent on two roads that might not qualify by traffic count for this expenditure, but as they are in hilly country and subject to erosion by rains they should be sealed. They are only of short length: one is eight miles off the north road leading into Mintaro, and the other is the road leading from Murray Town to Booleroo Centre. Although it may be argued that such expenditure would not be justified as these roads would be expensive in upkeep, I point out that they are bus routes for children going to school.

I also mention the northern stock routes into our cattle country. Of recent years, because they have carried heavy traffic for oil exploration and other development, they have deteriorated into a deplorable condition. This is having a great influence on the amount of stock being sent to our market. Queensland and Western Australia have contributed some £30,000 towards developing their stock routes. We now find it difficult to compete with them in order to get a sufficient supply of stock for our market. This will have a distinct bearing on costs to consumers. The shortage of cattle means greater

competition for them and consequent higher prices. This, in turn, will bear on our cost of living and on our capacity to compete with the other States in secondary industries.

The Hon. S. C. Bevan: The member for Frome (Mr. Casey) told us that months ago.

The Hon. W. W. ROBINSON: Also, it is vitally necessary to have the stock routes in good order to enable the cattlemen, under conditions prevailing in some parts of the stock country today, to get their cattle agisted in other parts of the Commonwealth.

The Hon. K. E. J. Bardolph: The honourable member says that this Government has been remiss in this department?

The Hon. W. W. ROBINSON: I am suggesting that some improvements can be made in that regard. I referred recently to the great improvement in our roads, yet not all that we desire has been achieved. One would have thought that with the elimination of sharp corners and bends there would be fewer motor accidents involving injuries and fatalities which have been steadily mounting due, in some measure, to the increased numbers of vehicles on the roads, but more particularly to speed and the want of consideration by some drivers for others. I notice that on rainy nights the accident rate mounts very sharply. This could in some measure be due to bad lights and a dirty windscreen, but I think I should make some suggestions as to the use of the instrument panel light. This does not seem to be appreciated by some motorists. This light shines in the face of the driver on a rainy night, or perhaps when dust is on the windscreen, thus aggravating the position and reducing visibility considerably. I suggest that if motorists shut off these lights on such nights, the position would be improved immensely.

One matter that makes the thoughtless owner careless is that his car is insured. He seems to have the mistaken idea that the insurance company will pay for any damage. This really is not so because eventually motorists are called upon to pay increased premiums. When third party insurance was first introduced the premium was 15s. whereas now it is £8 10s. and it will still have to be increased as quite a number of insurance companies are asking to be taken off the approved list for this purpose. One company will not insure the cars owned by people under the age of 25 years because it considers them too great a risk. I believe that a great improvement would take place if we had plain clothes policemen on duty on the roads to control traffic. Sometimes when one

is travelling on a road one notices how well behaved the traffic is and that the drivers are giving correct signs and are careful to observe the speed limit, and one wonders what is happening. Invariably, one notices in the rear vision mirror a policeman in uniform, either on a motor cycle or with another policeman in a motor car. If we had plain clothes policemen on duty drivers would not know when they were about. As a boy I read "Conscience makes cowards of us all, and a thief doth fear each bush and officer." I believe that the presence of plain clothes policemen would have a very beneficial effect on traffic.

Great improvement has been made in recent years in the provision of sewerage schemes in country towns. Among those towns to have benefited are Mount Gambier, Naracoorte, Port Lincoln and Lobethal. Plans were recently placed before the Public Works Committee to provide Whyalla with a similar scheme. There has been criticism that this town should have received preference over older towns that had applied for the service. Whyalla has made very rapid growth, and some of the area is low-lying with a deep clay subsoil, and thus is not suited for septic tanks. The conditions are so bad that it has been necessary to place it higher on the priority list, much higher than was considered necessary earlier. Although the Whyalla scheme will cost £2,335,000, it will be almost self-supporting. At Whyalla it is proposed to have aerobic ponds on the south of the Lincoln highway, and with this method of treatment it will be possible to reclaim quite a large quantity of water. It is estimated that when the population reaches 25,000, during the summer months there will be about 565,000 gallons a day available capable of irrigating 133 acres; and in the winter months there will be about 783,000 gallons, which will irrigate 193 acres. A regrettable feature is that the greater quantity of water will be available in the winter when it is not required to the same extent as in the summer, but provision can be made on the flats close to the south of the town to irrigate in winter. Three schemes are provided under this project; one is for irrigation of the northern area where the water will be available for 4.4d. a thousand gallons; for another, to irrigate parks and gardens, it will be 8.5d. a thousand gallons; and for the third for supplying the dairy farm it will be

11.7d. Both Mr. Ryan (Chairman of the Whyalla City Commission) and Mr. Bennett (the General Manager of the Broken Hill Pty. Company at Whyalla) said that they were prepared to take the water and I believe that it will be used for the parks and gardens at Whyalla, the cost for which will be 8.5d. a thousand gallons. This will enable the town to develop its parks and gardens to an extent that would not be possible otherwise because of the high cost involved in using water from the Whyalla main. It will result in beautifying the township, and this will be very acceptable to the public.

The Hon. C. R. Story: Why the difference in the charges of 4.4d. and 11.7d.?

The Hon. W. W. ROBINSON: The lower charge is due to the closeness of the area to the ponds. Electric power has to be provided to pump the water to the parks and gardens and to the dairy and, therefore, because of the greater distance to the dairy the charge would be 11.7d.

I could deal at length with many problems, such as hospitals, child welfare, and education, but if I did I would become as popular as Bobby Simpson was with the English people on the second day of the current Test. A very great service has been rendered to this State by the present Government. Our development compares more than favourably with that of any other State of the Commonwealth. Except for the people in the Murray Mallee, whose crops have been seriously damaged by wind, and pastoralists in the outlying country, for all of whom I express my sympathy, this year promises to be a good one.

I join with the Hon. Sir Arthur Rymill in welcoming our new member, the Hon. Mr. Kemp, to this Chamber; I apologize for not mentioning him earlier. With his specialized knowledge, he will have something to contribute to the legislation of this State. I believe that, in view of the development that has taken place and the provision made for the coming year's programme, we can look forward to the future with great confidence.

The Hon. A. J. SHARD secured the adjournment of the debate.

ADJOURNMENT.

At 4.8 p.m. the Council adjourned until Wednesday, July 29, at 2.15 p.m.