

LEGISLATIVE COUNCIL

Tuesday, July 23, 1968

The PRESIDENT (Hon. Sir Lyell McEwin) took the Chair at 2.15 p.m. and read prayers.

ASSENT TO BILLS

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

Appropriation (No. 1),

Supply (No. 1).

QUESTIONS**BIRDSVILLE TRACK**

The Hon. S. C. BEVAN: I seek leave to make a brief statement prior to asking a question of the Minister of Roads.

Leave granted.

The Hon. S. C. BEVAN: During my own term as Minister of Roads I made representations to the Commonwealth Government for financial assistance to South Australia in relation to the regrading of beef roads in South Australia, and in particular I was successful in that the Commonwealth Government made \$1,000,000 available for the upgrading of the Birdsville track. I understand that the \$1,000,000 has not yet been paid to the State. Following that, a survey was conducted in regard to the track, and further representations were made to the Commonwealth Government for further financial assistance for regrading this project as the \$1,000,000 given by the Commonwealth Government to South Australia was inadequate for the purpose, especially as at the same time some millions of dollars had been made available to Queensland and Western Australia for similar purposes. At the time of the last election, when the previous Government was relinquishing office, a reply had not been received from the Commonwealth Government to these further representations. Has the Minister received a reply to the representations for further financial assistance and, if he has, what is the result of the representations?

The Hon. C. M. HILL: The present Government has received a reply from the Commonwealth Government on this matter. The reply was that money beyond the proposed amount of \$1,000,000 was not forthcoming. The Commonwealth Government could not help us further and, indeed, the State Government was offered the sum of \$1,000,000 provided the Highways Fund contributed \$600,000 as well,

over a term, for this beef road project. The offer had to be treated as extremely urgent because enabling legislation had to be passed by the Commonwealth Government during the Commonwealth Parliamentary session that was then in progress. The State Government decided to accept the offer of \$1,000,000.

The Government was somewhat disappointed that it could not obtain greater help, as is the Hon. Mr. Bevan. The Highways Department estimates that the cost of sealing the road is about \$5,600,000, and the cost of making a first-rate rubble road is about \$3,700,000. Consequently, the sum of \$1,000,000, or \$1,600,000, which will be the total amount spent on the road, will not go as far as we had hoped it would go in replanning and remaking the road.

The Hon. S. C. BEVAN: Following the Minister's answer, I again ask leave to make a brief statement prior to asking a second question of the Minister of Roads.

Leave granted.

The Hon. S. C. BEVAN: I understand from the Minister's reply that the Commonwealth Government's offer of \$1,000,000 for the beef road project was conditional upon this State's providing \$600,000 from its own funds. This was the Commonwealth Government's first offer, which was accepted. Later, I received an urgent telegram from the Commonwealth Minister offering \$1,000,000 without any strings attached; the telegram asked whether this was acceptable to South Australia. I immediately wired saying that the offer of \$1,000,000 without any strings attached was acceptable, as were as many more millions as the Commonwealth Government liked to make available in the same circumstances. This meant the Commonwealth had then withdrawn the condition that \$600,000 should be provided from the Highways Fund. Can the Minister say whether the Commonwealth Government has now reverted to its original proposition, or is the position that \$1,000,000 is available to this State without any strings attached?

The Hon. C. M. HILL: I can remember discussing this in detail with the Highways Commissioner, and the final offer that was put to this Government, which had to be either accepted or refused forthwith because of the urgency of the matter and because of the legislation which the Commonwealth Government had to get passed, was that \$1,000,000 was available by way of a beef road grant, and we had to supplement it by \$600,000.

CHOWILLA DAM

The Hon. H. K. KEMP: Has the Minister of Agriculture obtained further information on the matter of river flow, about which I asked a question earlier this session?

The Hon. C. R. STORY: Two days ago I forwarded the relevant information to the honourable member by letter. I am sorry that I do not have it in my bag at present, but I shall certainly make it available to him in two ways.

PORT WAKEFIELD ROAD

The Hon. L. R. HART: I seek leave to make a short statement prior to asking a question of the Minister of Roads.

Leave granted.

The Hon. L. R. HART: My question concerns the Port Wakefield Road which, I understand, is planned for duplication and, in some instances, resiting. Much land has already been acquired for this purpose and in some instances towns are to be by-passed. The residents of Virginia are somewhat concerned, as there does not seem to be any firm policy on the route of the proposed road in this area. Work is currently proceeding in the rebuilding and, in some instances, the resiting of the road south of Port Wakefield. It would appear, however, that the most urgent need is for the duplication of that portion of the road north of Gepps Cross to at least as far north as the Salisbury turnoff. Considerable congestion continues to occur also at the Cavan rail crossing. Can the Minister of Roads therefore tell the Council what stage has been reached on the future planning of the Cavan railway crossing and the duplication of the Port Wakefield Road?

The Hon. C. M. HILL: The question really involves the redesigning and rebuilding of the whole of this road from Gepps Cross to as far north as Port Wakefield. In the first section, which involves the Cavan crossing to which the honourable member refers, the crossing and, indeed, the overway across the railway line just north of the crossing may be completely altered by the Metropolitan Adelaide Transportation Study, which is still to be released. It is possible that both these crossings will be changed completely and that a cheaper, more adequate and satisfactory road system can be planned in that vicinity. Therefore, that work and indeed the work as far as the Salisbury turnoff (which is the junction of the main road and the Salisbury Highway), have been deferred pending the release and further study of the M.A.T.S. report.

The second section is that part between the Salisbury turnoff and a point near Two Wells, which is to be a dual highway and a controlled access road. However, delays and difficulties have been experienced in regard to accessibility, the acquisition of land and the planning and building of necessary bridge work. As a result, a start has not yet been made on this second phase. It is hoped, however, that this work will begin in about January, 1970.

The third phase is the section south of Port Wakefield upon which work has commenced and is proceeding. It might well have been possible to spend money, now being expended on that northern part, on the more southerly part, had those other difficulties to which I referred been overcome. But, as that was impossible, the department is spending money on the highway generally.

TEACHERS COLLEGES

The Hon. M. B. DAWKINS: I seek leave to make a short statement prior to asking a question of the Minister of Local Government representing the Minister of Education.

Leave granted.

The Hon. M. B. DAWKINS: My question relates to the provision of training facilities for teachers in South Australia. I should say at once that I believe that both the previous Liberal Government and the previous Labor Government, as well as the present Government, have in general made good progress in the provision of teacher training facilities in this State. Only a week or so ago I saw the site on which preparatory work was being done for the Northern Teachers College, which is in the electorate of my Midland colleagues and myself. The exception, of course, is the Western Teachers College. Statements have been made to the effect that this will be sited at the present Adelaide Gaol site or that possibly an alternative site will be secured.

My question is prompted by a letter which I and no doubt other members have received from the student executive of the Western Teachers College. I should like to know whether the Government envisages using the Adelaide Gaol site or whether it has an alternative site in mind and, having regard to the work that is already in progress on other colleges or has been completed on other colleges, when it considers it can start on this most necessary work, because we all know the difficulties at Western Teachers College at present.

The Hon. C. M. HILL: I shall pass the question to my colleague in another place and obtain a reply for the honourable member as quickly as possible.

DROUGHT ASSISTANCE

The Hon. V. G. SPRINGETT: In view of the fact that certain farmers who were hardest hit by drought in the past year have been assisted by various forms of drought relief, can the Minister of Agriculture tell me the near future policy of the Commonwealth Government and of this State Government regarding aid to those whose burden cannot yet be eased by their own labours?

The Hon. C. R. STORY: The honourable member's question should really be directed to the Minister of Lands, who handles drought relief. However, I am prepared to say that the Government has given very careful consideration to the question of drought relief. It was the desire of the Commonwealth that this matter should be completed by September this year, if possible, but the Government and the Minister responsible have asked that the time be extended to at least the end of October. When I attended the Agricultural Council meeting recently this matter was discussed and certain points were raised by the Commonwealth regarding people who would not have any income until their first payment on wheat from the coming season. I can assure the honourable member that the matter is being closely considered at present, and the Government is fully aware of the problems facing a number of people who have not been fully able to avail themselves of the moneys available.

RAILWAY CROSSING ACCIDENTS

The Hon. A. F. KNEEBONE: I seek leave to make a short statement prior to asking a question of the Minister of Transport.

Leave granted.

The Hon. A. F. KNEEBONE: During the time I was Minister of Transport there were, unfortunately, a number of railway crossing accidents. Some of these accidents occurred at places where there were mechanical devices and warning signs indicating the presence of railway crossings, and others occurred at places where there were no mechanical devices of this nature. Members of the present Government, when in Opposition, both in this Council and in another place, were vocal in their criticism regarding my efforts to reduce the number of accidents that were occurring and

to provide some means of protection against such accidents. The Labor Government took action to step up the programme of protection at crossings. Both the Railways Department and the Highways Department were active in this regard, the latter department making great efforts to introduce better marking signs on roads and roadsides in order to bring to the notice of careless motorists that they were approaching crossings. In view of the attitude of the members of this Government when in Opposition, and in view of the spate of accidents occurring at present, some of them serious, can the Minister of Transport say whether he intends immediately to further step up the programme of providing mechanical devices or other means to protect motorists from accidents at crossings?

The Hon. C. M. HILL: It is the policy of the present Government to take every possible step to make railway crossings safe. I think we should be planning for an ultimate complete grade separation on this question, because this is the only final way in which accidents of this kind can be avoided. Of course, such a proposal as this is far reaching and would involve the outlay of a tremendous amount of money over a long period of time.

However, so that some discussions can be held in a further endeavour to lessen the accident rate at railway crossings, I am endeavouring to arrange a special conference between the heads of the departments concerned so that discussions can be held on the question of grade separation and on other urgent means by which this problem can be approached.

Only this morning I signed a memorandum seeking the Chief Secretary's consent to making available the Commissioner of Police for such a conference, and I hope that will ultimately bear fruit so that this quite tragic problem can be solved as much as it can be solved until such time as we get this matter of grade separation achieved.

BARLEY

The Hon. C. D. ROWE: Can the Minister of Agriculture tell me when it is likely that a further advance will be paid on last season's barley, and also whether it is yet possible to forecast what the likely first advance will be on the 1968-69 barley crop?

The Hon. C. R. STORY: I will certainly take up this matter with the Barley Board. It is a technical question. The board is doing everything possible—and I think I can say it has been successful in this regard—to dispose of all the barley stocks for export at

this stage. I will certainly take up the matter of the payment on last season's harvest and will ascertain whether the board can indicate next year's initial payment. I know that the board is contemplating an oversea visit to a new market where it is hoped that more barley may be absorbed. I will certainly get a detailed report from the Barley Board on that.

MILLICENT ELECTORAL ROLL

The Hon. D. H. L. BANFIELD: Has the Minister of Local Government, representing the Attorney-General, a reply to my question of June 25 about objections to the names of electors appearing on the roll in the House of Assembly District of Millicent?

The Hon. C. M. HILL: My colleague the Attorney-General advises as follows:

The question of the honourable member about the Millicent electoral roll raises three separate questions. The answers to them are:

1. The Registrar at Millicent has been instructed by the Commonwealth Electoral Officer to investigate all information which comes into his hands before lodging objections. He is obliged to act on information which in his opinion originates from a reliable source.
2. Since March 2, 1968, the Electoral Registrar has issued 168 objections for the Assembly District of Millicent. Of this number, 36 objections were dismissed by the Registrar.
3. In each case the objections were made by the Electoral Registrar. The information to originate the objections came mainly from the Hon. R. C. DeGaris and the Hon. F. J. Potter.

The Hon. L. R. HART: Does the Minister of Local Government, representing the Attorney-General, agree that the objections raised by the Hon. Mr. DeGaris and the Hon. Mr. Potter in connection with the Millicent roll were justified as 120-odd of them were upheld?

The Hon. C. M. HILL: The answer is "Yes".

The Hon. D. H. L. BANFIELD: I seek leave to make an explanation before asking the Minister of Local Government, representing the Attorney-General, a question.

Leave granted.

The Hon. D. H. L. BANFIELD: The Minister was good enough to give me a reply from the Attorney-General regarding objections that had been taken to people with their names on the roll in Millicent. I, too, made a little study of this, and I find that one Mrs. N. DeGaris of Wattle Park has a telephone number here. She is not on the roll in the

District of Burnside but there is one Mrs. N. DeGaris on the roll of the Millicent District. Will the Minister ask the Attorney-General whether any objection was raised to the name of Mrs. N. DeGaris being on the roll in Millicent when she had a telephone number and an address in Adelaide?

The Hon. C. M. HILL: Yes; I shall do that.

LAND TAX

The Hon. M. B. DAWKINS: Has the Chief Secretary a reply to my question of June 26 about the heavy imposition of land tax in certain areas?

The Hon. R. C. DeGARIS: I have the following reply to the honourable member's question:

The first question refers to land used for primary production which may be highly valued because of its proximity to the city. Where the value of such land has been influenced by its potential for urban subdivision, it has been the policy of the department to recommend appropriate extensions of the rural areas proclaimed under section 12c of the Land Tax Act, 1936-1967. Following the new land tax assessment made as of July 1, 1965, the areas previously proclaimed within the hundreds of Adelaide, Yatala, Munno Para, Willunga and Noarlunga were extended to include further land within those hundreds, where the new assessment reflected the potential of the land for urban use. A recent proclamation also extended the defined rural areas to include land within the municipality of Mount Gambier, for the same reasons.

Land within the defined rural areas, which has been "declared" under section 12c, is required to be assessed and taxed on the basis of its value assessed only as land used for primary production. It is, therefore, placed on the same basis of assessment as primary production land situated elsewhere in the State; that is, its value is determined having regard to sales of primary production land comparable in productivity and proximity to markets and amenities. In the above circumstances, I consider that the provisions of section 12c of the Act and the extent to which rural areas are presently proclaimed under that section give adequate relief from the higher land tax which would otherwise be levied against primary production land in close proximity to cities.

The second question refers to areas claimed to have been assessed on the assumption that unlimited underground water supplies were available. The department's assessments have not been specifically based on this premise. It has been well established by judicial decisions that the best evidence of the value of land, as defined in the Land Tax Act and in the legislation of other States of the Commonwealth and other countries, is to be found in the sales of comparable land. The evidence of sales used by the department in its assessments could reflect a purchaser's assessment of

the value of the land having regard to the availability of underground water supplies. However, it is significant to note that since the imposition in 1967 of restrictions on the use of underground water there has been no general fall in land values within the areas affected: in fact, values have continued to increase. The department has therefore no reason to believe that there has been a general over-assessment on this account, but any specific instance brought to notice would be investigated.

The Hon. M. B. DAWKINS: As my original question referred mainly to areas just outside those now proclaimed under section 12c, can the Chief Secretary say whether the Government will consider extending, where circumstances warrant, the areas proclaimed under this section?

The Hon. R. C. DeGARIS: Where circumstances warrant the extension of areas under section 12c, this is being done. In my earlier reply I said that extensions had recently been made in the area of the Corporation of the City of Mount Gambier. If the honourable member draws to my attention areas that he considers should be brought within this category, I shall have them investigated.

EGGS

The Hon. S. C. BEVAN: I ask the Minister of Agriculture the following questions: What is the Government's policy on the Council of Egg Marketing Authorities? Is it intended to conduct a poll of egg producers, as provided for in legislation and promised in some electoral districts at the last State election, or is it intended to support the other States and the Commonwealth, as the organization exists at the present time?

The Hon. C. R. STORY: The honourable member has raised several questions. The situation is that C.E.M.A., as planned, is a Commonwealth plan. This State has embraced C.E.M.A. and the South Australian Egg Board acts as an agent for the Commonwealth Egg Board in the collection of levies. The previous Minister (not my immediate predecessor but the one before him) agreed at an Agricultural Council meeting to allow South Australia to come into C.E.M.A. without a poll of egg producers; so that the scheme is under way. Its legality was challenged in the High Court of Australia recently and the Full High Court found that the C.E.M.A. plan was legal. The producers in this State are involved with C.E.M.A. under the Commonwealth legislation and, unless something to the contrary is done, that position will continue.

EXPLOSIVES ACT REGULATIONS

The Hon. F. J. POTTER: I understand the Chief Secretary has a reply to my question of June 25 about regulations under the Explosives Act.

The Hon. R. C. DeGARIS: Yes. I have the following reply:

I concur with the proposal of the Director of Chemistry, and suggest that the following points be included in your reply to the Hon. F. J. Potter, M.L.C.:

(1) The most important portions of the regulations, and those for which the demand is greatest, relate to the carriage and storage of explosives.

(2) Pamphlets relating to the storage of explosives, and reprints of extracts from the regulations dealing with ammonium nitrate mixtures and the sale and importation of explosives, are available from the Government Printer.

(3) To avoid the need for frequent amendment of the regulations when classifications of new explosives are necessary, it is proposed to proceed with an amendment to the existing regulations to enable such classifications to be authorized by means of notice published in the *Government Gazette*.

(4) The reprinting of the regulations in their entirety meanwhile will be deferred until redrafting is completed.

WALLAROO INDUSTRY

The Hon. C. D. ROWE: My question relates to the industry established for the bagging of grain in the old power alcohol distillery at Wallaroo. In the district two rumours are circulating, but I do not agree with either of them. The first is that the industry was started by the previous Government purely for electioneering purposes; the second is that the present Government closed it down once it came into power. Will the Minister of Agriculture obtain a report on the present position of this industry?

The Hon. C. R. STORY: Yes. I realize the honourable member is interested in this matter, because it was vigorously canvassed before the last general election. Some of the hopes then expressed have not been fulfilled, and I shall certainly obtain a full report for the honourable member.

CHRISTIES BEACH AND NOARLUNGA SEWERAGE SYSTEM

The PRESIDENT laid on the table the report of the Parliamentary Standing Committee on Public Works, together with minutes of evidence, on Christies Beach and Noarlunga District Sewerage System.

ADDRESS IN REPLY

Consideration of committee's report.

The Hon. H. K. KEMP (Southern): In formally moving the adoption of the Address in Reply, I am very conscious of the privilege given to me. His Excellency the Lieutenant-Governor, Sir Mellis Napier, honoured us again by opening this session; this is the tenth time that he has performed this duty over the many years during which he has been Lieutenant-Governor or Governor's Deputy in this State. It was with deep concern that we heard of the indisposition he suffered so soon after performing this duty. His recovery is complete, and it is a happy chance that he has resumed duty today, when we commence the debate on the Address in Reply. I am sure that all honourable members join with me in congratulating him on his recovery and hope that he has many more years of dedicated service.

I join with you, Mr. President, and with the Chief Secretary and the Leader of the Opposition in the remarks made on June 25 before we stood in silence in memory of the Hon. Edward Daniel Alexander Bagot, a former member of this Council, the Hon. Francis Henry Walsh, Mr. John Frederick Walsh, Mr. Ronald William Rex Hunt and Mr. Clement James Drummond Smith. Far abler tongues than mine have spoken appreciatively of their work and service to the community, but I am sure we all join in extending our sympathy to their families, close relatives and friends.

I sincerely congratulate the Chief Secretary, the Minister of Agriculture and the Minister of Roads upon their appointments and upon the energy and devotion with which they have undertaken their very heavy duties, but I think it is meet that we sound a friendly warning to them that, although they find their portfolios in such serious disarray, working themselves to death (as they appear to be doing) will not further the best interests of the State.

In carrying out this privilege of moving the adoption of the Address in Reply, which gives an opportunity to raise matters that deeply concern our constituents, I shall confine my remarks to three major items: the education of our professional community, water supply (referred to in paragraph 23 of His Excellency's Speech) and road accident casualties (referred to in paragraph 20).

There is deep and growing concern in the professions at the poor training of university graduates and their unsuitability, without much

further study, to take their places in the ranks of the professions for which they have been trained.

Last week a widely experienced medical practitioner told me that, in order to recruit assistance in their practice, he and his colleagues had had to go outside the State and even outside Australia to find a man sufficiently trained in day-to-day medicine to be trusted as an associate. We have heard such complaints not only from the medical profession but in agriculture.

The university graduate of today is very highly trained and ready to take his place in specialized research teams in the laboratory or in research establishments, but he is completely out of touch with agriculture as an industry and, with rare exceptions, he cannot even transmit his thoughts to farmers. In fact, he has been brought up to hold the farmer in contempt. I have worked and lived in this field and know that all too commonly one hears expressed the thought: "What else could you expect from farmers?" These two professions are sufficient to make my point.

Similar dissatisfaction has been expressed to me about the out-turn of dentists and engineers and even about the broad group of humanities studies, arts, etc. This is indeed serious.

South Australia is a small community, strained to the utmost to meet the costs of education. We look to our universities, which we have provided to train the professions that serve our community. It is a grave matter that, in the opinion of the community, universities are failing to train our young men and women, for which purpose we have endowed them.

This subject is now being brought up practically every week, usually with the demand: "Why doesn't the Government do something about it?"

The public does not understand the autonomy and independence that is and must be given to a university if it is to function as an effective body. Does the man in the street know the everyday needs and requirements of a body of men working on the front edge of knowledge of all fields? We have men who are studying stars millions of light years away and others looking into the innermost structure of particles that make up matter. Others deal with matters ranging in the same faculty from the study of social behaviour of frogs to the replacement of organs in the human body.

Study is proceeding of our predecessors on the banks of the Murray River 5,000 years ago, as well as into the pressures that bring delinquents into the courts. It is impossible for any body other than a university to regulate itself. To carry out its function the university must be independent of interference from people who do not understand what is going on, and I think we have done everything possible to make it so.

The professional and teaching staff at the university are paid on standards that are adequate: they are certainly paid much more richly than are equivalently trained servants of the State outside of universities. They are given facilities to pursue their own ambitions in research. This must be so, for we need the best men in these fields. They are given the opportunity to have frequent travel overseas. I know some of these men travel annually to other States and overseas, as they must do to keep abreast of advancements being made in their fields. They are given facilities to publish their findings and researches and they enjoy the profit and prestige that comes from their writings: no restriction is placed on them by the State.

They are therefore not only paid well but richly endowed with money sufficient to relieve them of financial worry. They have complete serenity. A professor today draws a salary of \$12,000 per annum and, of course, as soon as there is a change the scale moves up automatically. After a meaningless probationary period, his is a lifetime appointment; unless he himself relinquishes it, he will not be deprived of it. Similar securities and absence from worry are provided right down to all levels at the university. Indeed, we would not have it otherwise, and it cannot be otherwise while all is healthy in the university.

But the man in the street and the professional man are not satisfied that this is so. Their feeling is that, as they are preoccupied with research, the training of our young men and women passing through the hands of the universities has been too far bent to research. They consider that the professions are not being served in that students are not being provided with the broad training needed in day-to-day professional work, that graduates are tutored to serve the needs of the university itself and that the whole structure has become top heavy.

I heard a person, right inside the organization of the university, say when discussing a

certain professor, "Poor so and so. He is a hopeless lecturer, but his group research is working out very nicely." In my opinion, this man is in a niche in the university on false pretences—a niche from which he cannot be removed.

We provide all these buildings as well as the huge funds and facilities to attract men to train our sons and daughters in the best possible way so that they can take effective research and accept poor quality training of our children as a price worth paying, but this is completely the reverse of the role for which the taxpayer has established and sustained universities.

There has been much criticism of student action and behaviour recently. We have even been given details of how students are bored and told that this is why they get into mischief. I believe this is further important evidence that there is not a healthy state in the higher levels and in the policy under which these institutions are being run.

There is clear evidence that at least some members of the university staff are using the leisure and freedom, given to them to further their work in the calling they have chosen, to follow other interests, which I will go as far as to say are inimical to this State.

Recently all members of Parliament received circulars from a body which, when the Communist Party was threatened with banishment some years ago, disappeared from the face of the land. It was well known as a body actively spreading Communist doctrine, and it has now reappeared in this State: it is known as the Council for Civil Liberties. It has as its officers and as members of its committee two professors and nine graduates. These people have set themselves up as a political pressure body and have set out to manipulate Parliament to their will.

If one recalls, not long ago the Commonwealth Security Services showed that within the university there was an actively working Communist cell, which it revealed to the public gaze. I do not see a Communist under every bush, but I know that against our community a cold war is being relentlessly waged hour after hour, day after day and year after year. It is waged largely by bodies such as this South Australian Council for Civil Liberties: by people not themselves Communists.

Most of these people would be horrified to learn and actually refuse to believe that they were being directed and manipulated by Communists against the interests of the State.

But I am sure that it is these interests, hiding in the university, from which most of the student unrest and discipline arises. Students cannot be blamed when they see highly respected and highly paid people, whose work cannot be questioned, devote most of their time not to the purposes for which they have been appointed but to political ends with which they have no concern. My point is that the very protection and immunity which we have given the university to make it effective is an ideal cover for men and women of this kidney, and the responsibility for allowing this to occur must be laid at the door of the administration, the professional and senior staff.

If the university itself cannot clean this matter up there will be no alternative but for the State to step in and ask for an accounting, pointing out that we are not satisfied with the way our students are being trained and that we are deeply concerned at the indiscipline which has spread world-wide through the universities. We are even driven to wonder how much of the international academic travel and exchange is truly academic and how much is directed to political ends. If the university will not put its house in order, we must curtail the liberties that the staff must have to work effectively. We have a right to ask for an accounting, because the man in the street pays the endowment of the universities and he is the person whose children are trained.

Mr. President, I should now like to pass on to some matters in the Lieutenant-Governor's Speech concerning the water supply of this State. The public of New South Wales and Victoria should be informed that today—on July 23, 1968—a very large body of fresh water is running to waste through the Murray mouth. This will be bitter hearing to many rice growers in the Murrumbidgee area and people in northern Victoria who are dependent on the water in the Murray River and its tributaries and who have been told that in the next 12 months they must severely restrict their use of water until the storages in those huge dams in the upper reaches have been restored to a reasonably safe level.

At present they are empty or nearly empty. Although we are having a reasonably good rain in the catchment, the rainfall cannot be anything like sufficient to restore safe water reserves. This water going to waste at present would have been sufficient, if it could have been saved, to supply practically the whole of the needs of South Australia.

This waste is consequent on the failure to proceed with Chowilla, and cannot be prevented by any other means but the Chowilla dam, for it is Darling water that is now running away. I think we would be justified in calling upon every inhabitant within reach of the river, particularly those in New South Wales and Victoria, to rub the noses of their politicians into this fact. It is those people who must pay for this waste.

Next summer we are going to be dependent on water which they can provide from the upper reaches. This water must be subtracted from the water flowing through. We could have been completely independent and left them with an extra 1,250,000 acre feet of water to enjoy. Instead, there will be restrictions. These people are going to pay very bitterly for this this year. I think the only way we can get common sense into this matter as to whether or not Chowilla is built is to call on them to ask for an accounting from the politicians who have made capital out of the delay which is so serious to this State.

The second point regarding water supply concerns the very dangerous state being reached in one of our most valuable water assets, namely, underground supplies. In the district which immediately concerns me, Langhorne Creek, it now seems quite certain that exhaustion of the beds is in sight unless there is regulation in water usage from them.

In the areas in which I am not so deeply concerned, namely, north of Adelaide and northwards of the Little Para River, the beds are in a very dangerous state. The interdict upon further boring, the pitifully inadequate restriction imposed by the Labor Government without regard to its injustices, has not stopped the deterioration. The water is retreating further and further. The public must be informed urgently that in the opinion of one of our most able geologists there is no prospect other than invasion of these beds by the seawater within about five years.

Sir, this will finish the district and the industries that have grown there. The problem is not so acute in our Southern District but it is developing that way. These water beds are national assets of incalculable value, and they must at all costs be preserved. I have put before the Minister of Mines methods by which I think they can be preserved and used to the full.

It is not for me to give details of this at this juncture, and I do not wish to twist the elbow of the Minister if they are measures of

which he does not approve; but these or other measures are urgently and immediately called for if these people who are dependent on the water supplies underground are not to face tragedy. What leads me to air this matter publicly is news that reached me last week of the purchase of two large tracts of land in the Langhorne Creek area, each of about 1,000 acres, by interests outside the district who are entering with a proposal for growing and dehydrating lucerne. When the water beds are already being over-exploited this must lead to disaster. Everyone must be informed of the true state of affairs.

My last reference is to the question of roads. There has been mooted in the community the proposal for provisional licences to be issued to new licensees, chiefly youngsters, restricting their speed and regulating their behaviour on the road. It has had a considerable airing. The fact has been clearly and repeatedly proved that it is not the 16 to 20-year-old driver who is causing the carnage on the roads: it is the practised 24-year-old driver who kills most people.

The statistics in Australia, as far as I can tell from my access to them, have not even been examined to detect how much damage is caused also by the repeat-accident man, the accident-liable driver. This man in other parts of the world is blamed for the largest proportion of road casualties. It is distracting attention from where it should be directed, in that the half-measure of provisional licences for teenagers is under discussion when attention should be directed to where this problem arises.

There has been some little improvement since the introduction of breathalysers, but it is quite clear that the publicity and the argument attaching to alcoholism and driving in connection with road accidents has been misdirected; it was not getting at the true cause. It has distracted attention from the need to do something effective. It was a political gimmick introduced to keep teetotal interests and people who were truly worried about road accidents quiet. We must ask the Government to take off its gloves in tackling this problem.

Our road wastage is far too high for any community to sustain because there is not only the direct loss by death: there is also the huge cost involved in looking after the not-so-fortunate people who have been severely injured in an accident and are under the care of the State for the rest of their lives. There is also the huge cost of many more people who are

put out of circulation and production as active members of the community while recovering from their injuries.

I must direct the Government's attention to the successful outcome of the introduction of the licence examination in Queensland, which has not been running for very long but already is showing good results. In that State each licence is recorded and scored with a points system. Each time a driver is involved in an accident or convicted of a breach he is debited with a score. When the score adds up to 10 points (I believe) the driver is called to account for himself why he should be allowed to continue driving.

Whenever this point has been raised, I have heard people say, "It is not fair that a man who is involved in an accident which is not his fault should have points added to his score. It is not right that we should interfere with the principle of complete freedom for people using the roads." This is ridiculous. I am afraid we must demand discipline from the road-users and make them realize that they must take the responsibility of handling in the community what is in fact a lethal weapon—the modern motor car.

The Hon. A. M. WHYTE (Northern): It gives me much pleasure to second the motion for the adoption of the Address in Reply so ably moved by the Hon. Harry Kemp. I join with him in congratulating the Lieutenant-Governor on his Speech opening the second session of our Thirty-ninth Parliament. His Excellency the Hon. Sir John Mellis Napier is one of this State's grandest old men and I am sure the news of his recent recovery from an operation pleases all members of this Council.

Reference was made to those good servants of this State who have passed on during the last 12 months. I join with the previous speaker in extending to all the relatives and friends of those deceased my sincere condolences. The only member personally known to me was Mr. Frank Walsh, a kind and friendly man, and a true Australian, whose efforts were not only for those who elected him but also for every person in this State.

His Excellency referred to that very important matter of electoral reform. Any-one who can read appears to have something to say about the redistribution of seats. Both Parties are agreed on one thing—the necessity to draw new electoral boundaries, but this is as far as the unity extends. When the Royal Commission is appointed and the terms of

reference under which it will work are made known, we can be certain on one point only: its decision will not please everyone. Political experts (or supposedly so) have expounded every known theory and as many as they can invent over the last six months without convincing anyone. Perhaps at this stage they will leave the matter to good honest debate. I hope that the outcome of the Commission's decision will please the great majority of our people and that all segments of the community will feel that they are justly represented, whether they be of a minor or a major group.

Vying closely for importance with electoral reform are two major projects listed by our Government for this session. The Chowilla dam is a "must" for the progress of this State, as, too, is the need for natural gas, to fulfil our ever-growing need for more and cheaper power. Both Parties in Parliament today are agreed on these two issues. We all know that we cannot continue our present growth rate without them. With them and with the indications that this State is not devoid of minerals (indeed, it is on the brink, perhaps, of good mineral discoveries) and because of our central position, our expansion is assured. I, therefore, hope that Party haggle can be reduced to a minimum on these issues and that a concerted effort will be made by all politicians for their speedy introduction. Together with most other South Australians, I do not care much who gets the pat on the back, provided these issues can be pushed forward.

Our State is enjoying one of the best agricultural seasons ever—certainly the best in my time. Many of the drier areas have already by far exceeded their normal average rainfall. Water supplies have been replenished and pastoral country stricken by years of drought is making a fantastic recovery. The north of the State is a garden, and in the spring will present a sight that tourists lucky enough to make the trip may never witness again. In the farming region, record acreages have been sown to grain. This was brought about because so many paddocks were bare and cropping was the logical and economic way to contain them. Because such diseases as rust and take-all have not been overcome, despite continued research, and because frost and hail can wreak havoc, no-one can ever be sure of a harvest until it has been reaped. Never in my experience, however, have crops throughout a large area of the State shown greater promise. With some spring rains to finish the season, one can predict overflowing

silos again. I say this with no desire to cast reflections on South Australian Co-operative Bulk Handling Limited. This organization has handled its affairs with competence and foresight and has made every effort to cope with agricultural expansion.

Growers on Eyre Peninsula made an approach through their representatives that wheat should be received by the Wheat Board after the district silos had been filled. The idea was that one big central heap in the open should be made instead of hundreds of small heaps scattered throughout the district. The farmers themselves would have been prepared to stand any losses caused through wastage or deterioration. This plea was rejected by the Australian Wheat Board. The co-operative, however, realized the need this year for temporary storage and it is planning a series of 500,000-bushel steel sheds, and it should be congratulated on its foresight.

The new prawn fishing industry in Spencer Gulf surely indicates the need to speed up research into our fishing industry. For how many years have we missed out on the benefits that this industry can bring? What other harvests do the ocean beds hold? Further research to help our fishermen and further assistance with boat havens and unloading facilities are badly needed. I am told that, where bigger boats are used, a supply of fresh water near the unloading facilities is essential.

It is heartening to learn of a revision of the Mining Act and that a new look is being given to this vital industry. Greater use is being made of our seismic teams for oil exploration and more encouragement is being given to the private prospector. Most of the worthwhile mineral deposits have been discovered by free-lance prospectors, men who have used the Mines Department's geological data and their own resources. Once again there is a world market for uranium and this State must make every effort to see that it is not left behind in the race for this lucrative market.

It is encouraging to note that the Government will raise from \$7,000 to \$8,000 the amount that can be borrowed for house building. This will greatly assist in overcoming the acute housing shortage throughout the State.

The Hon. D. H. L. Banfield: Will more money be available, or will there be fewer houses built?

The Hon. A. M. WHYTE: If more money will be available, it is reasonable to assume that more houses will be built.

The Hon. D. H. L. Banfield: Will some people benefit, rather than the masses?

The Hon. A. M. WHYTE: If anyone benefits, we all benefit. In the mushrooming city of Whyalla, with an annual population increase of about 3,000, it has been found that an allocation of 600 houses is not nearly sufficient to bridge the present gap. Corresponding services, such as roads, kerbing and sewerage, are even further behind. Consequently, much is being said in Whyalla about building flats, which would certainly shorten the service line and fill the housing needs of young couples. There are two lines of thought: one is that such a project should be left to private enterprise, which would build better-class apartments, and the other line of thought is that the Housing Trust should enter this field and provide flats at a lower rental than would be likely if private enterprise built them. Caution should be exercised to ensure that the standard of the flats is not so low that in a few years they will become substandard tenements.

Port Augusta is growing and, although nothing more has taken place regarding a salt works there (which at one time it was felt would blossom into an important industry), this city is gaining some stimulus from the increasing copper shipments to Japan. It will receive an added boost, too, when the contemplated rail link with Whyalla is constructed. The rerouting through Tarcoola of the railway line from Port Augusta to Alice Springs will be beneficial; evaluation surveys of this project have been undertaken.

Port Pirie, the other city in my electoral district, is elated that the new reclamation plant is to operate there. This industry has a great future and will certainly revitalize Port Pirie. Port Lincoln will soon apply to become a city, and what a beautiful city it is: it is second to none from a tourist viewpoint, and it has the State's best granary at its back door. Time does not permit to mention every town in my electoral district.

The Hon. A. J. Shard: The honourable member has not yet mentioned Kimba.

The Hon. A. M. WHYTE: I am about to do so. I must not miss the opportunity to say that Kimba still does not have a pipeline.

The Hon. A. J. Shard: It is coming, though.

The Hon. A. M. WHYTE: We are looking forward to seeing what indications there are

in the Estimates concerning how much money will be allotted to the commencement of construction of the main.

The Hon. A. J. Shard: I sincerely hope the honourable member is not disappointed.

The Hon. A. M. WHYTE: I thank the honourable member for his interest. Cowell is another town with industrial potential; it has deposits of an exquisite and most unusual type of marble. We hope that some day the exploitation of this marble will blossom into an important industry.

The wonderful season has shown the need for more and better road construction throughout the length and breadth of the State. In most of the agricultural areas the roads are in a deplorable condition. True, the wonderful rains have caused havoc and made it impossible for reconstruction to be carried out. Nevertheless, this emphasizes the necessity for more all-weather roads. With the ever-increasing volume of traffic the cost of maintaining dirt roads is becoming prohibitive. Moreover, they are becoming ineffective. The only satisfactory answer is more bitumen. The Highways Department is pushing forward with its reconstruction programme as fast as finance permits, and it is estimated that the Flinders Highway will be completed as far as Elliston by the end of 1969 and that construction work will commence on the section between Elliston and Talia during the present financial year. On the Port Augusta to Alice Springs road, which is badly in need of immediate work, nothing more than maintenance work is proposed at this stage, and that road should be open to traffic within a few days. Major construction will not be considered at the moment because of the unavailability of funds. In any case the final location of many sections will have to be considered in relation to the projected Tarcoola to Alice Springs railway.

Consideration is being given to the commencement of work on the Port Augusta to Wirrapa section in the near future, and construction between Gordon and Hawker is being carried out, completion being expected by May, 1970. Work will then continue north to Wilpena. Much has been said and many questions have been asked over the last two years about the Port Wakefield Road, and it appears that good progress is being made at present. Completion of work on that road is expected by February, 1970.

Work between Adelaide and Dublin will commence in about one year. Although this section is not in my district, it does serve as a main thoroughfare from Adelaide to it. I asked questions about the bituminizing of the main streets in small bush towns, especially Penong, Kingoonya and Coober Pedy where in the summer time heavy traffic churns clouds of dust on to every residence in the vicinity. It appears from the reply I have received from the Highways Department that no work is expected to be carried out at Penong before 1970 or 1971, when work will begin between Ceduna and Penong. It would be pleasing if at this stage the Commonwealth Government could continue bituminizing the Eyre Highway to connect with the Western Australian bitumen road. I understand a joint approach by this State and Western Australia will be made to see whether money can be obtained from the Commonwealth Government for this purpose.

The Hon. S. C. Bevan: They refused it previously. A request was made before there was a change of Government.

The Hon. A. M. WHYTE: We must not give up.

The Hon. C. M. Hill: We will not give up.

The Hon. A. M. WHYTE: I am sorry to say that nothing is proposed at this stage for Kingoonya. A bitumen street cannot be provided at Coober Pedy because nobody seems to know who owns the land concerned. Most of it is held under mining leases and the road cannot be constructed.

Mention was today made of finance for the Birdsville Track and I, too, am disappointed that, out of the allocation of \$50,000,000, South Australia got only \$1,000,000, to which a certain qualification was attached: that the State Government had to supplement it by \$600,000. This is indeed a blow to our cattle and stock market from South-West Queensland. Queensland was much luckier than we were, and it is now applying some of its \$39,000,000 allocation to facilitate the shipment of cattle from South-West Queensland, which originally came this way, to the Brisbane market. In all probability we shall be very lucky ever to reclaim that stock trade.

Another Highways Department enterprise that will take some years to complete is the Port Augusta bridge. I am afraid that too much time will elapse before this eventuates,

because it is not scheduled to commence until 1970. In the meantime, all traffic west of Spencer Gulf is paying a premium through freight rates for the use of Yorkey crossing.

Later in the session much will be said about the Hambidge Reserve. We were indeed grateful that the Minister of Lands was able to make a personal assessment of this area and other large reserves on Eyre Peninsula. I do not propose to say much about it at present as I know much more will be said later in the year.

His Excellency, the Lieutenant-Governor, mentioned a further course in Pitjantjatjara to commence in 1970: I do not know whether this will take over from Latin or what purpose it will serve, but I know the people speaking this tongue are, in all probability, much better off than most other Aborigines in the State. I do not think that, if a person becomes fluent in Pitjantjatjara, it will make him any authority on Aboriginal affairs, because I know people who speak French but not much about France.

The Aboriginal most in need of assistance today is not the man on the North-West Reserve, who is free to hunt and is supplied with Government rations, but the fellow who has made every attempt to be assimilated: the man who is living in the city or some country town and, through his own initiative, has gone close to being fully assimilated. Over the last few years we have seen this man handicapped by the encroachment of perhaps not one relative but two or more, and instead of such a person having three or four cleanly kept children attending school regularly, today he finds his home has to house 10 or 12 children, none of them clean, and there is no one to assist him to feed and clean them. This is that poor fellow's problem. There is nothing that he can do; these are his own kin, and he has no option but to attempt to struggle on and provide for them. I believe that if many of the people who have the welfare of Aborigines at heart were to do more and write less, a good deal more happiness would be attained.

I support the remarks of the Hon. Mr. Kemp regarding student behaviour. I do not believe we could gather a group of students together and ask them to go down the street and behead an effigy of our Prime Minister. In fact, I do not think we could get them to do that if we paid them. It would take time and careful indoctrination to get this type of conduct from

any group of young men and women in Australia, so I think that what Mr. Kemp said regarding universities must have something to it. It is not possible to dam a river where it spreads: one must go back to its source of supply. Therefore, I believe that sooner or later someone must be given the authority to investigate the activities of our university

teachers. I have much pleasure in seconding the motion.

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

ADJOURNMENT

At 3.53 p.m. the Council adjourned until Wednesday, July 24, at 2.15 p.m.