

**LEGISLATIVE COUNCIL.**

Wednesday, August 5, 1964.

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

**QUESTIONS.****GAWLER BY-PASS.**

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, which is directed to the Minister of Roads, relates to the Redbanks intersection on the Gawler by-pass road. I listened with interest to the Minister's reply to a question asked by the Hon. Mr. Dawkins yesterday in which he said, among other things, that the matter was being considered by the Road Traffic Board, and he then set out various ways in which the board was considering it. The reply left some doubt in my mind about whether the board was considering a subway or an overway for that intersection. Will the Minister say whether the board has considered having a subway or overway at the intersection and, if it has not, will he draw its attention to my request, as this may be a suitable way to overcome the difficulty at the intersection?

The Hon. N. L. JUDE: Yes. When the design of the Gawler by-pass was originally considered, it would have been quite obvious that the best means of interchange of traffic on the road at the intersections was by either overpasses or underways. However, as there are already three bridges on that road, the overall cost is considerably in excess of what the budget can stand in a comparatively short time. Since then it has been realized that this is a dangerous intersection, and I should imagine that the matter has been reconsidered, but that it will still be, shall I say, barred or put out of court merely on account of the huge cost involved in the acquisition of the house adjacent to the roads and that sort of thing, apart from the cost of construction. However, I will draw the attention of the executive officer of the board to the honourable member's question.

**TOXIC FUMES.**

The Hon. A. F. KNEEBONE: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. A. F. KNEEBONE: On July 31 the *Advertiser* contained a report headed "Drunk on Fumes", which read as follows:

Some Melbourne painters who had been sacked recently for being "drunk" on the job were not drunk, a union official claimed today. The men, suffering from the effects of a substance in a certain type of paint, had staggered around, slurred their speech and had been unable to concentrate, he said. The Painters' Union claims officer (Mr. C. Willman) said all the men had been reinstated after their employers had been told the reason for their "drunkenness".

Mr. Willman said the union had had reports that building workers near painters using this type of paint had been affected by the fumes and found themselves "in disgrace with their wives and girl friends," and had been unable to eat their evening meal. In the Newcastle dockyard last week fumes from a rust-proof spray had caused 18 men to burst into uncontrollable laughter before collapsing in the ballast tank of a ship.

One of the side effects of toxic-based paint used in a confined space was that beer drinkers "went right off" beer, Mr. Willman said. The Senior Industrial Hygiene Medical officer of the Health Department (Dr. J. Milne) said today that inhaling solvents in paint had a mild anaesthetic effect. The condition happened when painters worked in confined spaces.

Will the Minister of Labour and Industry inform me whether any instances of a similar nature have been reported in this State and whether the inspectors of this department will see that, where such paint is being used, the use of effective respirators will be insisted upon?

The Hon. C. D. ROWE: As far as I know, there have been no instances of difficulties occurring because of the use of this particular type of paint, but I will ask the Secretary for Labour and Industry to let me have a detailed report on the matter.

**STUDENTS' BUS FARES.**

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: The recent increase in tram and bus fares applicable to students attending high schools and the university has been keenly felt by the parents of these children and has reacted quite harshly on them. Because most of the students attending these institutions of learning are not earning any money and the parents have to pay their university fees, it has become quite hard on them to meet the increased costs. I understand that the General Manager of the Municipal Tramways Trust (Mr. Keynes) has indicated that any concession fares that could be given to the students would involve Government policy and

the Government would have to carry out this proposal. Will the Government consider the question of granting concession fares to the students I have mentioned, similar to the position applying in New South Wales?

The Hon. C. D. ROWE: I shall be pleased to refer the question to the Treasurer to get the desired information. I point out that we still do make some concessions to students in this State; and although there was a rise in fares applying to some students there was also an increase in the age, I think from 18 to 19 years, for which these student concessions apply.

#### MOTOR VEHICLE INSPECTIONS.

The Hon. L. R. HART: At the annual meeting of the Chamber of Automotive Industries of Australia held in Adelaide recently it was suggested that there should be an annual compulsory inspection of motor vehicles for their roadworthiness. Will the Government consider introducing legislation to cover these inspections, and does the Minister of Roads care to comment on the suggestion?

The Hon. N. L. JUDE: Yes. At the moment I consider that the present Motor Vehicles Act and the Road Traffic Act, which empower the police to halt and inspect any vehicle they suspect of being not roadworthy, are working fairly efficiently and are being used quite considerably, judging by reports received from the Police Department. There are problems associated with this suggested check on all motor vehicles. First, if the cost of the inspection is low, say, 10s. as suggested by many people, I do not think it can be reasonably asserted that a car can be thoroughly inspected for roadworthiness at such a cost. If, on the other hand, the fee were relatively high, obviously it would be a considerable burden on a motorist if it were undertaken annually. As regards comparatively new cars, an annual inspection barely seems necessary, especially in view of the manpower that would be involved for the inspection of some 300,000 motor vehicles a year. This question would want much consideration by the Government before the system was introduced. If, on the other hand, the honourable member is referring to the type of motor vehicle we saw depicted in the cartoon in this morning's paper, I would suggest that that car is already condemned and out of circulation.

#### DRILLING MUD.

The Hon. C. R. STORY: Has the Minister representing the Minister of Mines a reply to the question I asked last Wednesday regarding drilling mud?

The Hon. C. D. ROWE: On behalf of my colleague I have obtained the following information. Bentonite is a type of clay generally formed from weathered volcanic rocks, which possess special properties, particularly swelling properties. Its principal uses are as a binding agent in moulding sands in foundries, and as a component of drilling muds. The 1962 usage in Australia was 6,500 tons in moulding sands, and over 3,000 tons in drilling muds. The drilling requirement is increasing as more oil wells are drilled. The chief source of bentonite is the U.S.A., mainly from Wyoming. Australian production for 1962 was 300 tons from Queensland, and 485 tons from Western Australia. There has been no production in South Australia. The South Australian Mines Department has been searching for a number of years for bentonitic clays, so far without success. The search is proceeding.

#### MILLICENT SCHOOL.

The Hon. R. C. DeGARIS: Has the Attorney-General representing the Minister of Education a reply to the question I asked last week about school facilities at Millicent?

The Hon. C. D. ROWE: The Government has approved the erection of a new solid construction school at Millicent South consisting of 12 classrooms, library, activity room and ancillaries, and the Public Works Standing Committee is at present investigating this proposal. If the committee makes a favourable recommendation the school should be open at the beginning of 1966. The Government has also approved the purchase of a site for another new primary school at Millicent North and the Education Department is at present negotiating for its purchase. This school will be erected as soon as possible, having regard to urgent commitments for new school buildings and additions to existing ones in rapidly developing new centres of population, but it is impossible at the moment to forecast when this work will be commenced. In the meantime, the Public Buildings Department has been asked as an urgent matter to submit proposals to effect necessary improvements to the toilets at the existing Millicent school.

#### GUY FAWKES CELEBRATIONS.

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 is directed to the Attorney-General who is in charge of the Council during the absence of the Chief Secretary. Over the years a number of requests have been made to the Government

to have the date of Guy Fawkes celebrations altered to a time of the year when the fire menace is not so great. Most requests or approaches have come from country authorities, but I understand an approach was recently made by the Municipal Association to have the date altered from November 5 to May 24. Is the Government prepared to consider this request? If not, will it initiate a move to have the question discussed on a Commonwealth basis?

The Hon. C. D. ROWE: This matter affects a department other than my own, and consequently I would have to refer it to the Treasurer and possibly to the Minister of Agriculture for consideration, which I will do.

#### SALINE EFFLUENTS.

The Hon. C. R. STORY: Has the Minister representing the Chief Secretary a reply to the question I asked last Wednesday concerning saline effluents?

The Hon. C. D. ROWE: I thought that I had a detailed reply for the honourable member, but I find that the docket refers to another matter. I am sorry I have not got the information required, but I shall refer the question to my colleague and get a reply as soon as possible.

#### ADDRESS IN REPLY.

Adjourned debate on motion for adoption.

(Continued from August 4. Page 165.)

The Hon. JESSIE COOPER (Central No. 2): I rise to support the motion. The mover's speech blew like a fresh breeze through the mists of formalism that have become traditional for such speeches. It was greatly appreciated, as was the able speech by the Hon. W. W. Robinson, who seconded the motion. Once more we were honoured to have Parliament opened by His Excellency, who, with Lady Bastyan, spares no effort in performing his duty throughout the length and breadth of South Australia. They are greatly revered and respected everywhere. We are thankful that Lady Bastyan is now restored to health.

The birth of Her Majesty the Queen's fourth child brought joy to all loyal citizens of South Australia. In all ways she is an inspiration to the women of our country. Concerning the deaths of members referred to by His Excellency, I would particularly mention one—that of Sir Shirley Jeffries, a man of high intellectual and moral capacity, who served

in his time in Parliament both as Attorney-General and as Minister of Education. For all of his life he set a very high standard of ethical leadership. To me personally he gave continual help and encouragement. I am happy to note that recently the Lord Mayor of Adelaide launched a public appeal to build a memorial chapel in his name at the school which he helped to found, and which bears the motto he chose—*Deo duce*.

It is always a pleasant duty to go into country districts at the invitation of various organizations. It affords one the opportunity to see at first-hand conditions of life in the country and the daily problems associated with it. Recently I spent some days in River Murray districts and it was while driving on several occasions between Barmera and Berri that I became more conscious of an ever-present danger—level crossings. Remembering that this Sturt Highway is one of the important interstate highways over which many thousands of tourists travel each year, I was shocked at the suddenness with which one is confronted by these level crossings, and particularly by their badly illuminated condition at night. I can understand, therefore, why members receive constant requests for a more realistic approach by the Railways Department towards the provision of ample lighting and warning devices for country railway crossings. With today's high speed traffic, both commercial and private, it is not sufficient to have an illuminated sign that can be seen on a dark and stormy night no more than a few feet away. Many country people as well as tourists would like to see some real action on this matter.

Our new member, the Hon. Mr. Kemp, whom I now welcome, in his maiden speech last Wednesday gave an interesting dissertation on the problems of water in South Australia, with emphasis on one problem—the salinity of the Murray River. I wish to mention another difficulty which may not seem so dangerous to the primary producer, but which is irritating, noxious and costly to many thousands of people. In fact, I would not be doing my duty if I did not bring to the Government's attention the increasing number of complaints and the growing dissatisfaction of the people in the metropolitan area about the filthy condition of the metropolitan water supply. Honourable members will be conscious of the fact that for the last month or so water supplied to much of the metropolitan area has been full of grime and sediment. We have grit on our skins and muddy streaks in our washing.

Moreover, the water is so tainted in flavour that it is virtually undrinkable. All this, it is claimed, is because of the recent heavy intake of water into the metropolitan reservoirs. This I do not dispute, but there is one fact that I should like to bring to the attention of honourable members..

Throughout the summer months the older established metropolitan areas receive recurring bursts of dirty water. For five or six days clean water may be reticulated, and then for one or two days pure mud comes through the mains. I understand that this is the result of an inadequate and deteriorating system of mains, which require reduced pressures at certain periods. At such periods sediment settles in the pipes and is then lifted off at the first heavy demand and deposited in our kitchens and laundries. This appears to be a short-term repeating cycle and it would seem evident that insufficient money is being provided to replace such a deteriorating and inadequate reticulation system in the metropolitan area. I am sure the Government will appreciate the fact that pride in new and extensive water systems is laudable but, if existing systems are being allowed to deteriorate to a point where a reasonable pressure necessary to maintain clean water is not possible, then much of the glamour is being taken away from our progress.

Having admired the pellucid water of the new reservoirs provided by the Government over recent years, one wonders what secret and scientific processes are being devised to change it so rapidly to what arrives in our homes. If this is the best that can be done after a century of the white man's progress in science, it is no wonder that the indigenous people of Australia were made black. The Minister in charge of our water supply is, of course, in another capacity the Minister of Aboriginal Affairs. Those honourable members who saw his recent interview on television in *Meet the Press* will have heard his interpretation of the word "assimilation"—"a process of making similar", though this is only one meaning of the word and not the modern, accepted interpretation in general usage. However, it would seem that, if the quality of our water continues to be as it has been in recent months, the policy of assimilation will be completed much more quickly than the Minister anticipates.

The Hon. C. R. Story: But there is nothing deleterious to health in our water at the moment; it is only its colour?

The Hon. JESSIE COOPER: That is so. Continuing on my watery theme, I want now to discuss fountains and their aesthetic use in architecture. I do not wish to comment on any matter concerning local government, although I believe personally that fountains in streets add to the already serious traffic hazards in all modern big cities. I wonder, however, whether the Government will seriously consider the incorporation of fountains and pools in the architectural design of public buildings.

Almost everywhere in the world the artistic use of water in pools and fountains gives delight. In our country, so arid and for much of the year so dry in atmosphere, the pleasure would be even greater. Unfortunately, both Government and commercial architecture in Australia at present seems to have one object—that of constructing the maximum amount of rentable space. Perhaps it is too much to hope that either our Governments or our private builders will make valuable property available for purely aesthetic usage; but it has been done elsewhere.

Late last year I spent several weeks in the new Parliament House at Kuala Lumpur, the federal capital of the new Malaysia. This magnificent building, designed by Government architects, is surrounded by artificial lakes and fountains. The reflections are breath-taking.

The Hon. A. J. Shard: I expect they have their dangers, though.

The Hon. JESSIE COOPER: Perhaps. This water motif is continued inside the buildings, which is the part that Mr. Shard finds difficult.

The Hon. A. J. Shard: I didn't find it difficult; somebody else did.

The Hon. JESSIE COOPER: Fountains are included in the corridor design. Even in the lounges adjacent to the Chambers there are small pools lining the walls, which I admit are hazards even in a Muslim, non-alcoholic country, but they bring a sense of coolness in a tropical climate.

Again, in one of the busiest cities of the world, New York, there are many examples of water being used to enhance the beauty of buildings. In San Francisco, architects have included shrubs, ornamental trees, pools and glass in modern building design and have truly made it one of the most beautiful cities in the world. Surely we in Australia have reached sufficient maturity to stop being completely utilitarian in our architectural outlook.

This brings me to my last point. By virtue of the splendid planning of our Government over many years, this State is now provided

with the basic requirements for future development. We have widespread electric power, extensive water services, excellent highways and byways throughout the State, fine ports, harbours and railways to take our products to and from the farthest corners of the State. We have education, primary and secondary, on such a wide and lavish scale that no child who has the ability to take advantage of it is denied it. Surely, then, the time has now arrived when we as a Parliament should consider the way in which we can best help our people to enjoy their leisure.

It is unnecessary to draw the attention of honourable members to the fact that half a century ago, when taxation was 6d. in the £, wealthy people in the community by gifts made provision for requirements in this sphere. They endowed our art galleries, museums, universities, libraries, and so on. Since we have sponsored our own version of the Welfare State and so have fostered a vast increase in taxation, wealthy people with large sums of money to spare are rare. It therefore behoves us as guardians and legislators for the well-being of our people to make due and proper provision for something more than the opportunity for daily bread-winning and something more than efficiency in commercial undertakings. The time is, in fact, here when the State must devote an increased proportion of its budget to the development of the more intellectual and artistic side of man's existence.

The Hon. G. J. GILFILLAN (Northern): I support the motion for the adoption of the Address in Reply and join with other members in expressing my sympathies to the families of the gentlemen mentioned in His Excellency's Speech who have died within the last year. I refer first to the Hon. Sir Walter Duncan, who was President of this Council for 18 years and a member of the Chamber for 40 years. Although I did not have the pleasure to be a member of this Council under his supervision, I knew him personally, and his record of achievements is recorded in the journals of the Parliament. Mr. Jenkins, a member of another place, was a member of this present Parliament, and I express my sympathy to his family and to the families of Sir Shirley Jeffries and Senator Critchley, who rendered great service to this State.

I also join with other members in welcoming our new member, the Hon. Harry Kemp, and in congratulating him on the very fine speech he made in this debate. It was his first appearance in this Chamber. He made an excellent speech, and I believe he will be a

great asset to the Council. I echo the sentiments of other members who said that it was a delight to hear someone speak on a subject with which he was familiar. I join with other members in congratulating the mover and seconder of the motion, and, if I may make a special reference, I should like to mention the Hon. R. B. Wilson and the Hon. W. W. Robinson, both of whom are members of the Northern District, who have indicated that they will be retiring at the end of this Parliament, so this is the last occasion on which they will be addressing this Chamber on the Address in Reply. I am grateful for the assistance they have given me as a colleague, for the advice they have given when requested, and for the very fine example they have set in the service of their district throughout the many years they have been members of the Council.

I was most pleased to see from His Excellency's Speech that more money would be made available for research in agriculture. I sometimes think that the Agriculture Department does not get all the prominence it should. It is of great value to this State because it is concerned mainly with primary industry, which is one of our main export earners. This department has been responsible through research for raising considerably the production of agricultural land in this State. One has only to travel through the lighter soil country in the Murray Mallee districts and through Eyre Peninsula to see how land that was once considered almost useless is now producing considerable quantities of grain and wool. The lift in production through these areas has been so spectacular that much land that was previously considered unsuitable for agriculture is now proving to be very desirable land for that purpose. Unfortunately, the rise in production in those areas has not been equalled in our older and heavier soil country, but the department is continuing to work on this problem by experimenting with different varietics of clover with much higher seeding rates. It appears that it is now close to a solution to the problem. If production in the older settled areas can be increased to the same extent as in the lighter soil country, there will be greatly increased primary production in South Australia.

I was also pleased to see that the excellent work done by the Mines Department would be continued and that additional money would be made available for research. The income derived from minerals in this State in 1963

was stated to be £31,000,000; this is a considerable contribution towards our income, particularly when it is remembered that this is largely an export industry. Anything that can be done to increase mineral production will be of great benefit to this State. It is not very many years ago when it was widely said, not only in this State but throughout Australia as a whole, that South Australia had very little future as far as development was concerned. Events over recent years, however, have proved just how wrong that statement was. We have a continually expanding primary industry and we now hear frequently of new minerals being discovered throughout the State, not the least of the discoveries being the significant findings of gas at Gidgealpa. The mineral resources discovered in South Australia, when fully developed, will mean not only expansion for the State generally but a tendency to take population out into districts where there is no concentration of population now. The Mines Department is not only concerned with the search for minerals; it is also proving our reserves of water, which is one of our ever-present problems. I commend the department for the work it has done and the foresight it has shown in planning the research.

I support the remarks of the Hon. R. R. Wilson and the Hon. W. W. Robinson about fauna and flora reserves, usually called wild life reserves, on Eyre Peninsula. I commend the Government for its attitude towards preserving wild life, as it made £147,000 available in the last financial year for the purchase of new reserves. I believe most members will agree that now is the time to obtain these reserves, where it is possible to obtain them, while the land is still available for purchase and before closer settlement takes place. However, in the hundreds of Hambidge and Hincks on Eyre Peninsula the problem is very different from that in the rest of the State. The Government acquired two very large reserves on Eyre Peninsula at a time when it was thought that this type of land would not be suitable for agriculture or closer settlement. One of these reserves is of 94,000 acres and the other is of 168,000 acres; they are within about 15 miles of each other, with an aggregate area of about 250,000 acres.

The reserve in the hundred of Hambidge contains 94,000 acres of land that is very suitable for primary production, and its use as a reserve is holding up the development of the district. Fortunately, an alternative area of

almost the same size is available. This land is not suitable for agriculture because of stony outcrops, but it has many pockets of good land. According to reliable reports, it has an interesting variety of flora and an interesting wild life of Mullee hens, marsupial rats and other native fauna. It also has several watering places, which are lacking in the hundred of Hambidge reserve, and it is fenced. Altogether, it appears to be well worth a thorough investigation. Looking at this problem from the point of view of wishing to have reserves and wild life sanctuaries for future generations, I believe there is an argument in favour of investigating the position thoroughly and acquiring land that can be held indefinitely without being subjected to the pressures to which good land is usually subjected. I honestly believe that every endeavour should be made to have this alternative land thoroughly investigated, because it might be proved to be a much more desirable area for the establishment of suitable fauna and flora reserves.

I shall refer briefly to roads because they are of such importance throughout the large district I represent. I was pleased to see that major works in that area will be proceeded with. We know that the amount of money available for road work this year is not as much as for last year, because there was a carry-over last year from the preceding year, and this may mean that road work cannot be carried out at the same rate. I was pleased to see in His Excellency's Speech that the Lincoln Gap to Wirrulla road will be completed, and that further work will be done on the Flinders Highway, on the road from Yeelanna to Lock and on the Broken Hill road. These are all very important roads not only for the district but also for the State because they do involve interstate and district to district transport. Another road is the Morgan to Burra road, which is carrying increasing interstate traffic. There is a demand for a bridge over the Murray River at Kingston in addition to that at Blanchetown. This is a most desirable project, but it may be some time before it is undertaken, and in the meantime there will be ever-increasing traffic using the Kingston ferry. We have the road from Morgan to Burra carrying much heavy traffic travelling from east to west and if this road were sealed undoubtedly it would relieve much of the pressure on the Kingston ferry, because many transports prefer to travel on the sealed road and use the Blanchetown bridge before turning north.

The Hon. Mr. Kemp spoke at length on the Chowilla dam. I believe that it could become an asset from an angle other than that of water conservation. When members of this Parliament recently travelled through the Snowy Mountains they were impressed with Lake Eucumbene and the tourist trade that has developed there. The building of the Chowilla dam will provide one of the largest surface areas of water in Australia, and will have the advantage of being in a very mild climate and in a central position as regards the main population centres of the State. I believe that this area could be considerably developed in competition with such resorts as at Eucumbene. Although that place does offer very fine scenery and excellent fishing, it is located in a cold climate and fed by snow water, which is considered too cold for water sports. If the area adjacent to Renmark could be developed as a tourist resort I believe that it would result in increased traffic passing through from Morgan to the Burra area. Much of that traffic would carry on to the Flinders Ranges and other northern beauty spots. I believe from reports received concerning the Flinders Ranges that much traffic is now travelling from Mildura to this area during the tourist season by way of Morgan and Burra. If this highway were further developed, other roads further north could be developed to help the transport of stock, and perhaps eventually could link up with the beef roads. I believe that in that particular area there is quite a potential for the development of the roads and of other facilities.

The Hon. Mr. Kneebone yesterday asked a question of the Minister of Roads seeking an assurance of the continued employment of highways employees because less money would be available for roads this year. There is another problem that I consider to be serious and this applies to many councils should the work on highways be curtailed. It is the custom of the Highways Department to engage certain councils on highways work in their districts under the debit order system, whereby they are repaid for the hire of their plant and for the wages of their employees. These councils have relied on this work to balance their budgets. They have bought plant for this purpose and rely very much on a fairly regular amount of this type of work. I consider that any falling off of this debit order work will seriously affect many councils throughout the State, because their employees are permanent residents of the districts in which these councils operate. I do hope the Minister and the

Highways Department will do everything possible to see that if road work has to be curtailed every consideration will be given to providing debit order work for the councils. I know that the Highways Department is very efficient and I have much admiration for much that it is accomplishing. However, I believe that in all Government departments there is a tendency by the officers concerned, because of their obligations to their department, to keep their own men and plant engaged as fully as possible.

The Hon. A. J. Shard: Is there anything wrong with that?

The Hon. G. J. GILFILLAN: No. I am not criticizing that attitude, but I am hoping that the department, in trying to engage fully their machines and staff, will also consider the effect on councils where the employees live in the district and perhaps have not the opportunity to seek work elsewhere.

The Hon. C. R. Story: It would be in the interests of decentralization.

The Hon. G. J. GILFILLAN: That is a very good point. Many councils depend heavily on debit order work. They have done this work at the request of the department and often their costs have been more than comparable with those of the department. I believe that we have some responsibility in this respect because of the serious effect that could result if the revenue of these councils were suddenly cut. I am quite sure that the Minister is aware of all this. I shall defer further reference to His Excellency's Speech until the Bills concerned are before the Council.

I shall conclude by saying that we are living in a time of high prosperity. Although portions of the State need a good rain, and there is some wind damage in the lighter soil areas, I believe the State will have a good season. Under the present conditions we should have every faith in the future of the State and face the coming year with confidence.

The Hon. M. B. DAWKINS (Midland): It gives me pleasure to rise to support the motion, and in doing so I join with other honourable members in extending congratulations to Her Majesty the Queen and to the Duke of Edinburgh on the birth of their third son, and also to other members of the Royal Family on the birth of children to them.

I express regret that Her Majesty the Queen Mother was unable to visit us this year owing to illness, and I know that all members are gratified that Her Majesty has been restored to good health and strength again. With my

colleagues who have spoken in this debate I place on record our very great appreciation of the contribution made to South Australia by His Excellency the Governor, Sir Edric Bastyan, and Lady Bastyan. We are keenly aware of the great service they are rendering to the State.

I also regret sincerely the passing of four esteemed former members of Parliament and I offer my condolences to the members of their families. The late Sir Walter Duncan, whom I had the honour to succeed in the District of Midland, was a man of many and varied gifts, a man of great wisdom and goodwill, and a gentleman who, in my early days in this Parliament, gave me much valuable advice. The Hon. Mrs. Cooper referred to the late Sir Shirley Jeffries, who was a great personal friend of mine; possibly if it were not for the persuasions of that gentleman I would not be here. Whether that will go down to his credit or not I do not know, but he was an able member in another place for many years, and a most competent Minister, as well as a very fine gentleman. The late Mr. W. W. Jenkins, whom I came to know well over the two years that I was a member of this place during his life-time, was a most active member for Stirling, and his death last session was a great shock to us all. I did not know Senator John Critchley, but he served the people of Australia both in this Parliament and in the Commonwealth sphere for many years. All of these gentlemen made a great and valuable contribution to the advancement of Australia, and will be sadly missed.

I congratulate the mover and seconder of the motion, and join with my friend, the Hon. Mr. Gilfillan, in expressing appreciation of the Hon. Mr. Wilson's speech yesterday. The Hon. Sir Arthur Rymill, in moving the motion, gave us a splendid survey of the Government's achievements. The Hon. Mr. Robinson, who seconded the motion, and the Hon. Mr. Wilson, who supported it yesterday, were, as we have been reminded, giving their last speeches in an Address in Reply debate. I am sure that we all appreciated their efforts in this debate. We have appreciated their efforts over the years, but what I have appreciated most, and I think it is an appreciation echoed by my colleagues, are the helpfulness and advice given to those of us who are newer members. I assure the Hon. Mr. Wilson and the Hon. Mr. Robinson of my own personal regard, and I wish them well in their forthcoming retirement.

Before turning my attention to other matters, I join in welcoming our new member, the Hon. Mr. Kemp, and congratulate him on his maiden speech. I extend to him a most sincere welcome. He is a man of great ability, who has had a distinguished career, and his presence in this Chamber is most welcome. He will be of great assistance to us and I wish him well.

I congratulate the Government upon its continued progress in developing this State. I believe we can look back over a most successful year. I will deal with some items in detail, but do not propose to deal with paragraphs 6 and 7 of His Excellency's Speech, because they have been discussed by other honourable members. I want to refer to paragraph 8 of the Speech, and, as my honourable colleague said just now, the value of minerals produced in this State approached closely to the record figure of 1961. It amounted to more than £31,000,000. I believe that during the year the finding of natural gas at Giddealpa was a splendid achievement, and a fortunate one for this State. In all, we have had a most notable year, perhaps the most notable year in the field of mineral exploration. I commend the Government and the private operators on their activities in this field.

With regard to water supplies, mentioned in paragraph 9 of the Governor's Speech, it has been said many times, and with some justifiable pride in this the driest State of the driest continent, that 97 per cent of the people can turn on a Government tap if they wish to do so. It cannot be denied that the Government has done a remarkable job in the development of water supplies. Of course, there are some old mains, inefficient services, and some corroded pipes, and there is some discoloured water. I believe it is our job to bring these matters to the Government's notice. However, they must be viewed in the light of the overall achievement. I believe that if some of us put in a fair-sized rain water tank, particularly in the city where people seem to have forgotten tanks entirely, we might well make a small contribution to water conservation, and we would go a long way towards not worrying about a little water discoloration. We, in the country, have had tap water for all purposes other than drinking; we have not felt able to drink water from the mains in many instances. I believe that today we sometimes expect just a little too much from Government water supplies.



The Government continues to show vision in extending our water supplies. In the life-time of this Government we have seen the construction of the Morgan-Whyalla and the Mannum-Adelaide mains, both of which are to be duplicated. We have also seen the construction of large reservoirs at Mount Bold, Myponga and South Para. The Mount Bold reservoir has recently been almost doubled in capacity to nearly 11,600,000,000 gallons, and South Para is not far behind in size. Now a further new reservoir is to be constructed at Kangaroo Creek.

The second main to Adelaide, which I believe is being constructed from Murray Bridge instead of Mannum, will double the capacity of the present Mannum-Adelaide main. The second main from Morgan to Whyalla, which is under construction, will not of course serve only Whyalla: it will reinforce the supply of water in the northern areas of South Australia in general. It is designed to give those areas about 12,000,000,000 gallons of water a year, which is more than the capacity of the Mount Bold reservoir.

This programme, to my mind, is outstanding in itself but the Government has not stopped there. Other works are under construction, in advanced planning stages or at present before the Public Works Committee. These include extensions in the Upper South-East, Eyre Peninsula, Yorke Peninsula, Kangaroo Island and the Mount Lofty Ranges. In fact, the extension of water supplies is continuing in most parts of this State. In my own electoral district, I should like to put in a word at this stage for the three per cent of the people in South Australia who do not have water laid on, including the Warooka area and the Sedan and Cambrai areas. I know that problems attach to these areas and that the Mines Department is investigating the possibility of increasing the underground supply in the Warooka area in such a way that we may be able to supply the bottom end of Yorke Peninsula, that is the portion not now connected to the main, largely from underground water. I am aware that there are also problems in the Sedan and Cambrai areas. Once again I bring this to the attention of the Government and ask that these matters be given fairly high priority.

The Hon. Mr. Kemp referred to the Chowilla project, which in water, just as the Torrens Island project is in electricity, is an example of the great foresight of this Government. This mighty project of Chowilla must rank, from a water supply point of view, with the

enormous Snowy River scheme (which we were fortunate enough to see earlier this year) as one of the most far-reaching and significant developments in the history of this country.

The Hon. K. E. J. Bardolph: Did not Parliament legislate for that, too?

The Hon. M. B. DAWKINS: The Government is to be commended for its foresight and persistence in advocating this policy and seeing the agreement through to a successful conclusion. I believe that much development will occur as a result of this policy; and, of course, in the meantime we have the Menindee storage lakes as a stop gap to see us through, so that development can continue. His Excellency referred in paragraphs 10 and 11 of his Speech to roads and railways. On this, I am reminded of the achievements that have taken place as a result of the Government's policy in the field of transport over recent years. In my view, the road system in recent years has been improved immensely.

The Hon. K. E. J. Bardolph: What is the Government's policy with regard to transport?

The Hon. M. B. DAWKINS: It is a policy of continuous improvement, and it has been and is being successfully carried out. The mileage of sealed roads has been greatly increased and is increasing, as we learn from the Speech. What is more, and what is to my mind most important, the roads are being properly and adequately constructed. An adequate base is being constructed prior to sealing. The construction of roads in South Australia prior to sealing is perhaps as thorough as, or more thorough than, that in any other State. The sealing of the more distant highways and some of our more important lateral roads is now possible and is proceeding. Plans are being prepared for many more improvements to our highways system.

The Hon. Jessie Cooper mentioned level crossings. I endorse what she had to say about the crossings on the Sturt Highway, where there are several dangerous ones. Some on the Main North Road are also dangerous. I believe that often the Railways Commissioner has tried to justify not putting adequate warning signs there because of the lack of a fast or frequent train service. Some regard should be had to the large count of vehicles travelling on these roads, and the placement or otherwise of an adequate warning device should not depend solely on the amount of rail traffic: road traffic frequency should also come into it.

I was pleased to be present this year at the opening of the Blanchetown bridge, which was

a real achievement. It has been much appreciated by constituents in the Upper Murray areas and in the Murray Mallee. I am glad to know that plans are proceeding for the possible or probable construction of a second bridge, at Kingston. I look forward to the day when we shall see some definite evidence of that. I am pleased that the Minister has been able to duplicate the ferry at Kingston as quickly as he did after the Blanchetown bridge was constructed. I am glad to know that next month the second ferry will be operating at Berri.

The dieselization of our railways is not yet completed but is approaching its goal. Thus, it is a much more efficient and less costly railway system to run than formerly. The Commonwealth Railways have completed their dieselization programme and, since the advent of the Liberal and Country League Government, those railways are run at a profit. I hope, therefore, that we can look forward to much better things from our own railway system, both in service and in financial results, on the completion of our dieselization programme. When that day comes, I hope the Minister will consider whether it will or will not be wise to put some of our best remaining steam locomotives into cold storage, as it were, in case of emergency. The Government is to be congratulated on reaching agreement for the standardization of the gauge on the Port Pirie to Broken Hill line. We look forward to the day when that agreement will be taken a stage further and we shall get standardization from our northern towns down into Adelaide. Also, we have to be thankful that we have been able to broaden the gauge of all our South-Eastern systems and, if standardization does come about in that area, the transfer to the 4ft. 8½in. gauge will not be an insurmountable project.

Regarding paragraph 12 of His Excellency's Speech, I believe we should congratulate the Electricity Trust on its record year. The Government's record in supplying electricity for primary and secondary industries as well as for domestic use is no less remarkable than its record in relation to water. The development and use of electricity supplies in South Australia is, I think, one of the most spectacular achievements of the Premier, Sir Thomas Playford. The trust has continued to make very rapid progress. The increase in output in recent years has exceeded 33 per cent, and the number of consumers continues to grow rapidly throughout the State. One of the most beneficial effects of this increase has been that, despite increases in all other costs during the

last 11 years, the charges for electricity have not been increased since 1953 and in many cases have been reduced. In the last four years no less than three reductions have been made in country tariffs so that all country tariffs are now within 10 per cent of metropolitan tariffs. When it is remembered how many country areas have been linked to the main supply, it is realized that the trust's accomplishments have been spectacular. We all look forward to the day when charges throughout this State will be equalized but I think we would be lacking in appreciation if we did not recognize the great progress of the trust in making extensions and in reducing tariffs and standing charges.

One of the most pleasing features of the trust's activities has been, in addition to providing electricity for ever expanding industry, the widely extended supplies in the rural areas, where the number of consumers has risen by over 600 per cent. The use of the single wire earth return system will enable very many more people in country districts to be supplied with power in the future. The Government's record in relation to electricity supplies, as in the case of water supplies, has been highly successful, but, as in relation to water supplies, it has not satisfied this far-seeing Government. Just as the Government chose not to rest on its laurels in relation to water supply, but looked ahead and planned the Chowilla dam, so it has not been satisfied with the large additions to the Port Augusta and Osborne power stations and has wisely looked further ahead. We are very happy to know that the preliminary construction for the huge power station at Torrens Island has been commenced and is now well under way. It is confidently expected that this new station will have an expanded capacity of over 2,000,000 kilowatts and that, because of its efficiency, it will enable electricity charges to be further reduced. Additional extensions to power generating facilities are also being made in other areas, notably Mount Gambier and Port Lincoln.

In dealing with paragraph 14 of His Excellency's Speech I should like to make a few comments about education. It is pleasing to me to see the extensions that have been made in the field of education, both in broadening the whole set-up and our thinking about education and in the increases in the numbers of teachers, educational facilities, buildings, and equipment. This does not mean that there are not more things waiting to be done, as I said in relation to water supplies. We know that

some water mains are due for replacement because there has been so much expansion, and, of course, some schools are probably due for replacement for the same reason. Some schools in my area need extra facilities, but these needs, as in the other instances I have mentioned—and it is our duty to bring them forward—must be looked at in the light of overall achievements of the department in this vast expanding country. I commend the Government particularly for what it is doing in relation to adult education in the country. The Education Department's adult education is an extension of what was provided previously by technical schools, and it seeks to provide in some measure extra educational facilities which have long since been available to city dwellers but which would otherwise be denied to country people. I believe this is a very important aspect of the present policy on education. Adult education in country areas functions in two important ways, the most important of which is academic. Country people who consider they have left school too soon or who wish to broaden their education at secondary level, or in some cases at semi-tertiary level, can do so through these classes. As instances of this, I can remember two young gentlemen, one of whom left school at Intermediate level and who in my view should have had higher education. His parents, however, who came from an earlier generation and who had left school at the Qualifying Certificate level, considered that Intermediate level was high enough for him. It was my privilege to get this young man into a job that enabled him to study, largely through adult education classes. As a result, he now has a very responsible job, and he has secured a diploma from the Institute of Municipal Administration (largely as a result of his adult education studies) and also a diploma in accountancy. This diploma has resulted entirely from his studies at adult education classes. This competent young man would have been limited in education had these facilities not been available.

Another young man in similar circumstances now holds a very important job in the city; he has become a responsible officer in local government through being able to use facilities that otherwise would have been denied him. I do not think we can over-estimate the value of adult education in the country in enabling people who want to broaden their education to do so, and I commend the Government for fostering it. I have heard it said that in about 10 years we shall not need adult education

classes at all, but I could not disagree more, as I believe that, although the Leaving Certificate is not as common as the Qualifying Certificate was 40 years ago, it is getting that way. I think that young men who stop at the Leaving Certificate standard may be unwise, as they can well do with further education to broaden the education they have gained at secondary or semi-tertiary level. In the country, the only way to do this is through adult education.

I said that adult education functions in two ways, the most important being academic. However, adult education in recent years has worked in the cultural field as well. Country people can now secure some of the benefits that have been available in the city through schools of art, schools of music, and the Conservatorium. Classes in cultural subjects, such as art and music appreciation, have hitherto in the country either not been run at all or have been run in a somewhat haphazard, but nevertheless commendable manner, and they have had no permanence. They have been run by individuals, and they have tended to finish with the departure of these individuals to other spheres. I believe that these classes will provide country people with some of the major cultural interests which our more fortunate city brethren have been enjoying for many years. It is most important that these classes should continue.

I should like to commend the pilot classes undertaken in some high schools. This subject was mentioned by His Excellency in his Speech. In these days we have boys and girls attending high schools who need more varied types of education than formerly. It follows that some find that they cannot manage the academic subjects as well as they should like. The pilot classes, which are of a somewhat technical nature, have introduced some subjects that these students can manage, and they are taught some other subjects at a slightly slower pace than in the regular classes, and as a result these young people have been able to cope with their secondary education.

I was speaking recently to Mr. A. J. Higgins, the Headmaster of the Gawler High School, where one of the original pilot classes was established, and he told me that these classes had been very successful. Similar classes have now been established in other parts of the State. Mr. Higgins told me that girls and boys who could not cope successfully with secondary education would usually leave at the end of the term during which they reached 15 years and therefore found secondary

education of little value to them. These children are now staying at school and are very much interested in their work. Not one of his students in the pilot class has left the school. He believes this to be the case in other schools, too. I strongly commend the Minister of Education and his officers for the establishment of these pilot classes, thus providing a broader basis and a satisfactory form of education for those scholars who find that the normal type of secondary education is somewhat beyond them.

All the achievements of the Government in the various fields, such as water supply, electricity, transport, education and so on that have been mentioned by my colleagues and myself have brought benefit to the community

as a whole. My constituents, who are largely primary producers, have received benefit from these facilities. The community as a whole has also benefited by new industries coming to South Australia, thereby increasing the population, and of course increasing our home market for primary produce. This substantial and continuing increase has resulted in benefit for our home market and our balanced economy. Almost without exception, our home market is our best market. I have much pleasure in supporting the motion.

The Hon. K. E. J. BARDOLPH secured the adjournment of the debate.

ADJOURNMENT.

At 3.45 p.m. the Council adjourned until Tuesday, August 11, at 2.15 p.m.