

LEGISLATIVE COUNCIL

Wednesday, June 22, 1966.

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

QUESTIONS

NORTHERN HOSPITALS.

The Hon. Sir LYELL McEWIN: I ask leave to make a statement prior to asking a question.

Leave granted.

The PRESIDENT: Before Sir Lyell speaks I want to make a statement. The remarks I am about to make are for the benefit of members generally. Before calling upon members desiring to ask questions I should like to remind the Council that the object of question time is to elicit information, and when leave is sought to make a short explanation prior to asking a question such explanation should be as brief as possible. I think it would be desirable for honourable members seeking leave to make explanations to indicate, before making the explanation, the Minister to whom the question is to be directed, so that the Minister concerned might have the opportunity to give his undivided attention to the matter.

The Hon. Sir LYELL McEWIN: I appreciate the ruling you have given, Sir. I think it is necessary and properly covered in Standing Orders. I asked for leave for the purpose of giving information before asking a question of the Minister of Health. My question relates to correspondence sent to all the members for the Northern District. We have discussed the matter and I am submitting this question on behalf of all those members. I have previously asked questions on the subject. It relates to the medical services in the No. 3 hospitals region. Honourable members will remember that during last session there were questions about Quorn and Hawker. It was stated that the medical officer at Orroroo had been giving a service to the areas mentioned, although some spasmodic voluntary assistance had been given by a resident medical officer from the Royal Adelaide Hospital.

I understand that there is some correspondence with the Minister at present and that proposals have been submitted by the medical officer at Orroroo, which have been supported by the various hospitals in the region. We think the suggestions submitted are worthy of consideration. They include an intern service from the Royal Adelaide Hospital and it is

supported by the College of Surgeons, the Australian Medical Association and the people interested. This is a big question and I do not want to debate it. It is a problem that could arise in any country area at present. Can the Minister say whether any decision has been made regarding the latest communication and, more particularly, whether he will consider calling a conference? I do not know what action has been taken, but all the bodies and people I have mentioned hope that some decision may be made towards solving the problem. Will the Minister consider such an approach to the matter, which is concerning and worrying the people of the area, as well as prejudicing the health of the one doctor serving the district?

The Hon. A. J. SHARD: I do not desire to give a second reading speech on this matter, but there are aspects I should like to mention, and I may do that later. So far as the last request is concerned, no decision has been reached. This problem has worried me since I have been Minister of Health. Neither I nor any other Minister of Health has authority to direct a doctor to go anywhere. I make it clear that whilst I am the Minister I shall not so direct or conscript any person.

I have been accused, and I am glad of the opportunity to say something about this accusation, that I have done nothing to help the people of these towns. It is in writing but there is nothing further from the truth. I have gone to no end of trouble to try to reach a decision. I have even directed that if resident medical officers are available at the Royal Adelaide Hospital they are to go to the areas concerned. I have instructed the hospital people to cover the position in the best way possible. My personal efforts and those of the Director General of Medical Services have been successful, because two resident medical officers have gone to Quorn or Hawker for a certain period. I understand that a third doctor was prepared to go. Frankly, I do not think we have received from the medical profession the co-operation that we should have received. We had one doctor who was prepared to go. He went to Quorn but did not like it, and has since started a practice in the Elizabeth area, where, in my opinion, there is an overdose of medical officers. It irritates and upsets me when people say nothing has been done.

The Hon. Sir Lyell McEwin: I did not say that.

The Hon. A. J. SHARD: I have given the fullest attention to the matter of providing

doctors in country areas. I have travelled Australia, from Queensland to Hobart particularly, to try to find a solution to the problem. We have made a decision, although it will not correct the position immediately. So far as foreign doctors are concerned, the Medical Board is prepared to co-operate, and I am about to set up a committee to examine the position of these doctors to learn how many years they need to go to the university in order to be accepted by the board.

The Government has decided to form a cadetship for them, if they need money to keep them while they are doing their third, second to last or final year. The Government is prepared to go that far on condition that for each year that the Government supports them they, in turn, will go where the Government requests on a year for year basis, with a minimum of two years. In other words, if the Government supports a doctor during his final year, he will be available to go to a place for two years. It has been put to me that there are undergraduates who, in their final year, are in financial difficulties. The Government is prepared to form a cadetship for them to get through their examinations. We have a cadetship already for one undergraduate, a foreigner, going through this year and we hope he will succeed this year. He was in his final year and was in financial difficulties.

I make it clear that the last 12 months of a doctor's training must be done at an approved teaching hospital, on completion of which he is admitted as a general practitioner. No-one, irrespective of Party or anything else, can get away from that. No-one would want us to send these people out immediately as general practitioners. From what I have been told, it is quite usual for two, three or more doctors to run into financial difficulties in their fifth or sixth year. I believe that within a short period we could have five, six or seven doctors who would be available to fill gaps. This would be a solution, and is a positive action, although it would not be an immediate remedy. The Government has sympathy for these people and has done everything possible to alleviate the position. It is poor compensation to read that the Government has done nothing. I shall be happy to meet these people and discuss the matter with them. If there is anything that can be done to get the parties together, I am prepared to do it. I have done something, but there is a strong association, and until it bends a little I am afraid the job will be difficult. I give an assur-

ance that I have done everything possible and Cabinet has agreed wholeheartedly with what I am doing. If anyone can tell me of a better solution I shall be happy to listen to it. This is a matter of getting people together in conference to talk about what can be done to help this part of the State.

The Hon. Sir LYELL McEWIN: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. Sir LYELL McEWIN: I want to make it clear that there was no suggestion by me that the Minister had done nothing.

The Hon. A. J. SHARD: Not you, personally. It is in a letter.

The Hon. Sir LYELL McEWIN: This is information that we appreciate. We have not had it before, and I think it may help as a step along lines that will solve the problem. I hope that the Minister will not close the door to any conferences that may be suggested towards helping in this matter.

The Hon. A. J. SHARD: I was not blaming the honourable member at all. It seems that this arises from correspondence he received from people in that area. I did not appreciate that. It is not for them to say that nothing has been done. When I meet them face to face I will tell them how I disapprove of what they say.

MOTOR MILEAGE RATES.

The Hon. C. M. HILL: I ask leave to make a statement prior to asking a question.

Leave granted.

The Hon. C. M. HILL: In March, 1965, the Public Service Association of South Australia lodged a claim with the Public Service Board seeking an increase in motor mileage rates, which, incidentally, are prescribed under Public Service Regulation 67. The claim was lodged with the Public Service Board because the board is empowered to recommend amendments to the Public Service Regulations. On April 7, 1966, the board replied that it did not propose to recommend any amendment to the regulations. The association and its members are very concerned with this result, and a special meeting was held on May 20 of this year at which over 700 members expressed their dissatisfaction at the board's findings. More than 1,000 public servants, members of the association, are using their vehicles and receiving rates which are not considered adequate by the association and which were fixed 14 years ago. The association has made approaches, without success, to the Government.

In view of the dissatisfaction and unrest within the Public Service, will the Chief Secretary, representing the Premier, give his Government's reasons for its attitude in this matter?

The Hon. A. J. SHARD: As the latter part of the question concerns policy, I ask for the question to be put on notice.

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

The Hon. R. C. DeGARIS: I think most honourable members have received a letter from the Public Service Association on this question of motor mileage rates.

The Hon. S. C. Bevan: What do you mean—"most"? We all have.

The Hon. R. C. DeGARIS: Very well: on the assurance of the Minister, we all have. My question relates to a paragraph in this letter, which states:

The association is concerned over the practice of the Government of paying, in certain circumstances, under 15 horse power mileage rates where the public servant's vehicle is an over 15 horse power vehicle. (The regulation provides different rates for under and over 15 horse power vehicles.) An opinion was obtained from a leading Adelaide Queen's Counsel which indicated that this practice is not lawful.

Would the Chief Secretary like to comment on that particular paragraph of the letter?

The Hon. A. J. SHARD: We only took over a legacy from the previous Government. It was lawful from 1952 to 1964. The same conditions exist now. If public servants do not wish to use their vehicles at the present time, they need not. If they desire to use them, they can. They are free to use them in my own department. They know whether they are under or over 15 horse power and the rates that will be paid. Some officers in my department have been approached on the matter and they have said they will go on using them.

WORKS PROGRAMME.

The Hon. C. R. STORY: I ask leave to make a statement prior to directing a question to the Chief Secretary.

Leave granted.

The Hon. C. R. STORY: I am still curious to obtain an answer to the question I asked yesterday and perhaps I shall have more success today. The Treasurer is reported to have said at the end of the Loan Council meeting that it was unfortunate that, when the Government took over 15 months ago, it found itself committed by the previous Government to a works programme and other expenses that could not possibly be covered by the funds becoming available, and that the Government had there-

fore been unable to begin any of the works it wanted to provide. Can the Chief Secretary name the projects which were, in the opinion of the Treasurer, outside the provisions of the moneys available to the State at that time?

The Hon. A. J. SHARD: I shall be happy to refer the question to the Premier and ask what works, in his opinion, were not able to be carried out.

HIGHWAYS DEPARTMENT EXPENDITURE.

The Hon. C. C. D. OCTOMAN: I ask leave to make a statement prior to asking a question of the Minister of Roads.

Leave granted.

The Hon. C. C. D. OCTOMAN: Local government authorities on Eyre Peninsula have informed me that they have been advised by the officers of the Highways Department that expenditure on highways in the western division is to be pruned by \$750,000 in the coming financial year. Will the Minister indicate whether this is correct and, if so, which highways will be affected?

The Hon. S. C. BEVAN: At this stage I am unable to comment on whether or not the reported statement is correct. I shall call for a report from the department and ascertain whether it is correct and, if so, which roads will be affected. At this stage I do not know of any curtailment of any grants to councils for roadworks or of any of the Highways Department's works that are in hand.

SCHOOL TRAVEL CONCESSIONS.

The Hon. G. J. GILFILLAN: I ask leave to make a statement prior to directing a question to the Minister of Transport regarding travel concessions to schoolchildren.

Leave granted.

The Hon. G. J. GILFILLAN: In a number of areas in the State, particularly areas far from the metropolitan area, it is necessary for many parents to send their children to Adelaide for a secondary education, either in departmental or in private schools. Whichever type of school is chosen, it is often a financial hardship to the parents concerned. The Government makes travel concessions available to schoolchildren travelling on the railways during official school holidays, long weekends, and what are called "exit" weekends to their own homes. However, many children who have to travel long distances are too far away to travel home in the short time allowable on those long weekends, and even if they wished to go to other places, perhaps the home of a

relative or friend, they would have to pay a full fare. Naturally, enough these children, being young and away from home, often become homesick and lonely and it would mean a lot to them if they could get away from school on these long weekends, but the cost of rail fares is considerable. Will the Minister give consideration to extending the benefits of travel concessions to schoolchildren when they travel to places other than their own home on exit and long weekends?

The Hon. A. F. KNEEBONE: Yes, I will give consideration to it. However, as it is a policy matter I will have to discuss it with my colleagues in Cabinet and then bring down a reply to the honourable member.

SUPREME COURT STRONG ROOMS.

The Hon. F. J. POTTER: I ask leave to make a statement before directing a question to the Chief Secretary representing the Attorney General.

Leave granted.

The Hon. F. J. POTTER: At the Supreme Court in Adelaide there are two strong rooms in which court records are kept, one being on the ground floor and the other in the basement. Last week I had occasion to inquire for a 1963 file and I was surprised to find that it had to be fetched from the basement room because the fairly large record room on the ground floor was full. From my further inquiries, it appears that both the basement and the ground floor strong rooms are full. Accordingly, I ask the Minister whether the Government is aware of the shortage of filing space in the Supreme Court and, if so, what does it intend doing to correct the position?

The Hon. A. J. SHARD: I will refer the question to the Attorney-General and obtain a reply as soon as possible.

COBDOGLA SCHOOL.

The Hon. Sir LYELL McEWIN: I ask leave to make a statement prior to asking a question of the Minister of Roads.

Leave granted.

The Hon. Sir LYELL McEWIN: Yesterday the Minister kindly gave me information regarding the survey of the Sturt Highway in relation to the Cobdogla school and indicated that there were alternatives, but he said that it appeared that a section of the schoolmaster's residence and also some of the playing fields of the school might be affected. Other honourable members then asked questions and I could not ask a subsequent question. However, I wish to pursue the matter now and point out

that schools require certain areas of land for use as playing fields and so on. If any of this area at the Cobdogla school is affected, will the Government make available other land to restore the position so far as playing areas and the school residence are concerned?

The Hon. S. C. BEVAN: Here again, assuming, of course, that the Public Works Committee report is favourable regarding the construction of the bridge at Kingston, only an infinitesimal portion of the school ground will be affected and there might be more concern about the effect on the school dwelling. I assure the Hon. Sir Lyell that everything possible will be done. If the road cannot be re-aligned so as to cause no interference, I shall do what is possible to restore the area now enjoyed by the school itself.

ADDRESS IN REPLY.

The Hon. A. J. SHARD (Chief Secretary) brought up the following report of the committee appointed to prepare the draft Address in Reply to His Excellency the Lieutenant-Governor's Speech:

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

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

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

The Hon. A. F. KNEEBONE (Minister of Labour and Industry): Mr. President, I am indeed pleased to have the privilege of moving the adoption of the Address in Reply, and I do so with considerable pride and satisfaction as I look back over the relatively short period this Government has been in office and realize what has been achieved during that time. We have been honoured to have His Excellency the Lieutenant-Governor (Sir Mellis Napier) open Parliament this year. I believe that this is the eighth occasion on which he has performed this duty. He, of course, was carrying out this duty on this occasion because of the absence of His Excellency the Governor, Sir Edric Bastyan, on well-earned leave in England. Sir Mellis has occupied the position of Lieutenant-Governor longer and has acted as Governor's Deputy more often than any other person in the history of South Australia.

We were concerned to hear that Sir Edric had suffered some further indisposition while

on leave. I know that all honourable members will join with me in expressing the hope that when he returns next month he will have completely recovered from his indisposition and have fully benefited from his spell. Last year His Excellency the Governor's term of office was extended for two years. I am sure that the citizens of this State were pleased to hear of this extension, as both Sir Edric and Lady Bastyan have become very popular with all sections of the community during their term of office in South Australia.

This State was honoured this year to have Her Majesty Queen Elizabeth the Queen Mother attend the Festival of Arts. It was apparent that Her Majesty enjoys her visits to this State equally as much as we are happy to have her here. Wherever she went everybody joined in giving her a spontaneous and generous welcome, indicating the great esteem in which Her Majesty is held.

It is with regret that I refer to the death of the Hon. Sir Frank Perry, who passed away late last year. His had been a long and meritorious service to this State. He had a remarkable record of public service to Parliament, local government, educational institutions and secondary industry. Unfortunately, in each of recent years, it has been necessary on occasions such as this to refer to the passing of a sitting member of one or other of the Chambers of the South Australian Parliament. In addition to Sir Frank Perry, the death occurred in the past 12 months of three former members of Parliament in the persons of the Honourable Sir Richard Butler, Mr. Albert Thompson and Mr. Edward John Craigie. I join with Sir Mellis in extending sympathy to the families of all these gentlemen.

The last session of Parliament was the longest on record, and many Bills were introduced. There were 97 Bills introduced—a record for Parliament in this State—and Parliament sat for longer hours than any previous Parliament. The fact that this session's *Hansard* contains 4,381 pages speaks for itself, particularly when compared with the previous Parliament's *Hansard*, which contained 1,673 pages. It is true, as you, Sir, and other honourable members of this Chamber are no doubt well aware, that because of the disparity in numerical strength of the parties in this House, the Government has had its difficulties in persuading the Parliament to accept some of the measures we have introduced. Nevertheless, I feel that all fair-minded people will acknowledge that this Government has tackled

its legislative programme with great sincerity and sustained vigour since it assumed office, and no one can rightly deny that its task has been a formidable one.

It is obvious, too, that the many important proposals set forth in the Speech of His Excellency the Lieutenant-Governor promise to make this session equally as busy and significant as the last session, if not more so; and I assure honourable members that there will be no diminution of enthusiasm on the part of the Government in prosecuting this heavy programme of work. Might I express the hope that we shall have the co-operation and assistance of Opposition members in this matter.

The State was unfortunate that last year was a very dry year. This, of course, had a considerable effect on the primary industry of the State, with its consequent adverse effect on the State as a whole. Our railways earnings from the carriage of grain have dropped, and the State's finances have been considerably affected by the continual need for pumping from the River Murray to the reservoirs. During 1965 the total natural replenishment of the reservoirs serving the metropolitan area was 10,600,000,000 gallons, compared with an average annual stream flow of approximately 40,000,000,000 gallons. The reservoirs have a combined capacity of 23,821,000,000 gallons, and the maximum reached with the aid of pumping was 16,500,000,000 gallons on September 22. Pumping in the Mannum-Adelaide pipeline commenced on July 30 last, and it is still in progress. The rate of pumping is varied from time to time, according to the situation then current. The quantity pumped to the metropolitan system to date has been 14,050,000,000 gallons and, in addition, 1,175,000,000 gallons has been delivered to Warren reservoir. The combined storage receded to what was regarded as the minimum safe level of 5,250,000,000 gallons on May 2, and since that time pumping has been regulated to maintain the storage at a little above this level. There has been a slight improvement through natural flow and the reservoirs now contain 5,500,000,000 gallons, compared with 10,300,000,000 gallons at this time last year. Failing a substantial intake before the end of July, it will be necessary to step up the pumping rate to its maximum of 67,000,000 gallons a day as from August 1.

The recent rains have made the agricultural position look more promising for this year, and it is to be hoped that this will continue. The hills catchment areas have reached the stage

where further early rains should result in appreciable stream flow. Past records show that if substantial intakes are received before the end of June it is almost certain that the reservoirs will fill. However, if more substantial intakes are not received before July or later the chances of filling the reservoirs are much lower.

The State's second university was opened earlier this year and this will undoubtedly be of tremendous benefit in our future tertiary education programmes. To meet the State's medical needs it will be essential for a teaching hospital to be established near the Flinders university, and the Government is at present energetically planning towards this end.

Rail standardization is proceeding according to plan, but we are now at the stage where an early decision must be made on the manner in which standardization will be completed between Cockburn and Broken Hill. There are many problems in this matter for the State and for the Commonwealth, and they are at present receiving the close consideration of the Governments concerned. Recently I visited Port Pirie and Broken Hill in connection with the matter. I now have a much clearer picture of the existing position and of the problems associated with the standardization of this short section of the rail link between Broken Hill and Port Pirie. I hope that it may be possible for a decision to be made in the near future.

Last session there was considerable controversy concerning the Government's proposal to amend the Road and Railway Transport Act. I will not comment on the merits or otherwise of the controversy, but I think all members must agree that the Royal Commission now appointed to inquire into the State's transport services will provide the true answer on transport co-ordination. I think it must also be recognized that the Government has taken every possible step to appoint a well-balanced Royal Commission.

The Hon. C. R. Story: How long will it be before it makes a report?

The Hon. A. F. KNEEBONE: I do not expect one for some time. Last year Mr. J. A. Fargher retired as Railways Commissioner and was succeeded by Mr. R. J. Fitch. I pay a tribute to the long and dedicated service that Mr. Fargher gave to the South Australian Railways, and we are fortunate in obtaining a worthy successor in Mr. Fitch. Already the Government has accepted the opportunity for the new Railways Commissioner to go overseas to study the latest developments in railway freight and passenger operations. Mr. Fitch, I

believe, will return later this week, and I have no doubt that as a result of his observations his visit will prove of great benefit to the Railways Department of this State.

The Woodlands Park to Tonsley railway line will be opened by the Premier on July 1 next and it will be in operation as from July 4. It is interesting to note that this is the first railway line laid in the metropolitan area since the early war years. World-wide experience shows that the future welfare of large cities depends largely on the development of good and rapid mass transportation systems. It may be reasonable to say that there will not be such a long delay in the building of future lines in the metropolitan area. The recommendations in this regard in the report of the metropolitan Adelaide transport study will be awaited with interest.

Perhaps the most important piece of industrial legislation in this State is the Industrial Code. Despite the fact that the previous Government had held office since the 1930's it had done little to amend this important legislation, with the result that when the present Government came into power many of the provisions of the Code were, to say the least, antiquated. Honourable members are aware of the alterations already made to the parts of the Code that deal with industrial arbitration. The Industrial Code also deals with other matters that are just as important. I refer particularly to the working conditions that must be provided in factories. The mounting toll of accidents at work is a serious national problem. Considerable publicity has been given in recent years to the enormous burden that industrial accidents inflict each year on the community, and I could quote masses of statistics to show the losses in man-hours and money as a consequence of injuries sustained at work. An idea of the magnitude of the problem, from a purely work point of view, can be gained from the fact that workmen's compensation payments in the last financial year in South Australia totalled about \$4,500,000.

In the year ended June 30, 1965, 55,600 claims were admitted for workmen's compensation in South Australia. Not all of them involved loss of working time, but each accident necessitated medical attention. This means that one person in every six employed in this State—in all types of industry—had an accident at work in the one year. For the purpose of producing statistics about industrial accidents a serious accident is regarded

as one that involves absence from work for a week or more. The time lost in South Australia in one year, as a result of these serious accidents, was the equivalent of 930 persons being absent from work for the whole year. This gives some idea of the magnitude of the problem. In a State that is developing as rapidly as South Australia this is a waste of resources that we cannot afford.

This, of course, is only part of the story. A far more serious aspect of the effects of accidents is the humanitarian side—the loss or serious impairment of limbs and faculties, the suffering endured by the injured and maimed workers, and the distress and worry caused to the families of victims of fatal accidents. These disabilities can never be measured in terms of money, yet they are very real and occur every day. The Government is acutely aware of the need for more safety practices in industry and is endeavouring by all means within its power to reduce the frightening toll of accidents. Industrial legislation, and the enforcement of it, is essential to ensure that minimum standards of working conditions are provided to protect workers and the public generally from exposure to dangerous situations.

Soon after assuming office the Government took steps to appoint additional inspectors to enable more frequent inspections to be made to ensure that the working conditions required by law in factories and on building sites are, in fact, observed. However, some of the legislation in Part V of the Industrial Code concerning the safety, health and welfare of employees in industry is below the minimum standard that the Government considers is appropriate in today's conditions, and it is proposed to introduce legislation this session to remedy the position.

Whatever standards are required by legislation, it has been found that it is necessary to supplement legislation by an education programme aimed at people who work at all levels of industry, from manager to labourer. This continuous campaign on education and advice on accident prevention techniques is being carried on by safety officers of the Department of Labour and Industry, both in Government departments and in private sections of industry, and is complementary to the work of the inspectors of that department. Safety officers give lectures at factories and other work places, conduct courses in industrial safety, distribute a wide range of safety literature, and show safety films. This is regarded as a service to industry, for which no charge is made, with the one object of endeavouring to reduce the number of accidents suffered by work people.

A successful Industrial Safety Convention was conducted last November when particular attention was given to the need for safe working when handling goods and materials of all kinds. This is the area where most accidents happen. This convention of two days attracted 400 people from all levels in many different industries, and I am sure that the lessons learned have been used to prevent further accidents from occurring. Until 1946, people working in factories outside the metropolitan area of Adelaide had no legislative protection at all with regard to the working conditions provided for them. When the Country Factories Act came into operation in that year it was applied in only a few country districts, and that situation existed for many years. Last year, after a survey had been conducted by the Department of Labour and Industry of industrial development outside the metropolitan area, the Government extended the provisions of the Country Factories Act, by proclamation, to additional country districts, so that it now applies to over 1,000 factories in various country districts, in which more than 23,000 people are employed. Additionally, the provisions of that Act were extended to bring them into line with the relevant requirements of Part V of the Industrial Code.

Also, the operation of the Scaffolding Inspection Act was extended to a number of additional country areas to enable proper control to be exercised over building and construction activities in those localities with a view to ensuring safe working practices. The continuing shortage of skilled tradesmen, which honourable members will appreciate is not peculiar to this State, prompted the Government to introduce far-reaching amendments to the Apprentices Act. By establishing an Apprenticeship Commission to replace the former Apprentices Board (an advisory body with strictly limited powers) and to provide for greater control over the technical training of apprentices, the Government confidently expects that young people will be encouraged to enter into indentures and that the shortage of skilled tradesmen will be alleviated. The commission has been inundated with requests to investigate certain apprenticeship matters. The mere fact that a number of requests for investigation have come forward indicates that the action taken by the Government last year was needed. As a result, I think there will be a great improvement in the training of apprentices.

For many of the years they were in Opposition present Government members believed that the compensation received by workers when

they suffered an injury was inadequate, and the circumstances in which compensation might be paid were too restrictive. The Government therefore introduced legislation, which Parliament subsequently passed, amending the Workmen's Compensation Act to increase substantially the maximum amount of benefits payable for death or injury, and to widen the scope of the Act to include covering journeys to and from the place of employment.

The principle of equal pay for female employees performing work of the same or a like nature and of equal value to that of male employees, which was adopted by an International Labour Convention in 1951, will be applied to all Crown employees, including teachers, by introducing it gradually over a period of five years from July 1, 1966. In applying this principle, the question as to which Crown employees are doing work of the same or a like nature and of equal value will be decided by the President of the Industrial Commission, or, in the case of officers under the Public Service Act, by the Public Service Board. The Government proposes to introduce next year a Bill to authorize the Industrial Commission to determine equal rates of pay for female employees in private industry. Mr. President, I have much pleasure in moving the adoption of the Address in Reply.

The Hon. D. H. L. BANFIELD (Central No. 1): I have the privilege and pleasure of seconding the motion for the adoption of the Address in Reply, so ably moved by the Hon. Frank Kneebone, Minister of Labour and Industry and Minister of Transport. It is possible that history has been made today by the Minister moving the motion for the adoption of the Address in Reply. I have not been able to discover where this has happened previously, though possibly it has. If it has happened previously, it would be many years since a Minister moved this motion, and no doubt it would be just as long since any person had the same honour and privilege as I have had in my first two sessions of Parliament.

Last year I was honoured by the Government's inviting me to move the motion for the adoption of the Address in Reply, which was seconded by the Minister who this year moved the motion. I have again been honoured by the Government's invitation to second the motion.

I join the Minister in expressing appreciation to His Excellency, Sir Mellis Napier, the Lieutenant-Governor, for the speech so ably delivered by him at the opening of this session.

As the Minister has said, this is the eighth occasion on which His Excellency has carried out this particular part of his duties as Lieutenant-Governor. The first occasion was at the opening of the first session of the Thirty-first Parliament on July 20, 1944. Since then he has officiated at the first sessions of the Thirty-second and Thirty-third Parliaments; he also officiated at the third session of the Thirty-third Parliament. He performed the same duty for the fourth sessions of the Thirty-fourth and Thirty-fifth Parliaments and again at the second session of the Thirty-sixth Parliament in March 1960. Since that date he has not been called upon to perform the ceremony until this year. Naturally, I have not seen the Lieutenant-Governor perform this part of his duties before, but I am reliably informed, Sir, that His Excellency has carried out his duties as Lieutenant-Governor over the last 20 years or so in the same efficient and dignified manner as he has on this occasion.

The people of South Australia appreciate the services rendered by Sir Mellis Napier over the many years in which he has had to deputize for the Governors of this State. The Minister referred to the extension of time given to Sir Edric and Lady Bastyan. During the Address in Reply debate last year many members expressed the hope that the Government would invite Sir Edric Bastyan and Lady Bastyan to accept an extended term of office. The people of South Australia were very pleased when the Government announced that not only had it invited His Excellency to accept another term of office but also it was happy to announce that His Excellency had agreed to serve another term. The people of this State are grateful to Sir Edric and Lady Bastyan for accepting.

We were indeed sorry to hear that in the early stages of his well-deserved holiday in England His Excellency had suffered ill health. However, we were pleased at a later date to learn of His Excellency's recovery and I express the hope that, as a result of their holiday and trip to England, Sir Edric and Lady Bastyan will return to South Australia in the best of health, enabling them to carry out their duties in the same dedicated manner as they have done in the past. The citizens of this State left no doubts about their loyalty to the Royal Family and to the Crown when they turned out in their thousands to greet Her Majesty Queen Elizabeth the Queen Mother in March of this year. Her visit to South Australia for the fourth Festival of Arts was

an occasion that will remain in the memory of many of us for a long time. It was pleasing to see so many of the newcomers to this State lining the streets in company with the older residents to give a royal welcome to Her Majesty. The organizers of the Festival of Arts are to be congratulated on their untiring efforts in making the festival such a huge success, to the extent that it has now achieved international fame.

His Excellency referred to the passing of Sir Frank Perry, Sir Richard Butler, Mr. Albert Thompson and Mr. Edward Craigie during the past year. These gentlemen all served the State with great distinction. I wish to be associated with remarks made expressing appreciation of the services given by these people. I join in expressing deepest sympathy to the relatives of these gentlemen.

Although the question of the discovery of natural gas in this State only received mention in a six-line paragraph of His Excellency's Speech, this could prove to be of great importance to the economy and development of this State. I sincerely hope that the supply of natural gas will far exceed the expectations of the experts. I also hope that the Government will find a suitable working arrangement for the distribution of the gas so that the State will receive the greatest benefit. I trust that it will not be handed to private enterprise.

It is pleasing to see that the Government continues to pursue an active and progressive policy in connection with educational services. The scheme to provide school books without charge to the parents of children in primary schools, both State and private, as from the beginning of 1967 will be of great assistance to many parents throughout the State. It will also give the lie to the inference recently that the Government did not intend to honour its election promise in this regard. Indeed, this Government, although only in office for about 15 months, has already fulfilled about 70 per cent of the promises made prior to the last election, and by the end of this session the Government will be near to having fulfilled all of its promises, with the exception of those denied to the people through the vote of this Council.

As a result of the establishment of an Apprenticeship Commission the 10,000 apprentices being trained in this State will be assured of proper facilities being provided in the workshop and in the trades schools for their training. This will be of great benefit to industry generally and to the apprentices in

particular. It will also mean that more young people will be prepared to offer their services to industry. I congratulate Mr. Crawford Hayes on his appointment as Chairman of the Apprenticeship Commission. I consider that he is well suited to perform that duty.

I sincerely hope that when the Government makes its amendments to industrial safety legislation it will see that the legislation is strictly enforced. Far too many unnecessary and costly accidents occur in industry today. Not only are the accidents costly to industry but they inflict great hardship and worry on the families and persons involved. I believe that in addition to the proposed amendments the unions, employers and the Government should combine and embark on an extensive campaign to cut the accident rate to a minimum. Any money spent in this direction would be well spent and it would be a small amount compared with the losses as a result of accidents in industry.

His Excellency referred to the road programme being carried on by the Government. It is pleasing to note that about 300 miles of road were bituminized during the past 12 months, and that in the main the work was done in country areas. People passing through the hills areas are impressed with the progress made to the south-eastern section of the freeway that is expected to be finished towards the end of 1967. On completion of this section, which will cost about \$2,000,000, a start will be made on the Stirling-Verdun section, about four miles, at a cost of about \$8,000,000. When completed this will be a great boon and a timesaver to the thousands of users of the road.

Work on the South Road is also rapidly progressing and it is expected that by the end of 1968 the four-lane highway will have reached Noarlunga. I do not think the matter of the Hackham crossing has been straightened out yet, but I believe it will not be long before it is attended to.

The Hon. Sir Arthur Rymill: They will get to it within a few years. They are only half a mile away. I think five years will see it out.

The Hon. D. H. L. BANFIELD: The bituminizing of the Eyre Highway to Ceduna is continuing and is expected to be finished in 1968. The road through to Broken Hill is also being bituminized and should be completed by 1968. I was pleased to learn that at long last tenders are being called for the building of the new Jervois bridge. This concerns my area. It is a project that should have been completed

years ago. We are indeed fortunate that no serious accident has been caused by the deterioration of the present bridge.

The people of the State will be for ever grateful to the Government for the dedication of land as wild life reserves. The dedication of 100,000 acres in the last 12 months is a clear indication of the awareness of the Government to the need to ensure the preservation of our native flora and fauna that unfortunately too many people set out to destroy.

There is no doubt, Sir, that this State, along with some of the other States, has suffered tremendously as a result of the prolonged drought. As His Excellency stated, this has adversely affected the earnings of the Railways Department and the Harbors Board. It has also adversely affected the earnings of many country people. It has greatly increased the cost of supplying water, and it has been one of the main factors in increasing the deficit estimated for the year ending June 30, 1966.

Another factor contributing to the increased deficit was the rejection by this Council of certain revenue-raising measures. I hope, Sir, that members will consider the factors that have contributed to the increased deficit as they have in the past and play their part in assisting to overcome difficulties that can beset any Government. Many matters referred to by His Excellency indicate that this session of Parliament will be fully occupied and I look forward to seeing all the proposals brought into operation by legislation.

At this stage, Sir, I desire to place on record my appreciation of the work of heads of departments. I refer to those who have given valuable service to the State over many years and who have retired or will retire this year. I refer to Mr. Jackman, who was Commissioner of Highways and Director of Local Government for eight years; Mr. Fargher, who served the State as Commissioner of Railways; and Mr. Pearce, who recently retired from the position of Agent-General. I also mention Mr. Dridan, Engineer-in-Chief, who will retire later this year. These men all served the State with great distinction, and as a result of their loyalty and untiring efforts the State has been assisted greatly. I extend to each of them my best wishes for a long, healthy and happy

retirement. I wish their successors, Mr. Yeates, Mr. Fitch and Mr. Milne, every success. No one has yet been appointed to take Mr. Dridan's place. He is not due to retire until the end of the year. However, I extend my best wishes to whoever is appointed to replace him.

I also thank you, Sir, and other members of the Council, and Mr. Ivor Ball, Mr. Bill Drummond, and the messengers for the help, encouragement, guidance and courtesy extended to me since my election to the Council. I deeply appreciate the assistance and understanding given by Ministerial colleagues in this place. I pay a tribute to all the staff, including the typists, librarians, clerks, catering staff and cleaners, for the friendly, co-operative and able manner in which they carry out their duties. I express my congratulations and appreciation to the *Hansard* staff for the wonderful way in which they do their work, and I am sure that, if they were not dedicated to their work, they would not be so patient and understanding. Today I am treating them kindly and speaking a little more slowly than I usually do.

In conclusion, Mr. President, I offer my congratulations to every Minister of this Government. As we all know, it was a completely new Ministry at the commencement of this Parliament. Although the members of the Ministry had all served a long period in Opposition, not one of them had previously served in Cabinet. Under the leadership of the Premier, Mr. Frank Walsh, they have worked hard, they have worked well, and each and every one of them has carried out his duties in such a manner that we can all admire them and be proud of the results they have achieved in such a short time in office. It is my pleasure, Sir, to second the motion for the adoption of the Address in Reply.

The Hon. Sir LYELL McEWIN secured the adjournment of the debate.

SESSIONAL COMMITTEES.

The House of Assembly notified its appointment of sessional committees.

ADJOURNMENT.

At 3.29 p.m. the Council adjourned until Tuesday, June 28, at 2.15 p.m.