

LEGISLATIVE COUNCIL.

Tuesday, August 11, 1964.

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

QUESTIONS.**SCHOOL CANTEENS.**

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

The Hon. A. J. SHARD: I was perturbed last evening when listening to the television news and reading this morning's press to learn that the Education Department had decided to charge school committees and councils for all electric power used in connection with the running of school canteens. As all honourable members know, these school committees and councils do a remarkable job, and, as stated in the press, they provide wholesome meals at very reasonable cost to students. Can the Attorney-General, representing the Minister of Education, tell me (1) was the decision made by the Education Department itself; (2) was it considered by Cabinet; and (3) if it were not considered by Cabinet will the Minister take up the matter on a Cabinet basis so that the present position shall be allowed to continue and thus assist the school committees and councils to continue to do their magnificent job on behalf of the students attending schools?

The Hon. C. D. ROWE: I agree with the honourable member's statement about the excellent work being done by school committees and their members who are running the school canteens. As to the detailed question asked, I feel that I should refer it to my colleague and obtain a reply at an early date.

STUDENTS' BUS FARES.

The Hon. K. E. J. BARDOLPH: Has the Attorney-General a reply to my question of August 5 regarding the recent increase in tram and bus fares to students attending high schools and the university?

The Hon. C. D. ROWE: I have obtained the following reply:

The significant differences between South Australian and New South Wales bus fares for scholars aged 15 years and over are two.

1. The age of eligibility to purchase periodical passes at costs below the total cost of individual fares at children's rates is under 19 in South Australia but under 18 in New South Wales.

2. New South Wales issues a certificate for students between 18 and 30 years regularly attending classes and having no income or remuneration or travelling allowance. The certificates permit travel to and from the school or university at children's individual fares.

The extended New South Wales scheme affects mainly university students, and the cost of the concession is reimbursed to the transport undertaking by the Government. Fees at university are considerably lower in this State, and the concession in fees in South Australia is more valuable than the concession in transport in New South Wales. Further, many university students in Adelaide do not use public transport, and considerable numbers drive their own or their family's cars.

SALINE EFFLUENTS.

The Hon. C. R. STORY: Has the Minister representing the Minister of Lands a reply to my recent question about the disposal of saline effluents?

The Hon. C. D. ROWE: I cannot see the reply at the moment, but I shall follow up the matter and if the honourable member asks the question again tomorrow I shall endeavour to have a definite reply for him then.

RAILWAY CROSSINGS.

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

Leave granted.

The Hon. L. R. HART: It has been the practice of the Railways Commissioner to erect safety fences of solid construction at level crossings, but by the very nature of their construction they have undoubtedly contributed to many of the fatalities that have occurred at crossings. It is appreciated that the Commissioner has railway property to protect and that some form of fencing is required. However, in many overseas countries it is now the accepted practice to erect fences of a less solid construction, and so reduce the danger of fatalities in the event of a collision occurring at a crossing. In some instances posts of a rubber composition are being used, together with light tubular railings. In the event of an impact this type of construction quickly collapses and thus reduces the possibility of the occupants of vehicles receiving serious and often fatal injuries. Will the Minister of Railways ask the Commissioner of Railways, who I believe is opposed to the idea, to re-examine the proposition with a view to having this type of guard fence erected as an experiment at least, at some of the level crossings in South Australia where accidents of this nature frequently occur? I understand that the Traffic Investigation Committee, whoever they may be, has been asked to report on the matter. Has the Minister a report from the committee?

The Hon. N. L. JUDE: In answer to the first part of the question, the honourable member is aware that the matter has been discussed previously and, as he has indicated, the Railways Commissioner feels that his primary object is to protect railway property. In other words, he does not want his trains derailed with possible loss of life to a large number of passengers. However, the Commissioner is aware that there is a general tendency to depart from the accepted standards of some years ago, and I shall be happy to bring up again the honourable member's point. Regarding the Traffic Investigation Board, I have its report, and if it contains anything concerning this question I shall let the honourable member have it.

PIG BRANDING.

The Hon. M. B. DAWKINS: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. M. B. DAWKINS: From time to time I have asked questions about pig branding, as did the former member for Southern (Mr. G. O'H. Giles). Last session we were told that the Government would have another look at the matter next session. Will the Minister representing the Minister of Agriculture ascertain whether his colleague has had an opportunity to give further attention to this matter?

The Hon. Sir LYELL McEWIN: Yes. I understand that my colleague the Minister of Agriculture is giving attention to this matter at the moment. I will bring it to his notice.

GAWLER BY-PASS.

The Hon. L. R. HART: Has the Minister of Roads a reply to a question I asked on July 28 about the lighting at the Redbanks intersection on the Gawler by-pass?

The Hon. N. L. JUDE: No. The matter was taken up by telephone late last week with the Chief Executive Officer, who told me that he would make further investigations and let me know.

PINE RESERVE.

The Hon. H. K. KEMP: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. H. K. KEMP: On the main highway between Taillem Bend and Meningie is a beautiful patch of native pine which, for many years, was sign-posted as a reserve, but no legible notices are now visible. On Friday last, just before 2 o'clock, an old red and yellow truck was observed leaving this area with a load of obviously freshly chopped pine

logs. Will the Minister of Local Government say whether this is still a reserve and, if it is, will he arrange for it to be checked to see whether unauthorized felling is taking place? If necessary, will he prosecute? Can the reserve be again marked clearly for the information of the many new residents in this area?

The Hon. N. L. JUDE: This is possibly the problem encountered by the Minister of Lands (Hon. P. H. Quirke) in another place. As this is on the highways reserve, I will take up the matter with him and get a report for the honourable member. I entirely agree that these areas should be clearly delineated.

PUBLIC WORKS COMMITTEE REPORTS.

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

Duplication of the Morgan-Whyalla Pipeline,
Elizabeth West High School,
Reconstruction of Smelters Wharf, Port Pirie,
South Road Primary School,
Outer Harbour Passenger Terminal,
Dental Hospital Additions,
Mount Burr Log Bandmill,
Christies Beach High School,
Salisbury East High School,
Brighton Boys Technical High School,
Millicent South Primary School,
Whyalla Far West Primary School,
Carlton Primary School,
Draper Primary School,
Hope Valley Primary School,
Kidman Park Primary School.

LAND SETTLEMENT COMMITTEE REPORT.

The PRESIDENT laid on the table the interim report by the Parliamentary Committee on Land Settlement on South-Eastern Drainage and the Development of the Eastern Division, referring specifically to the Control of Floodwaters of Mosquito Creek in the vicinity of Bool Lagoon.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption.
(Continued from August 5. Page 225.)

The Hon. S. C. BEVAN (Central No. 1): I desire to join honourable members in their expressions of joy at the recent birth of a son to Her Majesty the Queen and at other births to members of the Royal Family. I congratulate the mover and seconder of the motion for the adoption of the Address in Reply on the excellence of their contributions

to the debate, although we do not all necessarily agree with what they said. I was particularly pleased by what Mr. Robinson said. Unfortunately, he has intimated that this is the last occasion upon which he is able to avail himself of the opportunity of participating in a debate on the Address in Reply. I sincerely congratulate him on his contribution.

I welcome Mr. Kemp to the Chamber and congratulate him on his maiden speech. It is obvious that we shall hear from him often in the various debates in this Chamber. His Excellency's Speech foreshadows legislation for this session and I want to criticize, first, the provisions in regard to industrial safety, in which my colleagues and I, and indeed the whole of the trade union movement, have been interested for many years.

The Hon. Sir Frank Perry: There are a lot of others, besides.

The Hon. S. C. BEVAN: I agree, and some of my criticisms this afternoon will relate to what the honourable member calls "a lot of others". The Governor's Speech states this about industrial safety:

My Government continues in its efforts in co-operation with employers and trade unions to reduce loss from industrial accidents. A special training course in accident prevention methods, developed for union officials, is the first of its kind in Australia.

It is pleasing to note that the courses in industrial safety have been extended to include a new course for union officials. My interpretation of the term "union officials" is what I believe is generally accepted—a union secretary, a union organizer, or a full-time official of a trade union. These courses will be conducted for the benefit of full-time trade union officials towards the prevention of industrial accidents.

According to a report of the Secretary of the Department of Labour and Industry, the total number of accidents at places of work in South Australia in the year ended June 30, 1963 (and these are the latest figures available) involving workmen's compensation payments was 48,000, involving the payment of more than £1,750,000. That is alarming. The report goes on to state that there were 10,498 industrial accidents that caused absence from work of one week or more, and 25 fatal accidents during the year—again, alarming figures when we realize that the non-fatal accidents resulted in a loss of working time of 40,959 weeks. These accidents involved the payment of £1,086,000 in workmen's compensation.

There was an increase over the previous year of 1,527 in the total number of accidents that resulted in lost time of one week or more. The considerable number of accidents in industry which caused lost time of less than a week and which resulted in the payment of workmen's compensation were not included in these figures. If the accidents necessitating less than a week's absence—the week mentioned is a working week of five days of 40 hours' work—were considered the accident figures would be considerably increased. The total time lost of 40,959 weeks is equivalent to 871 persons being absent from work for a whole year, which is rather amazing, as I think members will agree, particularly as this relates only to people absent for a week or more following an industrial accident.

Courses on safety measures under the control of the Department of Labour and Industry have been held in this State for representatives of employees and employers, and from time to time notices have been sent out to the trades union movement requesting co-operation in having unionists attend to become educated in the causes and prevention of industrial accidents. I point out that the employer will benefit most from the prevention of accidents. No employee would willingly meet with an accident to obtain workmen's compensation because, under the Workmen's Compensation Act, his weekly payments would be considerably less than his wages. The more accidents that occur the greater is the loss of production, with a consequential detrimental effect upon the State, which affects us all. The State cannot afford to suffer the loss of production that it is now suffering through industrial accidents. The Secretary of the Department of Labour and Industry in his report mentioned the difficulty of obtaining co-operation. He said:

It has continued to be difficult to interest many small employers in accident-prevention matters, and it is difficult to contact persons who work in these small factories.

One can only assume from that comment that the department has been in touch with small employers, but that they have not been concerned with safety measures in their industry. The report said it was difficult to obtain co-operation from small employers; however, it is also difficult to obtain co-operation from the larger employers. When an employee has sought to get time off to attend the courses the employer has said, "We do not oppose your having the time off, but we want you to get this straight—we are not going to have any of our employees coming here and telling us what

we have to do. We have our own officers to look after that aspect." It is not much good having employees attend the courses to become educated in accident prevention for the benefit of the employer if the employer will not listen to what he is told about preventing accidents.

Another aspect that the department should consider is the time at which these courses are held, about 3 p.m. Employers who will willingly grant employees time off to attend the courses say frankly that they will not pay for the time lost. The Secretary of the Department of Labour and Industry has said that he is disappointed about the poor attendances of employees at the courses, but one cannot expect an employee to interest himself in accident prevention for the benefit of the employer if he is to lose a couple of hours' pay every time he attends. Industrial accidents have increased enormously this year, and something must be done to prevent them. Perhaps the department, with the sanction of the Minister of Industry, could co-operate with the employer so that he and the Government could pay for the lost time. Employees had informed their unions that they were interested and would like to attend, but they were not prepared to lose money in doing so. Therefore, there has been a poor attendance at these classes during the last 12 months. In this State we have an organization the object of which is to co-operate with the department and employers to prevent industrial accidents. Its representatives make inspections and submit suggestions to the employers, pointing out the danger of a position, but they cannot force the employers to take steps to prevent accidents. The officers of the Department of Labour and Industry can also advise, but until an accident occurs they have no authority to force an employer to do anything that he does not want to do. When an accident occurs involving the payment of compensation to an employee, the departmental inspectors can authorize certain alterations. These officers should have more power in this regard. No-one would suggest that such powers would be abused.

I am only hoping that the proposed course for union officials mentioned by His Excellency in his opening Speech will be highly successful and will result in the prevention of industrial accidents. Union officials are permitted to visit an industrial establishment periodically, but only during lunch hours. Those who attend these classes should be those working in an industry day after day, and I think that this

could lead to a considerable reduction in industrial accidents. I have in mind one type of industrial accident that could lead to considerable injury and loss of life, and it relates to oil storage establishments.

When the Inflammable Oils Act was under review certain amendments were considered to provide for adequate fire watching. The Act provides that where these establishments have a storage capacity of 1,000,000 gallons or more of inflammable oil and spirits, they must be under constant surveillance by responsible watchmen. I consider that the Act is being evaded. It provides for application for premises to be registered and for the issuing of a licence, which will be granted under the conditions provided in the Act. The Chief Inspector of Factories has wide powers in this respect. The Act has been interpreted to mean that where two of these oil premises adjoin, although they are registered as separate premises, there is no need to employ a watchman at each one, so long as there is a gateway between the premises and it is left open. In these circumstances, one watchman is enough for both premises. The interpretation of the Chief Inspector was that it would not matter if the premises were five miles long so long as the gateway between the two holdings was left open. In those circumstances, the companies would be in order in employing only one man to look after these installations. In my view, that is contrary to the Act; yet, that ruling has been given.

As honourable members know, I am reluctant at any time to refer to the names of companies on the floor of the Chamber and therefore I am refraining from using the names of these two oil companies concerned on this occasion. In January last two separate oil companies were registered. Their holdings adjoined. They intimated that they were going to dispense with the services of two of the three watchmen employed, because their premises were being adequately watched during the whole 24 hours. Although they were told that they could not do that, they proceeded to do so. On inspection it was revealed that licences were issued by the Department of Labour and Industry providing for a maximum capacity in the one instance of 2,676,023 gallons and in the other of 2,647,504 gallons.

It was then intimated that because their action was a breach of the Act certain steps would be taken. In the meantime, before the issue of summonses for a breach of the Act,

the attention of the department was drawn to these registrations and to the alleged breach. The department said it was in order and so they were allowed to do it. The organization considered it was not right and decided to contest the matter, proceeding with the issue of a summons about the middle of February, 1964. Meantime, a further review was made of the registration and licensing of the two companies. That was in February, 1964, and it revealed that the registration had been amended, with the registration and licence being taken out in the name of the one company. Now there are two separate companies with two separate entrances for the public. The companies have different administrative blocks, situated opposite each other, and not in the same building. This, supposedly, conforms with the Act.

I have a lengthy list of the duties of the watchman, and they include cleaning, checking of vehicles and so on. I will not weary members by reading them all, but they show how impossible it is to maintain an adequate watch on the premises. I shall be pleased to make the list available to the Attorney-General if he wishes to inspect the list of duties, which cover two foolscap pages. They show how impossible it is for a watchman to adequately protect the premises. I suggest that the Attorney-General inquire whether there are loopholes in the Act that enable this sort of thing to go on. It was not the Act's intention to allow them to occur and consideration should be given to amending the Act. Imagine the position with only one watchman for the oil installations adjoining each other at Birkenhead! They could be easily blown off the face of the earth, yet the watching arrangements would be legal under the Act. I think the Act should be amended, and the Attorney-General should look at the matter. It is useless to say these things cannot happen, but such a danger arose in Victoria recently when a fire occurred in an installation. Visualize what could happen here if a fire got out of control! It would need only one installation to go and all others would go, too.

The Governor's Speech referred to the proposed re-enactment of prices legislation this session. Associated with this are the considerable price increases and the basic wage increase. The Hon. Sir Arthur Rymill made passing reference to the basic wage increase. There have been considerable increases in commodity prices, but they have not only occurred since the basic wage increase. The figures for the last June quarter show the price

movements in this State, and they were more than in any other State. That was before there was any basic wage increase. In South Australia we have a continuance of price increases. Sir Arthur Rymill mentioned the increases and said:

Every time we have a basic wage rise the parrot cry goes up, "There should be no price rises; there should be no rise in the prices of any commodities". What an arrant lot of rot this is!

I suggest to the honourable member that, if he made himself conversant with the opinion of the average wage earner, superannuated person, pensioner, and what has become known as the middle-class person, he would find a genuine outcry against the continued increase in prices. Does he think all these people are galahs? His comments about a parrot cry lead me to believe that that is what he does think. Some years ago the basic wage was fixed on the price index figure, but because of the continued advocacy of the employers it was altered by the court, and now it is fixed by the court using as indicators the Australian economy, the overseas trade balance, and industry's ability to pay. This formula is used when the application is before the court, but it concerns what has happened in the past and not what is likely to happen in the future.

There should be some price stability. We should not have the price increases we have had recently. The Commonwealth Government is patting itself on the back and telling the world of the remarkable job it has done for Australia. Latest figures show that our overseas trade balance was favourable to the extent of £197,500,000 for the year ended June 30 last. We cannot say there has been an adverse overseas trade balance, yet that is one of the factors considered by the court. The *Advertiser* of July 7 contained some comments by the Minister about our trade balance. Our overseas balance is good, according to the latest figures released.

The Hon. L. R. Hart: What section of industry contributes most to our overseas exports?

The Hon. S. C. BEVAN: I know what the honourable member is intimating. Nobody is foolish enough not to know what it is. He asks that question because he is a primary producer and knows what the answer is without really having to ask me. He knows that a contributing factor is our primary production, and it will be for some time. But this is one of the indicators taken into account by the court. Previously, we had the continual cry

in relation to our overseas trade balances, "We cannot compete, because of our high price structure, with overseas countries." The lie is given to that when we look at these figures.

There are other indicators, too. The Hon. Sir Arthur Rymill mentioned the decision of the judges in favour of an increase in the basic wage of £1, two judges saying that the increase should be only 10s. I have read both the judgment and the minority opinion. They make interesting reading. I suggest that honourable members read them so that they, too, can appreciate the reasons why two judges favoured an increase of 10s. and two judges £1 in the basic wage. They did not dispute £1 but said that, if £1 increase in the basic wage was awarded now, it could tend to result in increased prices, whereas, if we increased the basic wage by 10s. a week now, the increase would be absorbed and prices would not increase; we could then have an annual review to rectify the position every 12 months, and not, as the court has intimated, every three years. This would mean that by their reasoning the judges would agree to grant 10s. at the time of the judgment and in 12 months' time another application could be made to them and there would be another 10s. increase; and 12 months later the same procedure would be adopted. The employers strongly opposed this action being taken by the court.

The Hon. C. R. Story: I thought the court gave its judgment on the evidence?

The Hon. S. C. BEVAN: I suggest that the honourable member read the judgment. He will then appreciate the comments of the judges. In their opinion, an increase of £1 a week was justified, but it should be given in separate bites, 10s. every 12 months, in an attempt to stabilize prices. The argument was that if that was done no increase in prices would result. It is well known that in many instances price increases have been influenced by the remarks of people in authoritative positions. For instance, the Commonwealth Treasurer himself has been reported as saying that there would be price increases because of the basic wage increase, but he hoped we should not return to another inflationary trend. He obviously anticipates price increases but does not want them to be so drastic that they will lead to inflation.

Fares have been increased and I am sure that one of the factors influencing the decision was the preparation for conversion to decimal currency, bearing in mind the change from pence to cents. The Town Planner himself gave an excellent address appealing to

everybody to use public and not private transport, so as not to aggravate the transport problem in the metropolitan area. Why not use public transport and leave private cars at home? He said that if we did that, our streets would not be so congested. But has anything been done to encourage people to leave their cars at home? It is cheaper to drive one's own car to work than to use public transport, especially if one picks up on the way one or two colleagues, who will help to defray the cost of running the car. We shall continue to have congestion on our roads until public transport is adequate.

As regards price rises and the basic wage, I feel that there is a conspiracy between employer organizations, not only in this State but throughout the Commonwealth, to increase prices again and again in order to influence the Arbitration Court in its thinking in the matter of basic wage increases. Every time the basic wage is increased, we hear the parrot cries go up, but I can assure honourable members that those parrot cries are genuine from people who are really feeling the pinch because of continued price rises. It would be a good thing if Sir Arthur Rymill made himself conversant with the position of the ordinary persons in the community.

The Hon. Sir Arthur Rymill: The honourable member need apply only a little common sense to appreciate what I mean.

The Hon. S. C. BEVAN: I suggest that these people are using a little common sense and the honourable member should make himself more familiar with the thoughts and feelings of the ordinary wage-earner. There are many other matters that I should like to deal with, but I will leave them to a later occasion.

The Hon. F. J. POTTER (Central No. 2): In supporting the motion for the adoption of the Address in Reply, I congratulate the mover and seconder, who both made excellent contributions to the debate. I express my sympathies to the families of the gentlemen mentioned by His Excellency who have died in the last 12 months. I extend a welcome to our new member, the Hon. Harry Kemp. I think it is obvious from his contribution that he will make his presence felt in this Chamber and that he has a specialized knowledge in one or two fields that will be of very great value indeed.

Last week we heard from the Hon. Mr. Kneebone a long speech almost entirely devoted to the shortage of apprentices and the

alleged reasons for that shortage. I did not follow his speech fully when he delivered it, but I read it through in *Hansard* at length. As far as I could see, only one point was really made in that speech—that the big bad employers of labour were not doing their job properly because they did not take on for training the number of apprentices they were allowed to take, and that this was the real reason for the great shortage. At times the honourable member was quite extravagant in his language. He talked about the employers being guilty of nothing short of criminal negligence, and spoke of a conspiracy between them. As I said earlier, some members of this Chamber have a specialized knowledge, and I always thought Mr. Kneebone possessed some special knowledge of industrial conditions and apprenticeship matters. However, having listened to him, I seriously doubt whether he meant all he said. If he were giving the view of the Labor Party on this matter, perhaps I could have understood his speech, because that particular Party, as far as I know, is never noted for its candour in giving all the facts of the situation. However, if he were giving his personal views, he was more naive than I took him to be, but I seriously doubt whether he meant all he said.

Let us look at a few of the points he made. He was trenchantly critical because the employers did not take on their full quotas of apprentices. Does he truly believe that, because employers are allowed to take on a certain number of apprentices, they should just take them on without considering the factors that may exist in their particular industry? Must the employer ignore altogether the work he has available for those people? Is he to take on a whole swag of apprentices and, when their time is finished, just throw them out of work? Are employers to be regarded as benevolent institutions? That seemed to me to be what the honourable member was suggesting.

Later in his speech he referred to what he called the bad position that existed during the recent recession. He said that in the metal trades, the electrical industry and the building industry many workers, skilled and unskilled, were thrown out of work. I do not know where he got this idea from, but he vaguely mentioned that some secretaries of trade unions had told him that it was so. However, if one looks at the figures in the publication *Facts and Figures*, which is a Commonwealth publication that all members get, of December, 1961, which was really the peak of the recession period, one can see that the number of

unemployed in Australia was 115,436, but of this number (and I stress this) 62,832 were young people who had just left school. In December, 1962, the figure had fallen to 101,248, and of this number 80,000 were school leavers. I ask the honourable member, in what way were these people skilled? The only thing in which they were skilled, it seems to me, was in passing some examinations at school.

Later the honourable member said that the position in the building trade was really the worst of the lot and that only a very small number of apprentices were entering the trade. Again he criticized employers for this bad state of affairs, but he completely ignored, or at least did not mention, that in the building trades there is no such thing as a junior rate of pay. The young men who enter the building trade do so as builders' labourers and receive adult rates of pay. They learn a so-called trade, such as plastering, painting, or bricklaying, and are eventually employed as qualified tradesmen. Can we be surprised in the circumstances that the trade school figures show there are not many doing apprenticeships in these particular trades? Most people in the building trade never serve a proper apprenticeship because of those factors. How are the employers to blame for this?

The honourable member said that bricklaying was a highly skilled trade. I ask honourable members, using a little common sense, what is there in the trade of bricklaying that calls for anything other than manual dexterity? How could it be said that a man should spend five years learning the trade of bricklaying? The whole truth, of course, is that he would not do this, and he does not do it. He enters the building industry as a junior receiving adult rates of pay, and he learns the trade of bricklaying.

The Hon. A. F. Kneebone: He cannot work in an apprenticeship trade if he is under 21.

The Hon. F. J. POTTER: I did not say he did. These people learn the trade as builders' laborers.

The Hon. A. F. Kneebone: How does he learn bricklaying as a builder's laborer?

The Hon. F. J. POTTER: He can learn the trade, given two or three years. As all members know, there must be thousands of Italian and other migrants who have gone into the building trade and are working as plasterers, terrazzo workers, painters and bricklayers, and who do all manner of brick and stone work. These people have never served an apprenticeship, and never will.

The Hon. A. F. Kneebone: You do not believe in apprenticeship, then?

The Hon. F. J. POTTER: I do, but I am trying to explain why there is a shortage of apprentices. I am not denying that the figures given by the honourable member are correct, but I am giving a different explanation. He gave one explanation, and one alone.

The Hon. S. C. Bevan: I think, from the explanation he has given, that the honourable member is completely out of touch.

The Hon. F. J. POTTER: I read the whole of Mr. Kneebone's speech.

The Hon. A. F. Kneebone: You are setting yourself up as an industrial authority.

The Hon. F. J. POTTER: I am not. I am putting my explanation to the Council as a matter of common sense. In the building trades are many migrant workers who have never done an apprenticeship, and never will. The honourable member mentioned that the unions had been co-operative in allowing and fostering the introduction of a new scheme under the Metal Trades Award for the training of apprentices who had special educational qualifications. I do not know much about this scheme, but I gathered from an inquiry that apparently the normal apprenticeship is of five years' duration and that under this particular scheme introduced under the Metal Trades Award if a lad is 17 years old and has a Leaving Certificate he is allowed to do his apprenticeship in three years; there are minor variations of this.

The Hon. Mr. Kneebone asked why this scheme had not been taken advantage of by employers. I suggest there are many obvious reasons why they have not and the main one, it seems to me, is simply that it presents no real advantage to the employer. I imagine that this particular scheme would have many anomalies and probably cause the employer much trouble. One can easily imagine the strife he would be in if he had to deal with discontent among those apprentices, who, although not having the initial educational qualifications, had become indentured for five years and then found that someone else with slightly higher educational qualifications could do the same course in three years. It might well be that the less educated apprentice doing the five-year course would prove to be a better tradesman than one with a Leaving Certificate doing only the three-year course.

The Hon. A. F. Kneebone: I agree.

The Hon. F. J. POTTER: The honourable member went on to say that he was opposed to the adult training course being fostered by the

Commonwealth Government. Apparently, the unions are not being so co-operative here. I should like to ask the honourable member these questions: if juniors do not serve an apprenticeship (and they do not in trades like the building trade), how can it possibly hurt if adults do not serve a full term of apprenticeship; also, if a person over 21 years, having the necessary ability, can qualify as a doctor, lawyer or social worker, why cannot he possibly learn to be a plumber, electrician or mechanic? If the honourable member will answer those questions, I shall be pleased. Some occupations, such as those in the building industry, are masquerading as trades, and in almost all of those instances the unions operate a closed shop. I thought the honourable member was becoming quite unworldly when he spoke of the great technological changes that had taken place, and said that it would not be possible to produce fully-trained tradesmen in the meagre time of five years by attending a trade school.

The Hon. A. F. Kneebone: I did not say five years at a trade school, because it is only a three-year term. It shows how much you are out of touch.

The Hon. F. J. POTTER: I was only quoting from your speech; three years or five years, the question is the same. I should like to know where are the great technological advances in such trades as plastering, painting, or hairdressing.

The Hon. A. F. Kneebone: There are great technological advances in hairdressing. You ask the Hon. Mrs. Cooper.

The Hon. F. J. POTTER: I do not know how they can spend three years in teaching a person to be a hairdresser. The honourable member made his point, and I am suggesting that it was not a very big one.

The Hon. A. J. Shard: It is taking you a long time to reply to it!

The Hon. F. J. POTTER: Mr. Kneebone ignored many of the factors affecting apprentices. He did not touch on many of them, and they are important. I do not propose to go into them now. There are big sociological, educational and economic factors affecting the question of apprenticeship. Last year I had something to say about this in a speech in which I pointed out that there was a great difference between the percentage increases in the remuneration of fitters in the metal trades and those of public servants. After serving three years or five years as an apprentice, whichever it might be, a tradesman then finds that he receives less than the base grade clerk in the Public Service who has no qualifications or skills at all. This is an important factor.

The Hon. A. J. Shard: You try to get into the Public Service without qualifications and see how far you go.

The Hon. F. J. POTTER: I am talking about the base grade clerk.

The Hon. S. C. Bevan: He must at least have his Leaving Certificate.

The Hon. A. J. Shard: Last year they could not get in even with the Leaving Honours Certificate.

The Hon. F. J. POTTER: As to education, it would appear that most of the lads could not get apprenticeship in the metal trades anyway, for the simple reason that they lacked ability, and in support of that statement I should like to quote again from the official magazine *Facts and Figures*, which stated that in a survey of unemployed persons, from whom information on education was available, it was significant that 84 per cent had had less than nine years of schooling and had left at the age of 14 without gaining examination qualifications.

His Excellency the Governor's Speech referred to the wonderful work being done by the Government in the education field. With an expenditure of £6,154,000 for the year ended June 30, 1963, for buildings alone, it can be seen that the Government is providing the highest grant that can be made available. From time to time the Government is under criticism, particularly from members of the Labor Party, about its efforts in various fields, but I have yet to hear a consistent case put forward that it is not doing its job in the education of our children, and it is to be congratulated on the high priority it gives to this important matter.

I have referred to the lack of educational qualifications in certain people who are unemployed. We have heard that alcoholism plays a great part in crime, but if one looks at the report of the Chief Probation Officer for the year ended June 30, 1963, one will see that in regard to those offenders on whom reports were prepared only 57 out of 475 (12 per cent) had an Intermediate Certificate or had completed a trade apprenticeship. The biggest group had been educated only to the primary level. Of those released on bonds under supervision only 21 out of 277 (7½ per cent) had passed their Intermediate. So, apart from alcoholism in relation to crime, it is obvious that lack of education plays an important part in breeding law offenders.

The Hon. C. R. Story: Or lack of opportunity.

The Hon. F. J. POTTER: That may be so, but it is unlikely. Before concluding I mention another matter of great social importance. I mentioned it two years ago in the Address in Reply debate, but I again bring forward the alarming rise in the road toll in this State. I have quoted figures previously, and will not repeat them, but one set of figures has not been given before. The 1963 *Year Book* contains a table showing persons injured and killed for each 10,000 of population in the various States during 1962. South Australia heads the list with 807 for each 10,000. The Police Commissioner's report for the year ended June 30, 1963, shows that by the middle of 1963 the figure had risen to 820. My calculation for the year ended June 30, 1964, is 832. The next State to South Australia in 1962 was Western Australia with 722 killed and injured for each 10,000 of population. New South Wales had the second lowest figure. It was only 504. We all know that that State has great centres of population, which we do not have in South Australia. One can be forgiven for asking "Why are we killing and injuring in South Australia over 60 per cent more people for each 10,000 of population than New South Wales? Is it always to stay that way?"

I do not like advocating inquiries because they can be time-consuming and, sometimes, costly, but I am beginning to think that some searching and wide inquiry by an independent commission or committee possessing wide powers is needed to thoroughly sift the factors causing the slaughter on our roads. We should know the ages of the people involved, how long they had been driving, whether they ever had a driving test, whether they are migrants, and whether they had previous convictions or have medical or psychological disabilities. Other than personal factors are involved in this important problem. Much of the information is perhaps in police files, but it is not analysed or made available. I want to quote from an article that appeared in the *Advertiser* on June 30. It mentioned a report by the northern subdivision of the Tasmanian branch of the Australian Medical Association, which all members will agree is a responsible body. The article said:

Most drivers involved in repeated accidents are aggressive psychopaths . . . These drivers should be examined psychiatrically to see whether they are suitable to hold licences . . . The report says the prevention of accidents must be dealt with primarily by Parliament, the courts, the police, road and motor engineers, insurance companies, educationists and municipal authorities. The report

adds: "Are doctors to tell these authorities how to go about their jobs? In a word, yes." The report suggests that a small body (three to five members) of suitably qualified men should be set up to investigate and make recommendations to the Government. The members would be full-time, and would have no interest in car clubs, the motor trade, commercial transport or vote-catching or in advocacy for the police, unions, the liquor trade or insurance companies.

The Hon. N. L. Jude: We are the only State with an accident investigation committee.

The Hon. F. J. POTTER: Yes, but it does not have the powers of a Royal Commission, and cannot call for documents. The article continued:

The report is highly critical of young drivers and of manufacturers participating in the "power-race".

All these matters are important. Many suggestions have been made about the best way to deal with the road toll. Doesn't our system of compulsory third party insurance, providing as it does a complete indemnity for a negligent driver to escape the financial consequences of his act, play an important part in the boosting of the accident rate? The Hon. Mr. Robinson mentioned how careful drivers were when aware of the presence of a police officer. Would not drivers be more careful if they knew they had to contribute to the insurance company meeting the cost of the damage done even the nominal sum of £100 towards the bill? In a comprehensive insurance policy covering property damage it is common for the insured person to pay the first £10 or £25 in respect of a claim, but for bodily injuries he does not pay a penny. I am aware that there would be administrative difficulties in implementing such a scheme, but I do not think the problem is impossible to solve. I am sure all honourable members agree that such a scheme would have a salutary effect. It would be a great help if a negligent motorist had to make a contribution towards damages. Perhaps his licence could be suspended until the contribution had been made. I have much pleasure in supporting the motion.

The Hon. R. C. DeGARIS (Southern): I support the motion and commend the mover and the seconder for their contributions to the debate, and the lead they gave. With other members I join in expressing joy at the birth of a third son to Her Majesty the Queen, and at the birth of other children to members of the Royal Family. I join also with other members in extending sympathy to the families of the Parliamentarians who died in the last 12 months, and who played an important part in

the political life of South Australia. They were mentioned by the Governor in his opening Speech. I refer to Sir Walter Duncan, who for a considerable time was President of this Chamber; Sir Shirley Jeffries, who occupied the positions of Attorney-General and Minister of Education; Mr. Jenkins, who was a member of this Parliament; and Senator Critchley.

I should like also to welcome officially my new colleague, the Hon. Harry Kemp, and congratulate him on his maiden speech in this Chamber. I freely admit that, when Mr. Giles relinquished his seat here to contest the Commonwealth seat for Angas, I was sad at losing a colleague with whom I had worked most amicably over a period of about 18 months. I acknowledge the help and assistance given me by Mr. Giles during my first session in this Parliament. I am only sorry that my own lack of experience does not enable me to give the same standard of assistance to my new colleague, Mr. Kemp.

I congratulate, too, Mr. Giles upon his election to the Commonwealth Parliament and assure the electors of Angas that in Mr. Giles they have a hard-working, vigorous, experienced and, if I may say so, irrepressible personal representative in the Commonwealth Parliament. However, I do not quite agree with Mr. Shard when he congratulated Mr. Giles on his "elevation", unless he was referring to the fact that he was now working on the sixth floor instead of in the basement! In Mr. Kemp we have a most worthy replacement for Mr. Giles. This is apparent from his excellent contribution to this debate. Mr. Shard, in congratulating Mr. Kemp, said he did not think he would be agreeing with him in everything he said. This is perfectly understandable. I assure my new colleague that any disagreement that Mr. Shard may have with him will be sincerely based on his political opinions. However, I point out that Mr. Kemp is an acknowledged expert in his particular field, an expert with an academic, technical and practical knowledge in his own sphere. On this background he has based his political feelings.

Mr. Kemp dealt with possibly the most pressing problem facing South Australia in her future development. We all recognize that this State has made remarkable progress since the Second World War. Advances have been made in spite of the fact that we suffer here from a paucity of natural resources. Perhaps I may digress and say that it is hoped that the recent discovery of natural gas in the north of South Australia will assist in

overcoming a particular section of this lack of natural resources in South Australia and lead to further industrial development in this State.

It is interesting to note that natural gas is the most rapidly increasing source of energy in the world today. At the moment it supplies about 30 per cent of the energy requirements of the United States compared with the position some 30 years ago when it did not play any part at all in the energy requirements of that country. Whilst credit must be given to the people and Government of South Australia for creating the climate for this development, when we suffer from a lack of natural resources, and whilst this Government still actively pursues the overall development of South Australia, our future is certainly prescribed in the long run by the use we make of our limited water supplies.

Mr. Kemp touched upon a most important point in dealing with this matter: the use that can be made of the water-bearing beds of the South-East and the need for more information on soil types and technical information on irrigation. I am sure it can be generally accepted that we have much to learn in making the best use of our underground water supplies in the area bounded by the River Murray in the north and the South-East in the south. As greater use is made of this underground water supply, not only for agricultural but also for industrial development, and as the drainage schemes take the surface water from the South-East in a westerly direction direct to the sea, one wonders what effect this will have on the underground water supply of this particular basin.

It is reasonable to assume, for instance, that much of the surface water of the South-East found its way through the underground water beds with a sluggish surface movement to the north and north-west. Removing these surface waters in a westerly direction through the ranges could allow no recharge water to enter the underground water beds in the northern part of the basin, and would induce an increasing salinity in these underground water beds. Also, as the pulping industry in the South-East expands, as expand it must, a greater demand must be made upon the available supplies of underground water. Honourable members may remember that some 12 months ago a mill was proposed to be built in Mount Gambier. This mill, if it had been erected, would be using 30,000,000 gallons a day, to be pumped from the underground water supply or the spring at Ewens Ponds.

The point I wish to stress and that was stressed by Mr. Kemp is that in this dry State of South Australia we have to look to this vast underground water supply to play an increasing role in the future development of our State.

It has always been considered that in the lower South-East plenty of water exists. Indeed, we often hear the statement made that the underground water reserves in the South-East are inexhaustible, but people are beginning to realize that this particular supply has its limits. In the last two or three years many artesian bores have been sunk in the western division of the South-East where pressure water has been tapped to depths of 600ft., 700ft. and 800ft. However, one must realize that this pressure water is existing about 700ft. below sea level and as it is increasingly tapped there is the possibility of its being contaminated by water from the sea. I have spoken to two or three people who have these artesian bores. As I pointed out earlier, this development has taken place only recently, in the last two or three years, and, as more bores are put down in this area, so the supply of the individual bores is diminishing. One must always be mindful of the possibility of this underground supply, coming as it does from a basin 700ft. below sea level, reducing in pressure and allowing saline waters to enter these particular aquifers. It seems to be fairly soundly established that in the lower South-East, where there is a very high rainfall, the upper ground waters are replenished from this source. However, the deeper waters—those existing in the Knight sands—seem to have their origin in Victoria. This very vast reservoir of underground water that finds its way west, south-west, and south is blocked off from the more saline waters of the Coorong by the Padthaway Ridge, where the granite or the basement rock comes very close to the surface. This underground granite movement, which has been thrust from underneath, acts as a large underground breakwater and separates the fresh underground water in the South-East from the more saline waters of the Coorong.

More use will be made of the underground water supplies in the lower South-East as agriculture becomes more intense and industry continues to develop. Vast quantities of water may be used in the pulping industry. When more use is made of underground waters, we shall have to investigate the possibility of diverting more of the surface waters in the South-East in a north-westerly direction, replenishing or recharging some of the underground aquifers carrying this water, and

using them as storage basins. This may become increasingly important as agriculture reaches a more intense stage and as the pulp industry in the South-East develops with the full utilization of the forests.

A problem associated with underground water supplies to which I should like to direct the attention of this Chamber is the disposal of effluent and the possible contamination of underground water reserves. This contamination covers several facets, the first of which is the disposal of domestic effluent and waste from factories, such as cheese factories. This contamination could be of a bacterial nature. The second is contamination of a chemical nature such as that from the pulping industry, and the third is contamination when two aquifers are connected, where a salt water aquifer overlays a fresh water aquifer. I believe this is already occurring in some parts of the basin where bores have to go through salt water to reach the fresh water underneath.

The use of all-purpose domestic tanks has assisted the position, although many misconceptions exist as to their efficiency. Sewerage schemes installed in many towns in the South-East also tend to overcome the problem. However, where permeable rocks exist at a shallow depth the disposal of effluent into them is still adopted. This method of disposal immediately poses the problem of possible contamination of the underground water supply. Where effluent undergoes a slow process of filtration through soil and rocks there is practically no possibility of any bacterial contamination, but with the very rapid movement of water through the permeable rocks in the South-East—measured at up to 10,000 gallons an hour—the possibility of bacterial contamination can well be appreciated. There have already been cases where pollution of the underground water supply from the disposal of effluent by the method described has been suspected.

The disposal of effluent from the softwood pulp industry poses a completely different problem because this contamination, if it occurs, is of a chemical and not of a bacterial nature. At present the wastes from the pulp industry are run through an open channel to Lake Bonney, a distance of six or seven miles, and find their way into the ocean through another channel. The ocean is the only satisfactory means of disposal. This problem has been solved in overseas countries where the pulping industry has been established some distance from the ocean by installing an extremely costly method of decontamination.

It consists of ponding the effluent for up to 150 days and pumping it through the air through a system of aerators to allow it to aerate before it goes into the drainage system. I do not know at present of any difficulty arising in the seepage in drainage channels going into the underground supplies but as the pulping industry expands and the volume of waste materials increases this problem will have to be closely watched in case of any pollution of the underground water supply.

I join with the Hon. Mr. Kemp in paying a tribute to the Mines Department for the amount of work it has done already in collecting and collating information on this subject. I pay a particular tribute to Mr. O'Driscoll for the work he has done. One can only be astounded at the amount of detail that has been collected and the surveys that have been carried out. Perhaps I could sum this up by quoting from page 59 of Bulletin No. 35 by Mr. O'Driscoll. He set out the unsatisfactory position regarding the underground disposal of noxious effluents. The word "noxious" seems to have been used a great deal in this debate. The Hon. Mrs. Cooper spoke lyrically in her speech in this debate; indeed, it was suggestive of blank verse. She used the word "noxious" to describe the Adelaide water supply.

The Hon. A. J. Shard: It could certainly describe our water supply for a couple of days last week.

The Hon. R. C. DeGARIS: I don't think it was noxious. Mr. O'Driscoll said:

The unsatisfactory position regarding underground disposal of noxious effluents and the ever-present possibility of polluting the water supply is one that should cause concern not only to local inhabitants but also to travellers through the district concerned. It is, of course, only one aspect of a broader problem: the proper and effective control of the use or misuse of groundwaters generally. There are several considerations, others being the preservation of records of works done, the ensuring of good construction methods by the drillers on whom landholders have to rely, and in the long term the equitable share of water and the preservation or reserves which in some districts can be depleted by unwise pumping, or deleteriously affected by contamination from upper saline aquifers. The Murray basin is not the only sedimentary area to which these remarks apply.

This quotation covers three most important points about which I have been speaking—the contamination of the underground water supply from effluents or from salination; records being kept of the bores being put down; and the saline intrusion into the aquifers by an over-use of the underground supply.

Last Friday the Premier officially opened the Lake Butler channel at Robe, which links Lake Butler with Guichen Bay. The opening of this channel must have brought much pleasure to you, Mr. President, because over a long period in my memory you have taken a very keen interest in this project. Indeed, of all members of Parliament associated with this particular project, I would be quite right in saying that you, Mr. President, have been the most consistent advocate of the construction of this channel. I well remember when it was first advocated that many people requested that the money involved should be spread over all fishing ports in the South-East and should not be devoted to one safe haven. Before the construction of this channel boats were hauled over the cliff into the lake, which provided the only safe haven. This was an extremely cumbersome process.

Credit must be given to those associated with the project, including the local fishermen's association, the Robe District Council, other local organizations and many private citizens. I do not know who submitted the proposition first, but in opening the channel the Premier mentioned the name of Mr. Andrew Robson. Possibly he was the first to put this proposal forward as a practical proposition. I must also refer to Councillor Stanhope, who took certain steps in connection with the repurchase of the land required for the channel. The council had given approval for this area to be subdivided, and some blocks had been sold, and the council undertook, under the chairmanship of Councillor Stanhope, to repurchase this particular land to enable the channel to be constructed. The Chairman of the Robe District Council (Councillor Powell) has at all times offered his assistance. The full co-operation of the Minister of Agriculture (Hon. D. N. Brookman) and the Minister of Marine (Hon. G. G. Pearson) was given in providing this excellent amenity for both the fishing and tourist industries, and as a result it has reached completion.

The original scheme was for the construction only of a channel at a cost of about £100,000, but later investigations showed there was need for a breakwater as well to protect the mouth of the channel, and also for a wharf to enable the fishermen to land their catches. The whole scheme is now complete, and cost £162,000. The amenity is greatly appreciated. I hasten to point out that this is the only safe haven for fishing craft along the whole coastline from the Victorian border to Victor Harbour. About 200 fishing boats are operating in the area and,

with the rapidly increasing number of private craft on this exposed coastline, I hope that the Government will continue its policy of providing additional facilities.

One of the most interesting developments taking place in South Australia is in relation to mental health. Of course, this problem exists not only in South Australia. In the 20 years since the Second World War the care and rehabilitation of the mentally ill have changed tremendously in all advanced countries. Some criticism has been levelled against South Australia that it has not kept pace with overseas developments. However, before anyone offers any such criticism, one should remember the big difficulties existing in Australia and also what has been achieved in this State in the care of our mentally ill. In speaking of the difficulties facing us in this problem, I should like to pay a particular tribute to Dr. Birch, who was Director of Mental Health in South Australia for many years. He had to face difficulties that were almost insurmountable in this particular field. Some indication of the progress made in mental health in South Australia can be gained from the following figures: In 1930 there were 239 patients admitted to the Parkside Hospital, and 93 were discharged in a relieved or recovered condition. This gave a recovery rate of 38 per cent. In 1960 a total of 652 patients were admitted and 516 were discharged as relieved or recovered, giving a recovery rate of 80 per cent. Similar percentage figures apply also to Northfield. It can be seen that over the period from 1930 to 1960 remarkable strides had been made in the treatment of our mentally ill. At present about one-seventh of our expenditure on health from consolidated revenue is devoted to mental health.

In an appraisal of this question of mental health, due consideration must be given to the disease of alcoholism and drug addiction, as approximately 30 per cent of the admitted patients suffering from some mental disorder are suffering because of an addiction to alcohol or a drug. In considering this problem of mental illness and the relative disability of alcoholism and drug addiction, it is important to bear in mind that in the care, treatment and rehabilitation of these patients there is the very rapid change that we have already seen since 1930, and an increasingly rapid change is taking place today.

In 1961 a Bill known as the Alcohol and Drug Addicts (Treatment) Bill was introduced

in the South Australian Parliament. However, further developments have since taken place, and recommendations have been made to the Government by the Public Works Standing Committee in a report dated December 17, 1963, necessitating further alterations to the original Bill. The committee sifted evidence from many sources, including a statement by Dr. E. Cunningham Dax (Chairman, Mental Hygiene Authority in Victoria). The original Bill proposed to treat all alcoholics in a single institution, including those admitted as a result of court actions and proceedings, those admissible on the application of a person (usually a relative), and those who voluntarily submitted themselves for treatment. The following was included in the committee's report:

1. That an institution to which patients are committed by court orders might not attract application for admission from other categories of alcoholics.
2. The successful treatment of alcoholics has a short history, and has not yet produced a large number of experienced and trained workers in this specialized field.
3. The interstate clinic inspected by the committee was hampered by the lack of trained staff.
4. That it would be more than difficult to find suitable staff for the proposed Alcoholics Centre.

The committee considered that before any large institution was established for intensive treatment of alcoholism special units should be set up at psychiatric and general hospitals and that these special units should maintain out-patient clinics in appropriate locations.

I am sure that the Government intends to follow the advice of the committee. It has already made necessary amendments to the Bill. The main alteration is in the concept of alcoholics centres, the new concept being of one centre, a committal centre, and the other a voluntary centre. The centres will be under the control of a board, but the board's first task will be the establishment of specialized units recommended by the committee. The centres will not be established until it is certain that adequate trained staff is available for the work. I mention this development because 30 per cent of all mental illness is due to alcoholism or a drug addiction. In tackling this problem of mental disease the same principles apply as

applied to drug addiction and alcoholism. We must have a public acceptance of a mental disease as an illness. The care, treatment and rehabilitation needed by the mentally ill is rapidly increasing, and we have better techniques and drugs available for the illness. One of the problems in the past has been the removal of human dignity from the mental patient, but the new approach is aimed at restoring that dignity. Each citizen in South Australia should contribute something to this attitude, and I commend those responsible for the organization of Mental Health Week in South Australia, which opened last Sunday. The following is an extract from the *Advertiser* of Monday, August 10:

The ancient cultural tradition of guilt, shame and superstition still prevailed about what was generally thought of as insanity, an Adelaide psychiatrist said yesterday. "There are still families who, because of these attitudes, refuse to consider psychiatric treatment and others who feel concerned about any abnormal mental state and feel unsafe if all such people are not kept out of the way behind locked doors," he said. The psychiatrist, who practises privately and who asked to remain anonymous, was speaking at the Maughan Church P.S.A., one of many special church services in South Australia yesterday to mark the opening of Mental Health Week. He said he was particularly concerned to find that there were sections of the community which refused to employ a person who had recovered from a severe mental illness.

There must be a public acceptance of a mental disease as an illness. Until we get this not much can be done. We can all commend the Government for what it is attempting to achieve in South Australia with regard to mental health. I support the motion, and in conclusion pay a tribute to Sir Edrie Bastyan and Lady Bastyan for the work they are doing over and above the normal call of duty.

The Hon. L. R. HART secured the adjournment of the debate.

JOINT HOUSE COMMITTEE.

The House of Assembly intimated that it had appointed Mr. L. C. Hughes to fill the vacancy on the Joint House Committee caused by the resignation of Mr. G. A. Bywaters.

ADJOURNMENT.

At 4.19 p.m. the Council adjourned until Wednesday, August 12, at 2.15 p.m.