

**HOUSE OF ASSEMBLY**

Tuesday, July 13, 1971

The House met at 12 noon pursuant to proclamation, the Speaker (Hon. R. E. Hurst) presiding.

The Clerk (Mr. G. D. Combe) read the proclamation summoning Parliament.

After prayers read by the Speaker, honourable members, in compliance with summons, proceeded at 12.10 p.m. to the Legislative Council Chamber to hear the Speech of His Excellency the Governor. They returned to the Assembly Chamber at 12.44 p.m. and the Speaker resumed the Chair.

**NEW MEMBER FOR ADELAIDE**

Mr. John David Wright, to whom the Oath of Allegiance was administered by the Speaker, took his seat in the House as member for the District of Adelaide, in place of Mr. Samuel James Lawn (deceased).

**DISTINGUISHED VISITOR**

The SPEAKER: I notice in the gallery His Excellency the Right Honourable Sir Morrice James, P.C., K.C.M.G., C.V.O., M.B.E., the High Commissioner for the United Kingdom in Australia. I know it is the unanimous wish of honourable members that His Excellency be accommodated with a seat on the floor of the House, and I invite the Premier and the Leader of the Opposition to introduce our distinguished visitor.

Sir Morrice James was escorted by the Hon. D. A. Dunstan and Mr. Hall to a seat on the floor of the House.

**DEATH OF Mr. S. J. LAWN**

The Hon. D. A. DUNSTAN (Premier and Treasurer): I move:

That the sitting of the House be suspended until 2.15 p.m. as a mark of respect to the memory of the late Mr. S. J. Lawn, former member for Adelaide, and Deputy Speaker and Chairman of Committees of this House, and that the House place on record its appreciation of his long and meritorious public service.

Mr. Sam Lawn was known to every member of this House for all the time, I think, that any one of us has been here. He gave great service to the public of South Australia and to the people of his district, and he was a great friend to everyone in this place and to all who were at any time in need or in distress. He was a man of very humane qualities, a man who was dedicated to the public service

of the State, and everyone who knew him mourns his passing.

Mr. HALL (Leader of the Opposition): I join with the Premier and express similar sentiments. As a new member of this House some years ago, I soon became aware of the personality of the late Mr. Lawn and of the fact that he always expressed himself in the most forthright terms. He was a great mixer in all sections of politics in this House, and he will certainly be missed. I support the motion.

Motion carried by members standing in their places in silence.

*[Sitting suspended from 12.53 to 2.15 p.m.]*

**CHAIRMAN OF COMMITTEES**

The Hon. D. A. DUNSTAN (Premier and Treasurer) moved:

That Mr. J. R. Ryan be Chairman of Committees of the whole House during the remainder of the present Parliament.

Motion carried.

**GOVERNOR'S SPEECH**

The SPEAKER: I have to report that, in compliance with the summons from His Excellency the Governor, the House attended in the Legislative Council Chamber, where His Excellency was pleased to make a Speech to both Houses of Parliament, of which I, as Speaker, obtained a copy, which I now lay on the table.

Ordered to be printed.

**PETITION: LAND TAX**

Mr. ALLEN presented a petition signed by 128 primary producers, who stated that land tax, as levied by the State Government on rural land, was unsound, inequitable and unjust, and that it discriminated against primary producers, whose land had to be a major part of their investment; that this was, in effect, a tax on production and that wool and meat producers could not pass it on in their export markets; that the 1970 quinquennial assessment of rural lands exemplified the further inequity of the tax arising from land valuation methods which, despite the skill of the valuer, were not and could never be an exact science; and that the other mainland State Governments had acknowledged the injustice of land tax on rural land. The petitioners prayed that the House of Assembly would take steps to abolish land tax on land in South Australia used for primary production.

Petition received and read.

## QUESTIONS

### TRANSPORT POLICY

Mr. HALL: Will the Minister of Roads and Transport cease making conflicting and confusing statements about Adelaide metropolitan transport, statements that are undermining public confidence, and will he clearly define Government transport policy so that public authorities and individuals can plan properly for the future? In the first instance, when the Government opposite came to office, the Minister said that the Metropolitan Adelaide Transportation Study plan had been scrapped and he criticized the plan, particularly the underground railway proposals for King William Street. The public was then confused, because the Minister and his colleague in another place stated in Parliament that last year a sum of, I think, \$12,000,000 to \$13,000,000 had been spent on the M.A.T.S. proposals, and subsequently during the year significant proposals for building highway facilities that were part of the M.A.T.S. plan were announced. The Minister then adopted the dial-a-bus plan as the best solution for Adelaide's public transport problems but, after returning from an overseas trip, he has adopted a plan for rapid electric railway transport and there is a real possibility that the underground railway proposal for King William Street will be adopted. There are many other confusing details in the trail the Minister has left in his apparently off-the-cuff comments on metropolitan Adelaide transport, and local government officers and other leaders in this area have expressed to me concern that, because of the Minister's incoherent attitude to transport planning, they cannot plan for the future of their districts. Therefore, I ask the Minister, for the sake of metropolitan Adelaide (in fact, of all of South Australia) to cease adopting these conflicting attitudes that he is strewing on the path that he is pursuing and to adopt a clear policy on transport.

The Hon. G. T. VIRGO: Obviously, it is the Leader who is incoherent and confused. He asked whether I would cease making statements on this matter. If the statements I have made and are making are upsetting him, I suggest that, when he reads the headlines about my making a statement, he cease to read from then on and turn to something of his own liking.

The Hon. G. R. Broomhill: The comic strips.

The Hon. G. T. VIRGO: He can turn to the comic strips if he likes. Regarding his com-

ment about local government officers expressing concern to him, it is strange that they should do that when I, as Minister, have not received one expression of concern. I suggest that this statement is a figment of the Leader's imagination. The Government made its position quite plain last year when it said that it would keep its options open and retain the greatest flexibility possible to achieve the best public transport system for Adelaide. The Government is pursuing that policy, and my statements are completely in line with it.

Mr. MILLHOUSE: Will the Minister of Roads and Transport soon make a Ministerial statement on Government policy on metropolitan transportation? The Leader of the Opposition has just asked the Minister a question on this topic but not, of course, the same question as I am asking. If I may say so, the Leader received not a very clear reply to this question. Because this matter is not a political football or one of jest but a matter of grave concern and of the utmost seriousness to the people of this State, particularly those who live in and about Adelaide, I ask my question so that we may all know, after the Minister has been able to consider the matter, where we are going, both literally and metaphorically.

The Hon. G. T. VIRGO: I am somewhat at a loss in trying to understand the cohesion between the Leader and the Deputy Leader. The Leader has asked me to stop making statements, whereas the Deputy Leader has asked me to make a statement. If they get together, sort out their problems, and tell me what they would like, I shall be happy to comply with their requests.

The Hon. D. N. BROOKMAN: Will the Minister of Roads and Transport clarify the future policy of the Government in relation to the north-south movement of traffic through the metropolitan area? In an article in the Royal Automobile Association's journal *South Australian Motor*, Mr. Pak-Poy states:

Whether freeways are built or not, there is an overwhelming need for the establishment of transportation corridors in one form or another. The creation of these corridors must proceed.

That opinion is in line with what I suggested some time ago: that there was an overwhelming need for a north-south corridor through the metropolitan area. Whether such roads are called freeways or high-speed transportation corridors, the fact is that the metropolitan area is becoming a bog through which industrial traffic cannot move. If the M.A.T.S. plan is considered (and I am not sure whether

or not it is respectable to consider it) it will be realized that if the routes in the M.A.T.S. plan for the Noarlunga Freeway and the Salisbury Freeway are observed, more than half the length of those freeways from the Onkaparinga River to Dry Creek traverses open country. No reason exists why that freeway or corridor construction could not be started immediately, whereas the main South Road through Morphett Vale, which was widened only three or four years ago, is now to be further widened to create a limited access road. I wonder what, if anything, the Minister actually has in mind about this. Is he aware of the growing hindrance to industrial traffic, which means that Adelaide is becoming impassable in a reasonable time for primary or secondary production? Is he not aware that much of the land proposed in the M.A.T.S. plan for the Noarlunga and Salisbury Freeways is already in the hands of the Government and that there is no reason why construction should not proceed immediately, or will he follow the terms of the Breuning report in which it was recommended that decisions on these matters should be delayed for 10 years? I think it is time that the Minister made—

The SPEAKER: Order! The honourable member is starting to comment.

The Hon. D. N. BROOKMAN: Yes, and I do not regret it, although I apologize for starting to comment. Will the Minister make a clear statement of policy instead of a statement that seems to contradict his most recent statement?

The Hon. G. T. VIRGO: The honourable member referred to the Breuning report: I do not think I should have to remind him that this House last year debated that report and adopted it, that a democratic decision was obtained, and that the Government said it would follow the proposals contained in that report. I am pleased to know that, although the honourable member did not agree then, he now agrees that there should be a north-south corridor, which is a recommendation of the Breuning report and which is what the State Planning Authority is currently implementing. Recently, I read an article, written by the member for Alexandra, with which there was a cartoon showing a certain character with a pig in his arms and the caption read, "How do I get this to market in a dial-a-bus?" The honourable member is ridiculing the Government's policy, and I have heard all sorts of innuendoes about who was holding whom, although I do not agree with any of them. If the honourable member wishes to make a political issue out of this matter in journals outside this House,

and then to appear here and be so self-righteous over the whole thing, I am afraid that he will never get to first base.

Dr. TONKIN: Will the Minister of Roads and Transport explain for the benefit of this House, for the benefit of those people whose houses are still being acquired by the Highways Department, as well as for the benefit of people who live nearby, the difference between the high-speed transport corridors, the construction of which is now advocated by this Government, and the freeway routes previously proposed under the M.A.T.S. plan?

The Hon. G. T. VIRGO: This matter is currently being considered by the State Planning Authority and, until it has made a determination, it would be improper for me to make any comment whatsoever.

Mr. COUMBE: I should like the Minister of Roads and Transport to give me some information about the announcement, made in the press in the last day or two, about the freeway or corridor to the eastern side of Adelaide. This is partly the Minister's responsibility and partly that of his colleague now administering the State Planning Authority. Am I correct in assuming from the press report that there is to be a substantial deviation from the original plan that would partly affect the suburbs of Walkerville and North Adelaide in my district, besides affecting other areas farther south as one proceeds through the park lands, or has this matter been deferred for the present? If it has been deferred for further consideration, can the Minister, in the interests of all concerned, and as the time allowed for lodging appeals has expired, indicate when it is likely that a decision will be made on this matter?

The Hon. G. T. VIRGO: The 1962 development plan designated certain authorized routes. When the M.A.T.S. plan was released to the public and the ensuing confusion took place, regrettably no amendments were made to the authorized plan so that in fact we had, on the one hand, the 1962 development plan authorized by Parliament and, on the other hand, the 1968 M.A.T.S. plan authorized by Parliament. The present Government sought to clarify this situation, and the net result was that the State Planning Authority was requested to consider this matter, in accordance with the expressed wishes of this House, by virtue of the resolution it passed last session. The matter is currently being considered. The requirements with regard to notification, as laid down in the Planning and Development Act, have been effected. I understand that the time for the lodging of appeals has now

passed. I believe that this afternoon the State Planning Authority meets and, presumably, is discussing any objections that may have been lodged. However, this matter does not come within my province, but comes within the province of the Minister for Conservation. If the honourable member cares to check the amended development plan as published by the State Planning Authority, he will find that, with regard to the areas to which he is referring, what it provides is exactly the same as what was provided in the 1962 plan, so this has stood the test for nine years.

### EYRE HIGHWAY

Mr. KEN EALLY: As a result of the meeting of Ministers in charge of tourism, can the Premier say whether there has been a change in the Commonwealth Government's position about the sealing of the Eyre Highway? I have been prompted to ask this question by newspaper reports that indicate that the consensus of opinion at the recent meeting was contrary to the position traditionally taken by the Commonwealth Government and by the South Australian State Opposition Party on financing the sealing of this road.

The Hon. D. A. DUNSTAN: At the conference of Ministers in charge of tourism we were unable to get any undertaking from the Commonwealth Government, although the new Commonwealth Minister in charge of tourism (Mr. Howson) indicated that he would convey to the Commonwealth Government the views of the State Ministers. The State Ministers' views were unanimous: that South Australia had acted entirely reasonably in offering to provide \$3,000,000 towards the \$9,000,000 estimated cost of sealing the highway and that this was as much as it could be expected that South Australia should provide from its road programme without hopelessly wrecking the programme for the sealing of arterial country roads in the State. The Ministers also unanimously agreed that the Eyre Highway project should be considered a national project, that it was not merely a matter for South Australia, and that the total cost of sealing it was beyond South Australia's capacity, and they completely supported South Australia's repeated application to the Commonwealth Government for special assistance in relation to the highway. We are now awaiting some reply from the Commonwealth. I pointed out at the conference of Ministers that the last three letters I had sent to the Prime Minister on this score had so far gone unanswered.

### BEDFORD INDUSTRIES

Mr. WELLS: In the absence of the Attorney-General, who represents the Chief Secretary in this House, I direct my question, which concerns the administration of Bedford Industries, to the Premier. It is as follows:

(1) Is it a fact that within the last four or five weeks two tradesmen instructors have been retrenched by the new manager of Bedford Industries because of the lack of orders for the organization's products?

(2) Is it a fact that coinciding with these retrenchments two new positions, namely, workshop foreman and production control officer, have been created?

(3) Is it a fact that the new positions have been filled by colleagues of the manager from his previous place of employment?

(4) Is it a fact that some rehabilitees have been suspended for a week or more because of late arrival at work or similar offences, thus being deprived of the meagre sum paid to them to supplement their invalid pension?

(5) Is it also a fact that an almost complete turnover of administrative staff has taken place at Bedford Industries because of resignations since the present manager has taken office?

If the answers to the questions are in the affirmative, will the Premier initiate an investigation into the administration of Bedford Industries? I have been reliably informed that two top-class tradesmen were retrenched from Bedford Industries where they were employed instructing disabled people and helping them to earn a livelihood by teaching them a craft. They were employed at a rate of pay that was much less than they could have obtained outside Bedford Industries in their respective trades. I am given to understand that the reason for their retrenchment was a lack of orders for the goods produced by Bedford Industries, but I am informed that, coinciding with their retrenchment, two employees were employed, one as foreman and the other as production control officer. This seems strange to me, because of the reasons given for the retrenchment of the tradesmen. Also, it is alleged that these two positions were filled by colleagues from the place of employment that the present manager had left, and this does not sound good to me. Established in my mind is the fact that the rehabilitees are being disciplined harshly by the present manager of Bedford Industries.

The SPEAKER: Order! The honourable member is starting to comment.

Mr. WELLS: I do not think it is necessary for me to say any more, but if the House desires a further discourse I shall be pleased to oblige.

The SPEAKER: I am not sure whether this is properly a question for a Minister of the Government to answer. However, I will leave that to the Premier, if he so desires.

The Hon. D. A. DUNSTAN: The honourable member will be aware that Bedford Industries is not a Government department, although the institution has had governmental support from time to time. However, I will ask the Chief Secretary to obtain a report and to inquire what the position is at Bedford Industries concerning the matters raised.

### FIRE-FIGHTING VESSEL

Mr. RYAN: Will the Minister of Marine obtain a report about the recent sale of the *Fire Queen*, which was the fire-fighting vessel at Port Adelaide and, secondly, because of the sale of that vessel can he say what is to be provided for the future fire protection of ships at Port Adelaide, especially as this morning a fire occurred in the North Arm of the Port River and there were no floating facilities to fight that fire?

The Hon. J. D. CORCORAN: Regarding the first part of the honourable member's question, I will obtain from the Chief Secretary, who is the Minister responsible for the Fire Brigades Board, a report on the sale of the *Fire Queen*. Concerning the second part of the question, on hearing this morning that a fishing vessel had caught fire in the Port River and had been destroyed, I immediately contacted the Director of Marine and Harbors and asked him for an urgent report on this fire. The Director has provided me with the following interim report:

At about 3 a.m. this morning (July 13, 1971) a passer-by noticed that the 31ft. long fishing vessel *Croatia* was on fire at its moorings in the North Arm on the southern side of Torrens Island. The Fire Brigade was called out at 3.5 a.m. and arrived at the North Arm at 3.14 a.m., but had no immediate means of reaching the vessel until the police launch *Archie Badenoch* arrived at about 3.45 a.m. This vessel provided a dinghy which enabled firemen and equipment to be transported to the burning vessel. However, the flames burnt through the vessel's mooring rope and it drifted towards the south bank of the North Arm where it was more easily dealt with by the Fire Brigade. The vessel was burnt to the waterline by 4 a.m., and the hulk is now sunk and moored to the sheet piling near the slipway on the south bank of the North Arm. The cause of the fire is not known. I am informed that there was a fire on this vessel last Friday afternoon, July 9, due to short-circuiting of the battery leads. The fire

was noticed by workmen at the nearby slipway and effectively extinguished. The Fire Brigade is currently carrying out an investigation into the incident.

Concerning fire-fighting facilities at Port Adelaide in the absence of the *Fire Queen*, I point out that equipment has been installed on the tug *Tancred* to cater for any emergency that may occur at Port Adelaide. Because of the distance of the site of this fire from the place where the *Fire Queen* would have been moored, the *Fire Queen* could not have reached the burning vessel in time to extinguish the fire, bearing in mind the rate of knots at which it travelled. In fact, the *Archie Badenoch* was moored at the same place as the *Fire Queen* would have been moored and I think I have already indicated that it took that vessel half an hour to arrive at the scene of the fire.

In addition, I have had discussions with the Chief Secretary, the Chairman of the Fire Brigades Board, and the Director of Marine and Harbors about future steps to be taken to replace the *Fire Queen*. This involves one of two things: either fitting out with directors existing tugs that operate in the Port (that is, building a tower above the tug with hose directors, etc., on it), or fitting out a small tug (I think it is commonly known as a toot) to replace the *Fire Queen* itself. The Director of Marine and Harbors (Mr. Sainsbury) conferred with the Chairman of the Fire Brigades Board only this morning about developments in this area, and I hope that a decision on the matter can be made soon.

### ADELAIDE AIRPORT

Mr. SIMMONS: Can the Premier say whether there is any constitutional barrier to the Commonwealth Government's taking over for airport purposes any of the land held by the West Beach Recreation Reserve Trust? On May 5, the Adult Education Department of the University of Adelaide conducted a seminar entitled "Noise in the Sky", and a paper presented by Mr. Anthony P. Moore, Lecturer in Law at the university, contained the following passage:

The Commonwealth may acquire land for any of the purposes on which it may legislate, provided it pays just compensation. It may acquire the property of any State or local government authority. However, under present Commonwealth legislation the Commonwealth may not acquire any land which has been reserved as a public park.

A meeting was held in the Thebarton Town Hall a few weeks ago at which about 600

or 700 people were present, and I think that that attendance indicates the concern of people living in the area surrounding the airport about a possible extension of the airport runways. At that meeting certain motions were moved, including a motion moved by the member for Hanson. His motion, which was carried almost without dissent, called on the State Government not to acquire some of the land held by the West Beach Recreation Reserve Trust so that, in turn, it might be acquired by the Commonwealth Government. It seems to me that it is important for everyone concerned to understand whether or not—

The SPEAKER: The honourable member is not permitted to comment.

Mr. SIMMONS: I just want to explain the reason for the questions relating to a constitutional barrier. I think it is important that people should understand whether the barrier to taking over the land held by the West Beach Recreation Reserve Trust is imposed by the Constitution or merely by the existing Commonwealth legislation, which may be altered by the Commonwealth Government to suit itself.

The Hon. D. A. DUNSTAN: I am not aware of any constitutional limitation, but I will have the matter examined and let the honourable member have a reply.

### DARTMOUTH DAM

Mr. COUMBE: Can the Premier say what progress has been made regarding the Dartmouth agreement? In May last year, during the election campaign, the present Premier was reported as saying that, if returned to office, he would be able to renegotiate the Dartmouth agreement within a few months, and then later, during the legislative programme, this House passed a Bill, introduced by the Premier, amending the original agreement. As it is now about 14 months since the Premier said that he could renegotiate this agreement promptly, can he now say what progress has been made with the other parties to the agreement, and does he now admit that the statements made during that election campaign to which I have just referred were, to say the least, both greatly optimistic and misleading to the public generally?

The Hon. D. A. DUNSTAN: As to the last remark of the honourable member, I think he does his Party a disservice by suggesting that we go back to election statements that have been made, because the election statements of his Party made prior to the 1968 election were, without qualification, that his Party would

build the Chowilla dam, whereas it has not been built.

Mr. Coumbe: I would still like an answer.

The Hon. D. A. DUNSTAN: The honourable member will get an answer on the matter of present importance. The material relating to the proposals of the South Australian Government for compromise regarding the River Murray Waters Agreement was sent to the other States and the Commonwealth prior to the last session of this Parliament. Immediately the legislation was passed here, that also was sent, together with explanatory material, to the two States concerned and to the Commonwealth Government. Those Governments then indicated that they would examine the matter and communicate with us further. Since then, no communication on the matters of substance has been formally received by the South Australian Government from either of the other two State Governments or from the Commonwealth Government. Some time ago the Minister of Works discussed the matter with the other relevant Ministers at a meeting of the Water Resources Council; we were promised then replies within a short period, but they have not come to hand.

The Hon. J. D. Corcoran: We've sent a reminder.

The Hon. D. A. DUNSTAN: Yes, but we still have not received a reply. Further formal discussions have taken place between Ministers of the South Australian Government and Ministers of the other State Governments. As recently as about 10 days ago the Victorian Minister sent to the local member representing the river districts in his State a reply to questions raised by settlers there as a result of agitation by settlers in our area, together with their counterparts in Victoria and New South Wales, about the attitudes of the Governments in the other States; a basis for compromise was suggested. However, that proposal has not as yet been put to us. I understand from the other States that final replies are likely to depend on the budgetary examination of the position in those States for this year. Consequently, we should hear something shortly. We have been constant in our requests for replies.

Mr. Millhouse: You'll hear perhaps in a couple of months.

The Hon. J. D. Corcoran: Having regard to the way they usually treat us, it might be three or four.

The SPEAKER: Order! There will be one question at a time.

The Hon. D. A. DUNSTAN: The honourable member has had his reply; that is the position as it stands at the moment.

### ISLINGTON SEWAGE FARM

Mr. JENNINGS: Will the Minister of Works ask the Minister of Lands whether or not the recommendation of the Public Works Committee on the future use of the Islington Sewage Farm has been adopted and, if it has not, what other proposals are being considered?

The Hon. J. D. CORCORAN: I shall be happy to obtain that information.

### WATER RATING

Mr. RODDA: Can the Minister of Works say whether he intends this session to table the Sangster report on water rating, as many electors in the northern part of my district are vitally interested in the contents of that report?

The Hon. J. D. CORCORAN: No, I do not intend to table the report this session. I think that I have already told the House that I received the report last November, and I have since set up a working committee to evaluate it. This is a voluminous report on a most difficult subject. Only last week the Director and Engineer-in-Chief of the Engineering and Water Supply Department told me that, as the working committee was having great difficulty in evaluating the report quickly, he thought it would take nearly 15 months from the time the committee started the evaluation to complete it, rather than the 12-month period that I announced initially. Therefore, it will not be possible to table the report this session. When the evaluation has been completed and the Government has decided, after examining the working committee's recommendations and the report itself, whether a new system of water rating is to be adopted in this State, I will then consider tabling the report in the House.

### WEEKLY HANSARD VOLUME

Mr. PAYNE: Mr. Speaker, will you consider having the letters "A.L.P." or "L.C.L.", whichever be appropriate, included alongside each member's name in the list of members that appears in the weekly volume of *Hansard*, as I believe the inclusion of this information would be of service to members of the public who receive copies of *Hansard*?

The SPEAKER: After examining the honourable member's question, I will give a considered reply.

### RURAL ASSISTANCE

Mr. WARDLE: Will the Minister of Works ask the Minister of Lands how many applications under the Rural Industry Assistance (Special Provisions) Act have been received, how many applications have been processed, and how many applicants will receive assistance?

The Hon. J. D. CORCORAN: I shall be happy to obtain the information.

### SHIPPING FACILITIES

Dr. EASTICK: Does the Minister of Marine intend to make available to the House the report of the Director of Marine and Harbors on his recent investigation of oversea shipping facilities, having special regard to any recommendation the Director has been able to make, as a result of his visit, in respect of improving South Australian facilities? The Minister will be aware of the difficulties experienced in this State in recent times in obtaining conventional facilities for the movement of rural produce especially. Also, he will be aware of some of the difficulties associated with providing containers for the containerization programme, and he will know that these containers have to be railed out of the State. This in turn causes a loss of revenue to the State in the way of wharf dues and so on. I believe it is extremely urgent for people in this State to know what is the possibility of a better shipping service being provided soon.

The Hon. J. D. CORCORAN: The Director of Marine and Harbors (Mr. Sainsbury) arrived back from his oversea trip only last Thursday and he has not as yet presented me with a report of his inspections of various oversea ports. I think that the honourable member will appreciate that I want to read the report before deciding whether to table it.

### VEHICLE WEIGHT

Mr. CURREN: Will the Minister of Roads and Transport consider reviewing regulations relating to the relationship between the weight of trailers, and the weight of the vehicles towing them? Last Friday's newspaper stated that Executive Council had promulgated regulations governing this aspect of the use of trailers. This has caused considerable concern to citrus growers in my district and in other areas of the riverland who tow on specially constructed trailers bins of citrus, the combined weight of the trailer and the bin being considerably greater than the weight of the towing vehicle. Will the Minister make a statement on this matter?

The Hon. G. T. VIRGO: Last Thursday Executive Council approved a regulation in relation to the permissible weight of a trailer being towed. However, immediately information on this regulation was made known, the comments that were made showed quite clearly that the regulation had been made without full and proper consideration of all aspects associated with the matter.

Mr. Hall: Why did you approve it, then?

The Hon. G. T. VIRGO: I will ignore the Leader's interjection because it is out of order. Although I should like to answer it, in deference to you, Mr. Speaker, I will ignore it but, if he asks it again later in a question, I shall be delighted to reply. On Friday, at a special meeting of Executive Council, that regulation was annulled. Perhaps Opposition members would like regulations of this kind, by which their supporters are jeopardized, to be in operation. If that is what their laughter indicates they want, that is up to them.

The SPEAKER: Laughter is out of order.

The Hon. G. T. VIRGO: We are looking after the welfare of all people. The regulation was a blanket one and did not take into account such factors as the connection between a vehicle and the trailer, the type of drawbar or coupling, and whether the vehicle had brakes, and the Government considered that all these factors should be taken into account. Nothing has been lost by our having a further review of this matter rather than inflicting, particularly on the rural industry, something undesirable. The Road Traffic Act already contains a section that requires that a vehicle shall be capable of stopping, under its own braking power, within a specified distance. This copes with the situation adequately at this stage. However, the regulation will now receive the proper consideration that it should have received in the first place and, when this has been done, the matter will be reintroduced at Executive Council. Following this, as members opposite, including the Leader, should know, the regulation will be laid on the table of the House and, if the Leader desires to contest it then so that primary producers in the District of Gouger can be affected detrimentally, he will be at liberty to do so.

#### GOVERNMENT FINANCE

Mr. McANANEY: Before asking my question, I take this opportunity to congratulate the member for Price on his appointment as Chairman of Committees. I consider the loss

to the Public Works Committee of his fearless questioning and other activities will be a big loss. However, I consider that he will, as Chairman of Committees, continue to carry out the duties of that office as honestly and efficiently as he has done when he has been in the Chair in the past. Will the Treasurer obtain for me particulars of the amount of increase in the Government's expenditure on education, hospitals, and social amelioration during 1970-1971 and also of the increase in Commonwealth Government taxation reimbursement and grants to South Australia for 1970-71 compared to 1969-70?

The Hon. D. A. DUNSTAN: I will get a report for the honourable member.

#### MIGRANTS' CHATTELS

Mr. HOPGOOD: Will the Premier ask our Agent-General in London to take up with the appropriate authorities the problems of migrants whose goods and chattels frequently are broken or lost in or before transit to Australia? This problem has caused the Good Neighbour Council much concern and has frequently been brought to my attention, as a member representing a predominantly migrant area. I have raised the matter in the House previously but only in relation to the insurance cover on these broken or lost items. I have a clipping from a United Kingdom newspaper about the problems of a couple who now live at Christies Beach and who arrived in Australia without any of their goods, their furniture and so on. They were here for some weeks before any of this material was made available to them. They have subsequently given me a list of items that still have not arrived. These items include a lady's gold wristlet watch, lady's black underwear, a small electric fire, and a camping stove: in fact, the list mentions more items than would be needed to fill a tea chest. The persons concerned have been good enough to suggest that the problem arises overseas rather than here, as they know from experience that their motor car was in storage in the United Kingdom for more than three months before it left and, in the meantime, it was broken into, a radio was stolen, and the interior was badly knocked about. Because this matter has been raised with me so often, I ask the Premier's assistance, through the Agent-General and/or the immigration authorities, to have the matter examined.

The Hon. D. A. DUNSTAN: I will take up the matter for the honourable member.



### INFLATION

Mr. VENNING: Will the Premier say what he is doing on a State basis to halt inflation? The House would know well the effect that inflation is having on our primary industry at present, in a situation in which it is impossible for primary industry to pass on this additional cost, as secondary industry can do. It is interesting to learn from the Governor's Speech today that the Government will enact legislation to retain the Prices Branch. I consider this to be a good move but it is not the answer to the situation, because I ask how the Prices Branch can carry on effectively when inflation is allowed to abound to the present degree.

The Hon. D. A. DUNSTAN: Measures to deal with inflation obviously cannot be instituted by a State Parliament alone. The economic actions that must be taken in relation to inflation include fiscal measures by the Commonwealth Government and action by that Government regarding Tariff Board policy, neither of which matters is within the constitutional power of the State Government. The State Government can try to hold down price increases by a price restraint system and use what limited fiscal powers it has in the area to try to reduce cost increases. This State has done much more than has any other State in price restraint, and it would be able to do much more if the other States were willing to take part in a Commonwealth-wide price restraint system. This matter was raised by me at the Premiers' Conference in June of last year, and again last February, but the Liberal Government States were not willing to co-operate in a price restraint system, even though the Commonwealth Government expressed some interest in the matter. If we were able to operate a Commonwealth-wide price restraint system, the prices of manufacturers to wholesalers as well as the retail margins of goods that come across our State borders could be controlled. At the moment we are able to do only about half of what we would be able to do if all States were willing to co-operate in the kind of system we have here. Because of the economic policies forced upon the States by the present policy of the Commonwealth Government, this State cannot do as much regarding cost increases as would otherwise be the case. That Government's own economic policy has been basically inflationary because it has sought, both through its own latest Budget and by what it has now forced on the States, to increase costs, so that we are faced with a cost inflation that should

not have occurred. The only way out of that is by fiscal policies very different from those now adopted by the Commonwealth Government, because the States cannot be put in a position where their services are to decrease to the public, particularly in the areas of basic State extension of services in health, hospitals and schools.

### RENTAL HOUSES

Mr. BURDON: Will the Premier, as the Minister in charge of housing, take up with the South Australian Housing Trust the possibility of having more rental houses erected in Mount Gambier? During the Governor's Speech today it was said that the South Australian Housing Trust achieved a 28.5 per cent increase in the construction of flats and houses last year, which is commendable, and my district shared in it. However, the time within which people in Mount Gambier can get a house has not improved; in fact, the period of waiting has increased. It has now reached some 15 months to 16 months—and in some cases longer.

The Hon. D. A. DUNSTAN: I will certainly examine the position, which is difficult everywhere in the State on this score. The States do not have sufficient moneys to provide public housing at the rate at which they would wish, and all States are in difficulties because of high interest rates for housing moneys. At today's interest rates, it is impossible to produce houses and let them at a rental that can be paid by the average worker. Therefore, we have to subsidize the rentals on houses erected by the Housing Trust, which means using up capital moneys that would otherwise be available to the Housing Trust for additional house building. This occurs in every State of the Commonwealth. The unanimous decision of the State Housing Ministers that the interest rate must be reduced to enable us to have housing at an economic rental has been expressed to the Commonwealth. We have not been able to get a Housing Ministers' conference with the Commonwealth since the appointment of the new Commonwealth Minister. Such a conference is long overdue and, on present indications, we do not know when we shall hear about the future of the Commonwealth-State Housing Agreement, because we can get no reply from Canberra.

### BREAD

Mr. EVANS: Will the Premier, as Minister in charge of prices, say whether it is a fact that bread is sold in Blackwood, Belair and

adjacent areas at prices greater than those applying in other parts of the defined metropolitan area? If it is a fact, what reasons are attempted to be used to justify the extra charge? The people at Blackwood believe they are classified as metropolitan, yet they are asked to pay for their bread an extra 1c a loaf, on an average. As they are in the metropolitan area, they consider that the same prices should apply throughout the metropolitan area. Blackwood is no farther from the General Post Office than, say, Semaphore is. Will the Premier have the matter investigated by the Prices Commissioner to try to have the same prices apply throughout the metropolitan area?

The Hon. D. A. DUNSTAN: I will get a report from the Prices Commissioner.

Mr. COUMBE: Can the Minister of Labour and Industry say what is the present position regarding the weekend baking of bread? Does the Minister recall that last year he said he was in favour of discontinuing this practice, whereas in the session concluded earlier this year he said he would take no action in this regard: in other words, that the present position would obtain in the future. Will the Minister therefore say what is the present position, whether he has further considered this matter and whether representations on it have been made to him?

The Hon. D. H. McKEE: I recall the honourable member's asking this question last session, and I think he remembers the reply he was given. The situation has not changed. As the matter is at present being considered, I cannot give him a full report now. However, in due course I shall be able to reply to the honourable member one way or the other.

#### JUSTICES OF THE PEACE

Mr. GOLDSWORTHY: In the absence of the Attorney-General, will the Premier say how the occupation of an applicant for appointment as justice of the peace affects the decision to appoint him? I was invited in a letter from the Attorney-General's Department to nominate several people for appointment as justices of the peace in the Tanunda area, as some difficulty was being experienced in manning the court there. Subsequently, I nominated several people, and one was not appointed. I telephoned the Attorney-General's Department, and was told that he was not appointed because he was a land agent. Among

other activities he conducts an accountant's office, and he is also involved in auctioneering. His father, now deceased, was a justice of the peace, and was involved in the same business previously.

The Hon. D. A. DUNSTAN: I will ask for a full reply from my colleague, but I can probably give the honourable member a short reply now. The policy was laid down when I was Attorney-General, although it had, to some extent, been followed prior to that time, that one did not normally, except in the most exceptional circumstances, appoint people as justices of the peace who were engaged in businesses where it was in the interest of a particular business to obtain declarations before justices: in other words, such business people as land agents, insurance brokers and insurance sales agents would not normally be appointed justices of the peace, because they would be the people involved in business activities who would seek to take others before a justice of the peace to get declarations. Where there would seem to be some possible conflict of interest between the independence of a justice and the business interests of a person concerned in a transaction, then those occupations would disqualify people from appointment as justices. That was not an absolute rule but it was a general rule applied, and only very few exceptions were made. I think that was the basis upon which action was taken in this case, but I will get a full report on it from the Attorney-General.

#### BEACHES COMMITTEE

Mr. BECKER: Will the Minister for Conservation table the final report of the Beaches and Foreshore Protection Committee and make public its findings and recommendations? Since its appointment late last year, that committee has met on several occasions, and almost weekly during the early months of this year. I believe the final report was handed to the Minister about six weeks ago, yet nothing has been heard of what has happened to the report.

The Hon. G. R. BROOMHILL: I have had a final report from the Beaches and Foreshore Protection Committee. I certainly do not agree with the honourable member's suggestion that nothing has been done. The honourable member will see in the Governor's Speech that the Government is considering what action should be taken on the information provided in that report. Nevertheless, I will consider the honourable member's request that a copy be made available to him.

MARREE SCHOOL

Mr. ALLEN: Can the Minister of Works, in the absence of the Minister of Education, say why there has been a delay in completing the new buildings for the Marree Primary School? Last February, when I visited Marree, I was pleased to see that the new Samcon construction buildings were almost completed; only two or three days' work remained to be done. However, to my amazement when I revisited Marree in June I found that no further work had been done. There is a hold-up in connection with the playground area and the toilets. Today I received a letter from the Secretary of the school committee pointing out that, if the work was not completed shortly, no rainwater tanks would be installed in time for water to be available during the coming summer.

The Hon. J. D. CORCORAN: I cannot give the reason for the delay referred to by the honourable member, but I will certainly find out and do what I can to expedite the completion of the school buildings.

PRAWN FISHING

Mr. CARNIE: I direct the following questions to the Minister of Works, representing the Minister of Agriculture. First, on what basis of scientific knowledge did the Minister open prawning zones A, B, C and D to all boat owners holding permits for any of those zones? Secondly, on what basis did the Minister exclude zone E from open fishing by boats from other zones? Thirdly, was that done on the advice of the Director of Fisheries and Fauna Conservation?

Earlier this year the Minister opened the zones to which I have referred to all boats in the zones, against the advice of the major prawn fishermen in the area. Thirty boats moved inside Spencer Gulf and, as a result, there are now no prawns of commercial size to be taken there. The boats have moved into the Great Australian Bight and, with the weather as it now is, fishing is risky there. Furthermore, in that area there are very few safe ports for large prawn trawlers. Requests for permission for these boats to fish in zone E, the St. Vincent Gulf area, have been bluntly refused.

The Hon. J. D. CORCORAN: Last Monday Cabinet dealt with regulations or something else relating to the zoning of prawning boats, and that may mean that the zones are being re-established. However, I will obtain a report from my colleague.

INTAKES AND STORAGES

Mr. LANGLEY: Can the Minister of Works give a report on the present position of the metropolitan Adelaide water supply system?

The Hon. J. D. CORCORAN: The total capacity of the metropolitan Adelaide water supply system is 41,438,000,000gall. At this time last year the storage amounted to 19,970,300,000gall., and at present the storage amounts to 33,954,700,000gall. I can supply figures for the various reservoirs. Since it is statistical detail, I seek permission to have it incorporated in *Hansard* without my reading it.

Leave granted.

METROPOLITAN ADELAIDE WATER SUPPLY SYSTEM

Supply	Capacity million gallons	Storage Last Year million gallons	Storage Present million gallons
Onkaparinga River—			
Mount Bold.....	10,440	4,993.1	10,387.5
Happy Valley.....	2,804	1,464.8	2,720.9
Clarendon weir.....	72	64.2	68.8
Myponga River—Myponga.....	5,905	3,852.6	5,503.1
Torrens River—			
Millbrook.....	3,647	904.1	3,374.2
Kangaroo Creek.....	5,370	730.2	1,879.2
Hope Valley.....	765	525.0	713.0
Thorndon Park.....	142	112.5	124.4
South Para River—			
Barossa.....	993	614.3	909.3
South Para .....	11,300	6,709.5	8,274.3
Totals.....	41,438	19,970.3	33,954.7

**KIMBA MAIN**

Mr. GUNN: Can the Minister of Works say what stage negotiations have reached with the Commonwealth in connection with providing financial assistance for the Polda-Kimba main? Some months ago the Commonwealth Government sent a delegation to the area to investigate the project, but no report has yet been submitted by that delegation. In view of the urgent need for the main to be completed, will the Minister again approach the Commonwealth Government and ask it to provide financial assistance?

The Hon. J. D. CORCORAN: I think the honourable member said that no approach had yet been made by the State Government.

Mr. Gunn: No; I asked whether you had received a reply.

The Hon. J. D. CORCORAN: No, not yet. I was hoping to receive an early reply three weeks ago but, to the best of my knowledge, it has not yet arrived. I will take up the matter again with the Commonwealth Government to see whether we can expedite a reply. The honourable member will be pleased to know that today we sent to the Commonwealth Government our submissions for financial assistance to replace the Minnipa-Thevenard main. I hope the Commonwealth Government will view the well-prepared document favourably, together with the matter raised by the honourable member.

**CITRUS SALES**

Mr. SIMMONS: During his forthcoming visit to Hong Kong, will the Premier inquire into problems associated with the export of oranges to that colony? All members will know, and I know as a result of discussions I have had with people in the Lower Murray, that it is important to increase the sale of oranges. When I was in Hong Kong last year I met a retired New Zealand sea captain who was an insurance assessor. He said that the only country really making a good impression on the Hong Kong citrus market was South Africa, because that country alone insisted on the necessary temperature controls during the transport of the fruit. It is necessary for citrus to be kept at a carefully controlled temperature and gradually brought up to the selling temperature. South Africa alone was doing this. In contrast, citrus from other countries has been arriving in Hong Kong in an unsaleable condition. Will the Premier take up this matter during his visit to Hong Kong?

The Hon. D. A. DUNSTAN: I shall be dealing with citrus sales in both Hong Kong and Tokyo. Part of the problem is connected

with difficulties encountered on the Melbourne wharves. The honourable member will know that most of our citrus is exported through Victorian ports, and there have been unfortunate instances in connection with the way the fruit has been treated on the wharves.

Mr. Becker: That has to do with the unions.

The Hon. D. A. DUNSTAN: It has nothing to do with them, but it has much to do with the stevedoring companies, which are the most inefficient in the world. We are faced with the problem of unsatisfactory shipping from Australia. Furthermore, in connection with sales to Japan, we need to give satisfactory assurances as to the quality of our fruit. Previous investigations by Japan have led that country to refuse to accept our fruit, because of the existence of fruit fly elsewhere in Australia. Of course, we have been able to keep South Australia free of fruit fly. I intend to discuss this matter with the Japanese Minister of Agriculture in Tokyo.

**SEAT BELTS**

Mr. MILLHOUSE: Will the Minister of Roads and Transport say whether it is the Government's intention to amend the Road Traffic Act during the present session of Parliament to make compulsory the wearing of seat belts? I introduced originally the legislation on this topic in 1964, I think, when the then Leader of the Opposition (the late Mr. Walsh) moved an amendment to make compulsory the wearing of seat belts, as I understand that this was in line with the Australian Labor Party's policy (certainly, it was supported unanimously by members of the Party on that occasion). In the last few weeks the Minister has been asked about his intentions and the Government's intentions on this matter, and I understand that he has been equivocal in his reply. I am ever hopeful of getting a straight reply from the Minister and, therefore, I ask him directly whether it is the Government's intention to introduce legislation along these lines this session.

The Hon. G. T. VIRGO: The honourable member has asked whether it is intended to amend the Road Traffic Act. The answer is "Yes". He has also asked whether it is intended that this will include the compulsory wearing of seat belts. This matter is currently before Cabinet, but no decision has yet been reached.

**SECONDHAND DEALERS**

The Hon. D. N. BROOKMAN: Can the Premier, representing the Chief Secretary, say whether the Government is considering introducing a Bill to amend the Second-hand Dealers

Act? Secondhand dealers in the South Coast area (which, as the Premier knows, is a growing tourist area) are prevented by section 17 of the Act from selling their goods on Sundays and public holidays. This area is outside the ambit of the Industrial Code with regard to shopping hours, and public holidays are particularly busy trading days in that area for most things. The secondhand dealer with whom I have most recently spoken has commented on the number of people who come to him on these days wanting to do business but who are prevented from doing so because of the provisions of the Act. I therefore ask the Premier whether the Government will consider amending the Act to make this possible. If the Government is not prepared to do it, will it completely condemn the idea, because if it does not do so I may consider introducing a private member's Bill if I think I have the slightest hope of getting it passed?

The Hon. D. A. DUNSTAN: As far as I am aware, this matter has not been raised with the Government. However, I shall have the matter examined and obtain a reply for the honourable member.

### HOSPITAL INQUIRY

Dr. TONKIN: Will the Premier say whether the Government has received representations from the Australian Medical Association and other bodies since his statement in the House earlier this year regarding the recommendations of the committee of inquiry into hospital communications, and whether the Government now intends to give members of the medical and nursing professions and the public an opportunity to discuss and offer advice and comments on those recommendations before they are implemented?

The Hon. D. A. DUNSTAN: The Government has reviewed all aspects of the report of the hospital communications inquiry committee, and has considered detailed comments from the Director-General of Medical Services. It is clear that some of the recommendations of the committee warrant early implementation, and these include the establishment of a personnel and training branch in the Hospitals Department, with individual sections of this unit being attached to major hospitals. Although the report specifically mentions nursing, it is expected that the personnel and training officers will be involved with all staff members of the hospital services. The Director-General of Medical Services has sought the provision of funds, during the

current financial year, for the introduction of this service. Regarding the nursing counsellor, it is relevant that a pilot scheme comprising a medical officer and a qualified social worker is in operation at the Royal Adelaide Hospital, and it is intended, subject to this proving satisfactory, to extend this service to other Government hospitals.

Regarding the report's recommendation concerning clinical instructors, consideration is being given to an extension of appointments in locations where this service does not already exist. Existing social facilities, of which there are many, are being further expanded where warranted. The Government has decided to defer consideration of those recommendations relating to medical organization and the structure of the boards of management, as it is considered that these are matters that could more properly be assessed by the Committee of Enquiry into Health Services in South Australia, the Chairman of which is Mr. Justice Bright.

### DEEP SEA PORT

Mr. VENNING: Will the Minister of Marine report on the progress of investigations into the next deep sea port in South Australia? As members will recall, a committee was set up to inquire into and take evidence on the construction of a second "super" port on Yorke Peninsula. Some time has elapsed since that committee was appointed. I was interested to hear the comments of the Minister of Marine when he recently went to Port Pirie and inspected the facilities there. This was interesting to the people of my district, because Port Pirie serves the northern part of the State. He was able to make some direct comments while he was there, and I know that people in the area appreciated them. This committee has been set up to take evidence concerning the next major deep sea port in this State. That being the case, one would have wished that by now some conclusions could have been arrived at regarding the construction of this port.

The Hon. J. D. CORCORAN: I am sorry that I have to tell the honourable member that I have not yet received a report from this committee. I will inquire about what progress has been made by the committee and when I can expect to receive its report. I previously told the honourable member that this committee had a difficult and onerous task before making a recommendation to the Government, and I think I have already pointed

out that it is the same committee that made the decision about Port Lincoln. I think I said then that it would be some time before the committee could complete its work and make recommendations to me. However, I will inquire and let the honourable member know as soon as I can.

### **EFFLUENT SYSTEMS**

Dr. EASTICK: Can the Minister of Works say whether it is intended to give any special financial consideration to councils responsible for constructing either a common effluent or a sewerage system in the towns on the Minister's watershed priorities list? Several Government departments seem to be involved in various aspects of this undertaking. In some instances townships have been able to obtain the services of one or other of these departments at no cost to themselves, whereas others have had their attention directed to the fact that if they wish to proceed it will be on the understanding that it is at their cost. This seems an inequitable situation, having regard to the fact that the Minister has explained and the House has agreed that this approach to the pollution of the water resources is one of urgency, and it becomes extremely important to know whether attention is to be given to at least those towns on the priority list.

The Hon. J. D. CORCORAN: The honourable member will recall that I made an announcement about eight or nine months ago that the Government would be willing to assist townships in the watersheds, and along the Murray River and lakes, in order to encourage councils to install common effluent drainage schemes, and that it would do this by providing a subsidy to councils to ensure that the cost of a connection for each house did not exceed \$30. Another figure was mentioned in connection with vacant blocks, but I cannot recall whether that was \$12 or \$14 or thereabouts. The provision of preliminary designs and estimates is, and has been in the past, the function of the Public Health Department. This department has provided preliminary designs and estimates free of charge to councils not only in the watershed areas and on the Murray River but also to councils throughout the State, and it is intended to continue this scheme. I know that some councils have received correspondence that may have given a different impression, but this matter has now been cleared up. Once a council has the preliminary design and estimate (if that estimate does not exceed \$30 a con-

nection or so much for a vacant block), it is the responsibility of that council to proceed with the detailed design and the actual construction of the common effluent drainage scheme, and from that point it will receive no further assistance from the Government. I know that the honourable member's point is whether the Government intends to discontinue the practice, which I am sure has been the practice in the past of the Public Health Department, of providing preliminary designs and estimates of cost to councils throughout the State. I can tell him that that practice will be continued.

### **TRAFFIC SIGNALS**

Mr. LANGLEY: Will the Minister of Roads and Transport consider installing turn-right traffic signals at the Goodwood and Greenhill Roads intersection? During this year excellent progress has been made on the dual highway along Greenhill Road, which is now nearing completion. During this reconstruction, turn-right signs have been installed at King William Road, Unley Road, and Anzac Highway. These have been instigated by the present Minister of Roads and Transport. Those signs have been most effective in road safety, and nearby residents are now able to sleep better.

The SPEAKER: Order! The honourable member is starting to comment.

Mr. LANGLEY: These residents compliment the Minister on his action.

The Hon. G. T. VIRGO: I shall be pleased to consider this matter and obtain a considered reply for the honourable member.

### **HILLS MOTEL**

Mr. McANANEY: Can the Minister of Works say whether the Engineering and Water Supply Department has sanctioned the plans for the erection of a motel on River Road near the Onkaparinga River in the Hahndorf area? If it has, will the motel not cause more pollution to the watershed area than several applications for subdivision for family reasons that have been refused by the department? If the situation is allowed to arise in which a person can do what he likes on a 20-acre subdivision, this will cause more pollution than will allowing small subdivisions for family reasons near towns where common effluent schemes will have to be installed. It seems that with added tourist attractions in the Hills area it will become a playground for the people of Adelaide and the travelling public rather than being used for the benefit of people already living in the area.

The Hon. J. D. CORCORAN: If the honourable member will give me more specific information about the location and other details of the motel I shall be pleased to examine the matter to establish whether the department favours the construction of the motel.

### CLEARWAYS

Mr. WELLS: Can the Minister of Roads and Transport say whether he is satisfied with the operation of the policy concerning clearways in the metropolitan area? A clearway has been established along a section of the Main North Road, part of which is in my district. I consider that the implementation of this policy has been extremely successful, and I inform the House that many of the business people of the area—

The SPEAKER: Order! The honourable member must explain his question and not comment.

Mr. WELLS: I am informing the House that these tradespeople have conveyed to me their appreciation of the Minister's action, and I consider that the Minister should be complimented.

The Hon. G. T. VIRGO: Generally, I think the adoption of clearways has been successful, although there have been one or two minor snags, as one will always get when any scheme is first introduced. I have personally seen instances in which cars are still tending to be parked in the clearway areas. I think some motorists still think they can pull up in front of the local shop, slip in and make a minor purchase, and slip straight out without offending. However, generally speaking I think the scheme has been completely successful. I think I should be wanting if I were not to acknowledge the regard that I have for the police, bearing in mind the way in which they have helped implement the scheme. Wherever they have observed breaches, police officers have informed the motorists concerned and, although I do not know whether they have yet started to book motorists for committing various offences, generally speaking these officers have been most co-operative. All in all, I think the only thing that can be said is that the clearways have been a tremendous success.

Mr. Coumbe: What about the position regarding the delivery of goods to shops in these areas?

The Hon. G. T. VIRGO: I do not know of any problem associated with that matter, although I have heard one or two nebulous comments about it. However, as far as I am

aware, there are no problems associated with this matter at all. Such problems, if they exist, have not been directed to my attention. All in all, I think the scheme has been a success. I say without fear of contradiction that it has paved the way for more clearways to be established as and when a need arises because, undoubtedly, clearways enable traffic to move much more freely on our highways, and this tends to prove the theory of this Government that existing arterial roads have much capacity that previously has not been used.

### INTERNATIONAL AIRPORT

Mr. BECKER: Can the Premier say whether the inquiry regarding areas of land suitable for a new airport of international standard has been completed? On June 30, the Premier, in reply to my letter of June 8, said:

The Government is having inquiries made regarding areas of land that would be suitable for a new airport of international size which would not present a noise nuisance to people living in the near vicinity.

The Hon. D. A. DUNSTAN: That inquiry has not yet been completed.

### RAILWAY CROSSINGS

Mr. MATHWIN: Can the Minister of Roads and Transport say whether any plans and specifications have been adopted in regard to the railway crossing at the intersection of Diagonal and Morphett Roads, Oaklands Park, and, if they have not, when it is expected that they will be adopted and what priority work on this crossing will receive? Some time ago it was reported that work on the railway crossings at Oaklands Park and Ascot Park was regarded as urgent and that the Ascot Park crossing would receive No. 1 priority and the Oaklands Park crossing would receive No. 2 priority.

The Hon. G. T. VIRGO: Engineers of the Highways Department are at present working, as a matter of priority, on the design and approval of specifications in relation to suitable overways at both the Morphett Road and Marion Road crossings. Therefore, the answer is quite obviously that the plans and specifications have not been completed and, until they are completed, it is not possible to say when the actual grade separations will become effective. However, as I have previously said, I regard this as a matter of the highest importance. Work on these crossings has been given top priority concerning the time factor. However, I think the honourable member knows that it is not only a question of

design but also of acquisition, and regrettably these things take time. The whole project is being given top priority and will continue to be so treated.

### LAND ACQUISITION

Mr. EVANS: Can the Minister for Conservation say what is the reason for the delay in making available to me the names and addresses of the property owners who would be directly affected by the establishment of a public reserve of partly-developed and natural bush land in the Cherry Gardens, Bradbury and Dorset Vale areas? Some of the people in these areas have told me that they have been notified by the department concerned (or departments in some cases, because the Engineering and Water Supply Department is also involved in some respects) that their properties will be required and that they may lodge an appeal if they wish. I wish to know the names of all the people who are likely to be directly affected by property acquisition. Some time ago, I contacted the Minister by letter about this matter, but I still have not received the list of names and addresses of those property owners whose properties the department has informed them are likely to be affected. As I believe that these names and addresses must be readily available, I ask the Minister whether he can tell me the reason for the delay and whether he can expedite the matter.

The Hon. G. R. BROOMHILL: I regret that the honourable member is so impatient about this matter. It was not easy to obtain the information for the honourable member, but I signed a reply, I think yesterday, and if he has not already received it no doubt he will receive it within 24 hours.

### POLICE PAYMENTS

Dr. TONKIN: Will the Premier ask the Chief Secretary what is the total sum involved in overtime and penalty payments to police officers rostered for duty during moratorium demonstrations in Adelaide during the last year, and whether there is any evidence showing that there has been an increase in the overall rate of crime at times when those demonstrations have been held? It has been reported that the cost of overtime and penalty payments to members of the Police Force rostered for duty at the moratorium demonstration on June 30 amounted to \$9,081. That demonstration was only the last of a number of demonstrations that have been held during the last few months. I believe people in the

community would find it helpful to know the total sum spent. The report to which I have referred also states that police officers from many country and suburban areas have been rostered at these demonstrations, and that this has seriously depleted the strength of police stations at times when demonstrations have been held. As this could be interpreted as representing a serious threat to the rights of the average citizen, I think the matter should be investigated.

The Hon. D. A. DUNSTAN: I will see whether I can get a report.

### GAUGE STANDARDIZATION

Mr. VENNING: Can the Minister of Roads and Transport say what is the present situation in South Australia with regard to gauge standardization? Recently, it was announced that an agreement had been reached between the South Australian Minister and the Commonwealth Minister on the next stage of standardization work in South Australia, the line between Port Pirie and Adelaide. I understand that stage 1 of this work was the line between Port Pirie and Broken Hill. I believe that the original plan provided for three stages, the third stage being the standardization of existing railway lines in South Australia. Can the Minister give details of the route to be taken between Port Pirie and Adelaide? Also, can he say what is the position regarding the lines between Gladstone and Wilmington and between Peterborough and Orroroo?

The Hon. G. T. VIRGO: First, an offer has been made by the Prime Minister to the Premier indicating that the area of agreement reached between the Commonwealth Minister for Shipping and Transport and me is a basis that is acceptable to the Commonwealth Government. Some people doubt that the letter from the Prime Minister spells out the position exactly; I do not share that doubt, because, although I think it may not spell it out exactly, I believe the intention is clear. The Premier has informed the Prime Minister that, provided the agreement of the Commonwealth represents what was agreed to between the Commonwealth Minister and me, these conditions are acceptable to South Australia. At this stage we have had no reply. At no time have I referred to the connection of Adelaide to Port Pirie. However, I have referred to the connection of Adelaide to the East-West line, and it now seems fairly evident that this connection will be made at Crystal Brook. The actual location and other



details are subject to phase 2 of the consultant study that is yet to be undertaken. I remind the honourable member that the northern lines were given away before this Government came into office: the Steele Hall Government gave them away. It also gave away connections to all industries in Adelaide, with the possible exception of that to Elizabeth, whereas we have been able to negotiate successfully for a connection to Elizabeth and also for connections to Woodville and Mile End. Therefore, secondary industry in South Australia will be far better off because it will have standard gauge connections, something it would never have had if this arrangement had not been reviewed as we have had it reviewed.

### SCHOOL PROTEST

Mr. MILLHOUSE: I wanted to ask a question of the Minister of Education. As he did not turn up, I intended to ask the Premier. However, as the Premier is not here, I will ask the Minister of Works, as Deputy Premier.

Mr. Langley: How about the Attorney-General?

Mr. MILLHOUSE: I had a few questions for him, but he has not been here either. Will the Minister of Works say how the Minister of Education intends to act in the case of a repetition at that school, or at any other school, of the incident of last Friday at the Angle Park Girls Technical High School? I realize that this question should most appropriately be addressed to the Minister of Education.

Mr. Langley: And asked by the member for the district!

The SPEAKER: Order!

Mr. MILLHOUSE: However, I have little doubt that a matter of such gravity has been discussed in Cabinet and that a decision has been arrived at by the Government as to what action should be taken. I remind the Minister that on this occasion many school-girls apparently went on strike (to use the phrase that is current), refusing to go into school or to accept school discipline; some of them came in to see the Minister of Education, and the Minister actually saw them. This could be argued both ways: first, that it was his duty; and, secondly, that it encouraged that sort of conduct. I imagine that the Minister was in some dilemma as to what to do. So that we can all know what is the Government's attitude in such matters and so that the staff and pupils at schools may know this attitude, I ask the question. I suggest that it calls for a statement of policy, preferably

at this first opportunity since Parliament has met, by the Minister of Education; but, for the first time in my experience, a Minister (the Minister of Education) has been out of the House for the whole of Question Time on the opening day of Parliament; that is an insult to the House and should not have happened. For the reasons I have given, I direct the question to the Minister who is, I suppose, next in line to answer it—the Minister of Works.

The Hon. J. D. CORCORAN: The reason for the absence from the House of the Minister of Education is important: he has not capriciously left his seat here, even though, I think, the honourable member has suggested that he has. Regarding the specific question, I think the honourable member was right when he said in his explanation that it was preferable that the reply should come from the responsible Minister. If the Minister is back before Question Time is completed this afternoon, I am sure he will be pleased to reply to the honourable member. If he does not return, I am sure he will be pleased to reply tomorrow.

### SESSIONAL COMMITTEES

Sessional Committees were appointed as follows:

Standing Orders: The Speaker, the Hon. D. N. Brookman, the Hon. L. J. King, and Messrs. McRae and Millhouse.

Library: The Speaker and Messrs. Becker, Payne and Simmons.

Printing: Messrs. Crimes, Gunn, Keneally, Mathwin and Slater.

The Legislative Council notified its appointment of Sessional Committees.

### ADDRESS IN REPLY

The Hon. D. A. DUNSTAN (Premier and Treasurer) moved:

That a committee consisting of the Hon. J. D. Corcoran, Messrs. Langley, Wells and Wright, and the mover be appointed to prepare a draft address to His Excellency the Governor in reply to his Speech on the opening of Parliament, and to report on July 14.

Motion carried.

### PUBLIC WORKS COMMITTEE REPORTS

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

Naracoorte Primary School,  
Para Vista High School,  
Roll-On-Roll-Off Steel Handling Berth,  
Port Adelaide,  
Seacombe High School (Additional Wing),  
Taperoo Primary School (Replacement).  
Ordered that reports be printed.

**SUBORDINATE LEGISLATION  
COMMITTEE**

The Legislative Council intimated that it had appointed the Hon. H. K. Kemp to be one of its representatives on the Subordinate

Legislation Committee in place of the Hon. Sir Norman Jude (resigned).

**JOINT HOUSE COMMITTEE**

The Legislative Council intimated that it had appointed the Hon. V. G. Springett to be one of its representatives on the Joint House Committee in place of the Hon. Sir Norman Jude (resigned).

**ADJOURNMENT**

At 4.22 p.m. the House adjourned until Wednesday, July 14, at 2 p.m.