

HOUSE OF ASSEMBLY

Thursday, August 10, 1972

The SPEAKER (Hon. R. E. Hurst) took the Chair at 2 p.m. and read prayers.

PERSONAL EXPLANATION: NEWSPAPER REPORT

Mr. McANANEY (Heysen): I ask leave to make a personal explanation.

Leave granted.

Mr. McANANEY: I notice in today's *News* an account of happenings in this House which states that I have been feuding with my colleague, the member for Gouger. This is completely incorrect. The only feud that could possibly have been inferred out of what happened in this place was the feud I had had with you, Mr. Speaker, over a period as to the way you call on members to ask questions. This has happened again today. A member who has been out of the House for some time and who then comes in is immediately called on by you to ask a question, although I have been sitting here for half an hour without getting the call. That is the sole reason why I stood up the other day: I was emphasizing the fact that I disagree entirely with your practice whereby a member who has just come into the House gets the call to ask a question immediately, whilst someone else has been waiting for half an hour. If there is a feud in this House, that is the only feud of which I know.

QUESTIONS**PETROL SHORTAGE**

Dr. EASTICK: Will the Deputy Premier explain to honourable members the decisions reached this morning in relation to the present fuel emergency? Earlier this week, the Opposition suggested that some thought be given to a rationing scheme, and now the front page of this afternoon's newspaper contains the headline "Petrol Rations Next Week". The newspaper report states that, before he left this morning, the Premier said that petrol would be sold on a rationing system to be imposed by the oil companies. The same report states that the Chairman of the Oil Industry Industrial Committee (Mr. Dahlenburg) has said that it will be the responsibility of individual oil companies to work out the basis of rationing. After the Cabinet meeting this morning (at which a report is alleged to have been tabled as a result of the meeting of the Oil Industry Committee and Government authori-

ties), the Deputy Premier is reported to have said that he had no comment to make. Throughout the course of this fuel emergency, the Opposition has stressed that it is important for members of the public to know exactly what is taking place, with reports being made virtually day by day. On previous occasions the Premier has, at the request of the Opposition, supplied details to the House and, by that means, to the public. My question this afternoon to the Deputy Premier is asked on this basis.

The Hon. J. D. CORCORAN: I think the Leader will appreciate that the Government has made every effort to keep the public and the Opposition fully informed about this matter. Before the Cabinet meeting, the committee met this morning and certain submissions were made: in fact, some are still being considered. I can assure the Leader that late this afternoon the Premier will make a statement on the situation that will clarify the position for the Leader and members of the public. I can say nothing further than that at the moment. As soon as the Premier is able to do so, he will make this statement.

The Hon. D. N. Brookman: Has a decision been made?

The Hon. J. D. CORCORAN: As I said, several submissions, which were amongst the submissions made this morning, are still being considered. I have just looked at the report in the *News*. The Leader will appreciate that it is an article by a political roundsman. The Government has no power, of course, to set up a rationing system or to impose on the oil industry a demand to ration fuel. The method that the Government must employ is contained in the Act which was passed by this House only recently and which enables the Government to issue permits or to extend or reduce their issuing. That is the present situation. I assure the Leader that I am not trying to hide anything from him. However, he will appreciate that both the Government and the oil industry are involved in this matter, and several submissions have yet to be finalized. When that has been done, the Premier will be able to make an announcement.

Mr. HOPGOOD: Can the Deputy Premier, say whether the Government will approach the oil industry with a view to their waiving service station rents for the month of August? I know that, as the Government has absolutely no power in this field, it would be exerting only some sort of moral pressure by making this approach, but the service station proprietors are those who have suffered most because of this

industrial dispute, whereas the oil industry has suffered least. I understand that a similar approach has been made to the industry by the Automobile Chamber of Commerce.

The Hon. J. D. CORCORAN: I know that an approach has been made to the oil industry and that this matter has been discussed but whether or not it has been discussed at Government level I am not certain. I think that the honourable member's suggestion is a very good one. On the return of the Premier, I will certainly ask him to examine it and see whether the Government can have discussions with the industry with a view to obtaining the relief the honourable member has suggested for these people.

Mr. HALL: Can the Deputy Premier say what action the Government will take to prevent a recurrence of industrial troubles at the Port Stanvac oil refinery? I understand that there is great potential for additional industrial trouble at Port Stanvac because the Storemen and Packers Union is having difficulty with the management in relation to staffing arrangements at the refinery. I have been told that this tremendous potential for further industrial trouble may cause a repetition of the shortage of petroleum products, particularly petrol, in South Australia.

The Hon. J. D. CORCORAN: I certainly know nothing of this potential industrial trouble at Port Stanvac.

Mr. Jennings: You mean "this rumour"!

The Hon. J. D. CORCORAN: I have heard all sorts of rumours, such as that the Transport Workers Union will go on strike immediately petrol becomes available, and all other sorts of things. I suggest to the member for Gouger that these rumours are without foundation. As far as I am aware, the Minister of Labour and Industry knows nothing of this potential dispute. I have heard that at least it has been alleged that the management at Port Stanvac wants to reduce the number of storemen and packers employed, but I am not certain about this. I will have the matter checked for the honourable member and, if the Government can do anything, I assure him that action will be taken, because we do not want any further industrial disputes, not only at Port Stanvac but in any other industry in the State, if they can be avoided.

Mr. ALLEN: Can the Deputy Premier explain why petrol has been released at Lyndhurst and Copley but not at Leigh Creek? I have just received a telegram from Leigh Creek, protesting that at the other two townships

petrol has been released. Lyndhurst is about 15 miles north of Leigh Creek and Copley about five miles south. I understand that all these towns have petrol supplies. On Tuesday evening I pointed this out to the Premier and he promised to let me know yesterday what the position was. Yesterday he said that the committee would meet this morning and that he would be able to give me some information today. I telephoned the Department of the Premier and of Development just before the House sat today and spoke to two officers, when I was told to ask the Deputy Premier for information. I did that in the House and the Deputy Premier was unable to tell me. However, at 1.17 p.m. today a telegram was sent from Leigh Creek telling me that restrictions had been lifted at Lyndhurst and Copley, although I was not able to get the information from the department. It seems that I must go to Leigh Creek to find out about any decision made in the Department of the Premier and of Development.

The Hon. J. D. CORCORAN: In reply—

Mr. Venning: Playing politics!

The Hon. J. D. CORCORAN: I assure the member for Rocky River that there are no politics in this. I do not know of, and cannot confirm, any action that has been taken to lift the restrictions in that area. I am not sure, but they may have taken it into their own hands.

Mr. Venning: That may be a good idea.

The Hon. J. D. CORCORAN: I do not agree with the member for Rocky River. I think his remark is entirely irresponsible—

The Hon. Hugh Hudson: And lawless.

The Hon. J. D. CORCORAN: Yes.

The SPEAKER: The member for Rocky River is entirely out of order and I ask the Minister to disregard what he said.

The Hon. J. D. CORCORAN: The honourable member's Party is supposed to uphold law and order, yet he suggests that these people should take the matter into their own hands. I will inquire as quickly as I can and tell the honourable member whether any instruction has been given. To my knowledge, it has not been.

Mr. MILLHOUSE: I have received an unsigned note, apparently from the Premier, saying that there is a reply for me to the question I asked yesterday about the amount of petrol going to Broken Hill from South Australia. In the absence of the Premier, will the Deputy Premier give me that reply?

The Hon. J. D. CORCORAN: Since the sale of petrol has been restricted in South Australia, 67,000gall. of premium grade petrol and 15,000gall. of regular grade petrol has been supplied to Broken Hill. This quantity of petrol represents about 3½ days normal supply of petrol for Broken Hill. The Government has no control over the method of distribution implemented by the oil industry in this regard. The areas selected by the industry and the method of distribution do not recognize State boundaries. South Australia has always supplied Broken Hill and Alice Springs from Port Pirie.

Mr. McANANEY: Has the Deputy Premier a reply to my recent question about heating oil?

The Hon. J. D. CORCORAN: The supply of heating oil for home services, etc., is in very short supply. It is expected that the refinery will produce a small quantity of such oil during next week, but this will do little to alleviate the overall shortage. It is expected that heating oil will not be plentiful until next month. In the meantime, the oil industry is endeavouring to keep hospitals and essential services supplied in preference to house owners.

Mr. CARNIE: Will the Deputy Premier ask the Government to investigate the situation of people whose incomes have ceased because of petrol restrictions, and the possibility of granting them community welfare relief? I have been approached by a constituent (and I am sure other similar cases exist, but this one has been drawn to my attention) who is employed as a salesman on commission only, not on a retainer plus commission. His work is done in the country, but he had not been granted a permit when he saw me. Perhaps since the relaxing this week of the granting of permits he may have been granted one. However, even if he has, that does not alter the fact that for about one week he could not do his work. He had followed the Government's request not to engage in panic buying. He inquired about relief, but was told that he was not unemployed and so was ineligible. This is a fine point: although his firm had not laid him off, he was not able to earn any income because of, as he put it, a strike that was no concern of his. I ask whether the Government will investigate such cases.

The Hon. J. D. CORCORAN: I will ask the Minister of Community Welfare to consider this matter and give the honourable member the reply.

Later:

Dr. EASTICK: Can the Deputy Premier now indicate the nature of the announcement the Premier will make regarding the future of fuel supplies? The Minister said that discussions were proceeding and that it would be possible for the Premier to make a statement later. One could surmise that the reason for delay related to the passage of amending legislation in another place. If that has now been completed, can the Deputy Premier give additional information?

The Hon. J. D. CORCORAN: No. The delay in the statement was not related to the Bill being passed in another place. I am pleased to be able to say that it has been passed.

The SPEAKER: Order! The Minister is exceeding his authority. It is the prerogative of the Chair to convey messages to this Chamber from another place. I will not permit the Minister to usurp that role. The honourable Minister of Works.

The Hon. J. D. CORCORAN: I apologize for that breach, Sir. The delay in the statement has no relationship to that Bill. I am willing, if the Leader wishes me to do so, to discuss the matter with him confidentially.

KANGAROO ISLAND FERRY

The Hon. D. N. BROOKMAN: I understand that the Minister of Roads and Transport has a statement in reply to a question that I asked on July 20 last about the Kangaroo Island ferry. The heading on that question in *Hansard* is "Kangaroo Island Ferry", and that was what the question was about. I stress the heading, because last evening, when I raised a matter about the Kangaroo Island ferry service during the Loan Estimates debate, I was told that I was talking about something completely different. The Loan Estimates, in referring to the Kangaroo Island ferry service, were referring to the m.v. *Troubridge*. I pointed out at that time that the title in the Loan Estimates was not correct. My question was about the ferry link from Cape Jervis to Penneshaw, and I am sure that that is the reply that the Minister has. I make that explanation because I think the difference between the titles should be made clear. The m.v. *Troubridge* is not the ferry service.

The Hon. G. T. VIRGO: The titles to the various items in the Loan Estimates that were dealt with last evening were given by Treasury officials. I am not prepared to enter into a debate with the member for Alexandra about whether a title is correct. Furthermore, I must state that the m.v. *Troubridge* is known as a

ferry and always has been since the Adelaide Steamship Company bought the vessel, but again I do not intend to debate with the honourable member. I suggest that he do that with the Adelaide Steamship Company. The question he had asked earlier was in relation to the proposed Backstairs Passage ferry. I was able to give him some information then but I said that I would get further information for him. I shall give that information now. At the request of the District Council of Kingscote, Mr. R. J. Shannon (Chairman of the Kangaroo Island Ferry Co-ordinating Committee) attended a public meeting in the chambers of the District Council of Kingscote, in mid-July, 1972. I have been told that about 150 people were present. No undue criticism was expressed at the inevitable deferment of the Government's ferry service, particularly when Mr. Shannon was able to tell the meeting that one of the main reasons was the lack of technical data upon which to base a proper assessment of the viability of the ferry service. That is the very point that I told the member for Alexandra about when he asked the question previously. Many suggestions came from the body of the meeting for different solutions to the problems encountered. Each of these was commented upon during the meeting and, in general, good acceptance was obtained of the advice and comment made by Mr. Shannon. The meeting expressed what I believe to be the overwhelming consensus of opinion on Kangaroo Island, namely, that there is considerable satisfaction with the assurance that has been given that the ferry project has not been put aside and that there is every prospect of a satisfactory technical solution being evolved. In the meantime, the Government will continue to operate the m.v. *Troubridge*, which all honourable members will know was purchased in order that the Government could honour its promise to continue a transport link to Kangaroo Island after the Adelaide Steamship Company ceased to operate the vessel under subsidy from the Government. Many favourable comments have been received on the Government's fare structure and time table, each of which will continue to be kept under close scrutiny to see whether it is possible to improve further the good transport service that is being given to the island people. I refer here to an article that I saw on July 26 in the *Islander*, which circulates on Kangaroo Island. I am sure the honourable member has read this article, and I think the House should be made aware of it. Commending

the Government and the other people involved in the changeover of the m.v. *Troubridge*, the article states:

The changeover of the *Troubridge* to the incredibly complicated (to the casual observer, at least) Government, Highways Department, R. W. Miller, LeMessurier, Adelaide Steamship and Lovering Brothers operation has been so smooth as for there to be not a ripple of comment thus far from the sceptics . . . congratulations certainly seem due to . . . all connected with the project for achieving such a promising start.

For obvious reasons, I will not embarrass the honourable member by referring to the names of these people. The article concludes:

A bold move that also deserves commendation and success is the slashing to half of the off-season passenger rates. We hope that people appreciate and take advantage of the concession.

The Hon. D. N. BROOKMAN: Will the Minister outline the difficulties encountered regarding the proposed road link ferry to Kangaroo Island? On July 20, I asked the Minister just that question, and I pointed out that the project, which had been estimated to cost \$1,700,000 and of which the Government had announced its acceptance, had escalated in cost to about \$9,000,000, and that the Government had postponed the project. I did not criticize the decision to postpone the project, although I thought that the Minister had given a Government undertaking to put the project into operation. I asked about the difficulties encountered because I had been to see Mr. Shannon (Chairman of the co-ordinating committee) in company with the Chairman of the District Councils of Kingscote and Dudley. It was at my suggestion, after listening to Mr. Shannon, that he addressed a public meeting at Kingscote to outline what were the problems or some of the problems there. I believe that the meeting was successful. I asked the Minister whether he would make a statement setting out details of some of the difficulties, which no doubt Mr. Shannon would have given to that meeting, too. For a project estimated to cost \$9,000,000 there must have been some idea of the cost and the size of the harbours, otherwise the estimate would never have been made: it would have been a guess. Today, I was pleased when I received a note from the Minister stating that he was ready to make a statement about the matter raised by me on July 20, but when I heard the statement I must confess that I was disappointed, because it was nothing but a propaganda exercise. I do not know whether the Minister—

The SPEAKER: Order! The honourable member is commenting, and he has made rather a lengthy explanation. He cannot use the explanation to debate the question.

The Hon. D. N. BROOKMAN: I do not wish to add anything: I have said all I want to say about the reply I received, and I should like to receive a satisfactory reply to my question.

The Hon. G. T. VIRGO: I do not know whether the honourable member wants me to ask Mr. Shannon to prepare a technical report for him. If he wants that, I shall be pleased to ask Mr. Shannon to prepare it, and if the honourable member requires technical information (which probably he could not understand) I will get it for him.

The Hon. D. N. Brookman: That's what I want.

The Hon. G. T. VIRGO: I remind the honourable member that he asked an identical question on July 20, and I gave him then a general summary of the position. I have given him additional information today; Mr. Shannon has already provided him with information; Mr. Shannon has already provided the people of Kangaroo Island with information; and I assume that an assiduous member such as the honourable member would have been present at the meeting. However, if he wants the information again, I am willing to impose on Mr. Shannon and ask him to bring it down.

KLEMZIG SCHOOL

Mr. SLATER: Will the Minister of Education ascertain the reason for the delay in completing the construction of the new open-unit building at the Klemzig Primary School? I understand that this building was originally scheduled to be completed and occupied early in 1972, but this has not taken place. In fact, I understand that work on the project over the past few months has ceased.

The Hon. HUGH HUDSON: I shall be pleased to look into, the matter.

VAUGHAN HOUSE

Mr. MILLHOUSE: Can the Minister of Works say what action, if any, the Government intends to take regarding the situation at Vaughan House? Had either the Minister of Community Welfare or the Premier been here, I would rather have addressed the question to them, but, for the time being, I address it to the Minister of Works as Deputy Premier. I refer to the report (the lead story) in this morning's *Advertiser* and to the references to Miss McMenemie, who is the Superintendent

of Vaughan House and who is well known to me and to many other members as a most capable and dedicated woman.

The SPEAKER: Order! The honourable member is not allowed to comment. He sought leave to explain the question.

Mr. MILLHOUSE: I am explaining the question.

The SPEAKER: The honourable member is commenting.

Mr. MILLHOUSE: With great respect, it is part of the explanation, but if you do not want me to pay a compliment to Miss McMenemie I will not do so. However, I do want to refer briefly to the article in the *Advertiser*, as follows:

Mr. Mitchell—

the General Secretary of the Public Service Association—

said that staff at Vaughan House had expressed the sentiment that the department by its recent actions had given every consideration to inmates, but little thought for the effect of its decisions on the morale or authority of the staff.

I have no doubt that, because of the gravity and urgency of this matter, despite the absence of the Minister primarily concerned, action would have had to be taken by Cabinet this morning regarding this matter, and I therefore ask the Deputy Premier what is that action.

The Hon. J. D. CORCORAN: As usual, the member for Mitcham is wrong—

Mr. Millhouse: How wrong? Don't you regard this as serious?

The SPEAKER: Order! The member for Mitcham has asked a question and he has had good latitude in explaining it. He is not going to monopolize this Chamber all the time. The Minister of Works has been called on to reply and he should be given the courtesy of having his reply heard.

The Hon. J. D. CORCORAN: The member for Mitcham—

Members interjecting:

The Hon. D. N. BROOKMAN: I rise on a point of order, Mr. Speaker, You have just reproved the member for Mitcham for interjecting. The fact is that you reproved him for one word, yet members behind the Ministers are interjecting while the Minister is getting up to reply. I ask you to call the Government benches to order.

The SPEAKER: Order! There is no point of order. The honourable Minister of Works.

The Hon. J. D. CORCORAN: The member for Mitcham has referred to the absence from the State of the Premier and the Attorney-General. Yet he knows as well as I that they

are attending an important conference concerning the off-shore mineral rights of this nation, and I want to make perfectly clear to the House that they are not in another State on a swan. The Director of Community Welfare is preparing a report for the Minister of Community Welfare and this report will be made available to him on his return tomorrow.

Mr. MILLHOUSE: I should like to try again, this time directing a question to the Minister of Works, in the absence of the Minister of Community Welfare. In view of the statement made by the Minister of Community Welfare today concerning the methods of managing girl inmates at Vaughan House, will the Minister of Works say what is the point of the report which he said was being prepared by the Director of Community Welfare if, in fact, decisions have already been made? I have drawn the Minister's attention to the reports of the difficulties that have been experienced at Vaughan House. The Minister, in a very short reply to me, said—

The SPEAKER: Order! The honourable member is commenting. He sought leave to explain his question. The honourable Minister of Works.

Mr. Millhouse: Sir, for heaven's sake—

The SPEAKER: Order! The honourable member must resume his seat. Although he sought the leave of the House to explain his question, he was commenting on the shortcomings of the Minister's reply.

Mr. Millhouse: That is very unfair, Sir.

The SPEAKER: Order! The honourable member is entirely out of order.

Mr. MILLHOUSE: I desire to take a point of order.

The SPEAKER: What is it?

Mr. MILLHOUSE: That you, Sir, are treating me much more unfairly than you do any other member of the House. Every time—

The SPEAKER: Order! That is not a point of order. The honourable member is not going to enter into a debate. What is the point of order?

Mr. MILLHOUSE: That I was not commenting in such a way as to cause you to pull me up, because you would not pull up any other member in that way.

The SPEAKER: Order!. The honourable member was definitely commenting on the reply he had received. He sought the leave of The Chair and of the House, and I took exception—

Mr. MILLHOUSE: To the fact that I used the word "short"?

The SPEAKER: To the honourable member's commenting. I call on the Minister of Works to reply.

The Hon. J. D. CORCORAN: What I said to the honourable member earlier in reply to the question still applies. I saw the article to which the honourable member referred, the same as he saw it, and naturally I was concerned. The inquiry I made was replied to in the way I replied to the honourable member.

Mr. Millhouse: Did you see what Len King said?

The Hon. J. D. CORCORAN: It does not matter what the Minister said. I informed the honourable member that I received a reply this morning. That was the reply I got and that was the reply I gave the honourable member.

Mr. Millhouse: But—

The SPEAKER: Order! The member for Mitcham must contain himself. I think I have been rather tolerant with him. Indeed, I have been more tolerant towards him than I have towards any other honourable member in this Chamber. I ask the honourable member to conduct himself in a proper way in this Chamber.

DENTAL CARE

Mr. CURREN: Can the Minister of Education, representing the Minister of Health, say whether a decision has been made on how pensioners holding a medical entitlement card will receive dental care from the School Dental Service in country areas? An announcement was recently made that limited dental care would become available to needy pensioners and that doctors and dentists in the Riverland area had agreed to co-operate in the scheme. I have been approached by many pensioners and officials of the Pensioners' Association on how this scheme is to be implemented.

The Hon. HUGH HUDSON: A decision has been made and I have been informed by the Minister of Health that, in the Riverland area, the treatment will be available from the School Dental Service units which are stationed at the primary schools at Renmark and Loxton. Basic dental care will be given and this will include the provision of full upper and lower dentures. The pensioners would first be referred by their doctors, either medical or dental. It follows, therefore, that the pensioners should not approach the units without the necessary referral.

FLINDERS MEDICAL CENTRE

Mr. PAYNE: Will the Minister of Works confer with the Flinders Medical Centre planning team about providing a helicopter landing pad as part of that centre? Such a facility could be the commencement of a new concept in the rapid transport of road accident victims to hospital, for example, as well as providing a facility for the university.

The Hon. J. D. CORCORAN: I shall be pleased to do that, because I think this suggestion has much merit. I will obtain a report for the honourable member.

EDUCATION GRANT

Mr. RODDA: Can the Minister of Education elaborate on his recent announcement to the welfare clubs of South Australia? I understand that the Minister told a meeting of school welfare clubs that an extra grant would be available to schools on a per capita basis, in order to provide for the purchase of exercise books for certain students in primary and infants schools. As I have been told that chairmen of school committees and headmasters have not been notified officially of this grant, can the Minister say whether such a grant is available and what is its nature?

The Hon. HUGH HUDSON: Members would be aware that this year we altered the system in secondary schools whereby payments were made to schools on account of free scholars. Before this year secondary schools had to submit an itemized claim in relation to each free scholar for everything spent on that scholar's behalf, both in relation to materials for art and craft subjects and in relation to exercise books and stationery. These payments are made on behalf of students who qualify for free books under the means test. Under the new arrangements, secondary schools are being paid an overall amount for each free scholar, depending on the number of scholars and the number of art and craft subjects they undertake. I believe, from memory, that the sum is the book allowance plus \$13.50 and a further sum, depending on the art and craft subjects being undertaken. The school receiving this sum is then supposed to provide materials for all art and craft subjects as well as books and stationery and to pay for excursions that the free scholars may have to undertake, without making any further demand on the department.

The system was changed to provide a more satisfactory allowance for free scholars than was the case previously and to eliminate much of the detailed clerical work that was required

within the schools and the department in processing all the individual claims. This system will be extended next year to primary schools, and the payments that will be made to individual students in primary and infants schools in respect of the use of stationery will be handled the same as they are being handled this year in secondary schools. The sum that will be paid will be calculated so that the school will be able to provide for the students concerned when they go on excursions. For example, if a group in a class is coming to Parliament House and bus fares have to be paid, the school will pay the bus fare of the free scholar. These payments are not made to school committees: they are made directly to the school and are to be administered by the headmaster as part of the school funds because, after all, the headmaster was previously responsible for school funds.

GRENFELL ROAD

Mrs. BYRNE: Has the Minister of Roads and Transport a reply to my question of August 3 about the control of Grenfell Road, Fairview?

The Hon. G. T. VIRGO: Grenfell Road is a road under the care, control and management of the Corporation of the City of Tea Tree Gully.

CHOWILLA FERRY

Mr. NANKIVELL: My question relates to the possibility of the Chowilla ferry being refloated and used at Loxton to enable people at Loxton to move vehicles and persons from Loxton to the Katarapko Island national park and game reserve. A report in the *Loxton News* states that this ferry, which was temporarily in service at Chowilla, is now partially submerged. The Government has offered it at a price of, I think, \$10,000. It was put up for tender, but I understand that tenders have subsequently been withdrawn. Therefore, this ferry is not being used. Although I understand that the Loxton council has made a nominal offer for the ferry, there is no price on it. In view of the representations made by the deputation that waited on the Minister of Environment and Conservation and the Minister of Lands, I submit that there is a purpose to which this ferry can be gainfully put, and that is to get equipment and persons to the island so that it can be developed not only as a national park but also as a game reserve. I ask the Minister of Environment and Conservation to consider seriously the submissions made to him by that

deputation as well as the subsequent requests by the council and members of the field and game association in the area that they might acquire the ferry to use it for the purpose to which I have referred.

The Hon. G. R. BROOMHILL: I am not sure of the exact position with regard to this ferry, although I understand that what the honourable member has said is correct. Tenders were called but later withdrawn. I am not sure whether new tenders have been called at this stage. I will discuss the matter with the Minister of Works. The matter is formally under consideration. It is true that a deputation which met the Minister of Lands and me raised this point, which is being considered. I will further inquire of the Minister of Works and let the honourable member know the result of my inquiry.

RESEARCH STATION

Mr. GOLDSWORTHY: Will the Minister of Works ask the Minister of Agriculture what stage negotiations have reached for the purchase of land at Nuriootpa for the viticulture research station? Negotiations have been taking place for some months. Moreover, I believe that provision was made in the Loan Estimates (with which members dealt last evening) for this purpose. As I understand that much work has already been done, I should like to know, if possible, when the people concerned will be able to take possession of this land which is to be used as a vineyard for viticultural research and vine improvement.

The Hon. J. D. CORCORAN: I will inquire of my colleague and bring down a report as soon as possible.

A.N.Z. BANK BUILDING

Mr. BECKER: Has the Deputy Premier a reply to my recent question about the Edmund Wright building, which was formerly the A.N.Z. bank building?

The Hon. J. D. CORCORAN: The work currently being carried out in this building involves the progressive restoration of the building and alterations in areas to be occupied by Public Service departments. The eventual estimated cost of the work is expected to be as follows:

	\$
(a) General repairs and restoration of public areas including the roof, external work, main hall and entrance hall ..	83,000
(b) Work in areas to be occupied by the Births, Deaths and Marriages Registration Branch and Public Trustee	245,000

	\$
(c) General cleaning and minor painting in second floor areas, the occupancy of which is yet to be determined	2,000
Total	\$330,000

These estimates are inclusive of all associated consultancy fees.

PORT AUGUSTA INTERSECTION

Mr. KENEALLY: Has the Minister of Roads and Transport a reply to my recent question about the intersection, at Port Augusta, of Highway No. 1 and the Stirling North to Quorn road?

The Hon. G. T. VIRGO: This intersection has been under recent investigation and it is proposed to erect additional warning signs soon. Consideration is also being given to other minor traffic management measures which could improve traffic safety. The intersection is scheduled for total reconstruction within two to three years when a departmental gang is to be located in the area for other roadworks.

CARRIBIE BASIN

Mr. FERGUSON: Has the Minister of Works a reply to my recent question about the Carribie Basin?

The Hon. J. D. CORCORAN: The latest report of the Mines Department indicates a limited supply only from Carribie Basin and warns of the danger of any appreciable lowering of the water table. By so doing, the salt/fresh water interference will move inland, and collapse of the aquifer may occur. Appropriate pluviometer equipment has not been available, because of the nationwide demand for such equipment. However, geological and hydrogeological studies have continued. It has been appreciated for many years that the best way of making an assessment is to carry out observations with a known demand on a source.

With this object in mind a scheme has been designed to supply petitioners in the Corny Point area, based on an existing Mines Department Bore No. 6 on the western boundary of section 161, hundred of Carribie. The scheme has been estimated to involve an expenditure of \$260,000 with a likely return of only \$3,760 representing a deficiency of \$22,240 on the required 10 per cent return on the capital expenditure. Estimated operating costs amount to \$23,650 and the estimated cost a thousand gallons for water supplied has been calculated to be \$3. On these figures it has not been

possible to date to make a recommendation and the assessment study is continuing in the hands of the Mines Department.

POLICEMAN'S SHELTER

Mr. MATHWIN: Will the Minister of Works say whether a decision has been made regarding the shelter for the policeman in attendance outside Parliament House? On July 26, when I asked the Minister a similar question, he said he would check the matter with an architect. He also said that he would not favour providing a type of sentry box outside the House, because it would not be a suitable shelter. I suggest that, in the present weather, it would be at least some shelter for the policeman, who at present must shelter from the wind and rain at the old Legislative Council building farther down North Terrace.

The Hon. J. D. CORCORAN: My comment on the sentry box is the same as it was previously. I will check with the department, because, following the honourable member's question, I asked it to submit to me proposals to provide a shelter for the policeman. I sympathize with this officer because of the inclement weather in which he must work.

Mr. Mathwin: Can you provide a temporary sentry box?

The Hon. J. D. CORCORAN: No, I do not think I would even do that, because I do not like sentry boxes at any time. They remind me of many unpleasant experiences that I had from time to time earlier in my life. We will see what we can do. I doubt that we can provide anything temporary, but I will try to find a solution.

DAMAGED STOCK

Mr. CARNIE: Has the Minister of Works a reply from the Minister of Agriculture to my recent question about damage to stock delivered to the Government Produce Department at Port Lincoln?

The Hon. J. D. CORCORAN: My colleague states that the incident referred to took place when a steer (which was subsequently destroyed) was delivered on a Sunday to the Government Produce Department works at Port Lincoln as portion of a load of six steers purchased from a local grower by W. Angliss and Company. Produce Department works staff were not present to check the condition of the cattle at the time of delivery, and the department does not accept responsibility for livestock delivered outside working hours. On the following Monday morning one steer only of the 20 in the yard was severely

bruised and highly fevered. There was no evidence of bruising or fighting among the yarded cattle. The plant veterinary officer considers that, in view of the highly fevered state of the flesh, the bruising had not occurred as recently as the night before the slaughter; and notwithstanding the claim of the carrier, the injuries to the animal were consistent with those resulting from its having been "down" in a truck. As far as the General Manager of the Produce Department is aware, no approach has been made by the producer concerned to either the Produce Department or the agents for the purchaser about the condemnation of the animal.

EDUCATION POLICY

Mr. EVANS: Can the Minister of Education say whether the Government, through the Education Department, will conduct a campaign to help to educate employer organizations and employers about the advantages that favour students who have successfully passed the internal school course, as against the Public Examinations Board courses? Recently four young people approached me, expressing concern that last year, when they had completed the internal course, many employers seemed to think that the standard of that course (and perhaps these young people had not gone right through the course) was something less than the Public Examinations Board course in terms of what was required in employing a potential employee. I think there is a definite need here. The track 0, the track 1 and the track 2 are satisfactory for many trades and professions, and the group of young people expressed the opinion that money might be spent more wisely in advertising in this field rather than in advertising for young people to enrol on the electoral roll. They thought employers should be made more aware of the type of course the students are doing.

The Hon. HUGH HUDSON: For a long time the department has been taking up this matter with employer organizations and many such organizations and employers have certainly downgraded, quite unfairly, the internal departmental courses and, therefore, have acted prejudicially to the interests of students who have undertaken those courses. The department and its officers take every opportunity they get to make clear that this attitude is unfair. I point out that this attitude applies only to certain employers, not all of them. It tends to apply more to those employers who do not have satisfactory personnel arrangements in their organizations and, therefore, are

not able to really judge properly the quality of those who apply for a job. I think that, where satisfactory personnel arrangements exist, the criticism levelled tends not to apply. It is also true that many employers tend to appoint new employees who are over-qualified for the job in question, and the net result of this is rarely satisfactory to the employer. Too much reliance is generally placed on students who have the Public Examinations Board examination results. I will take up this matter again with my officers, both in the Education Department and the Department of Further Education, to see whether any other action can be taken to try to get across more generally than applies at present the potential value of students who have undertaken the internal courses offered by the Education Department.

Mr. GOLDSWORTHY: Will the Minister of Education say what is his policy regarding external examinations for secondary students? The Minister has made statements from time to time to the effect that examinations, including the Matriculation examination, should be abolished. However, I have recently read that the Governor has spoken out in favour of the Matriculation examination, and it is reported in this morning's press that a recent survey indicated considerable support for external examinations in secondary schools. Will the Minister say whether he has a policy in this regard and, if he has, what it is?

The Hon. HUGH HUDSON: I do not intend to comment on the statement made by the Governor. The survey to which the honourable member referred and which appeared in this morning's press indicated not considerable support for public examinations but a majority of support for a system of assessment, which should apply to the majority of students, coupled with some form of examination of those students who were not admitted to tertiary institutions as a result of school accreditation. True, in the surveys undertaken by both the Public Examinations Board and the Research and Planning Branch of the Education Department, the number of teachers in favour of the existing system is very much in the minority. A significant majority of teachers is in favour of change. I have never said that we will see an end to all formal examinations, but I have said that the existing system needs investigation because, while it may provide a relatively straightforward and easy way to administer the system so far as universities are concerned, it has consequences within the schools that are not entirely satisfactory. First, it results

in a strait-jacket being imposed on the curriculum in the last two years of secondary school and, secondly, as was indicated in the question asked earlier this afternoon by the member for Fisher, it has led to some difficulties in placing students, who start internal courses, with employers, because employers have generally tended to over-value the P.E.B. examination. This has meant that many students are under pressure to undertake P.E.B. examination courses when that should not be the case. I do not think that anyone believes that we can alter the present examination system and do away entirely with any form of testing or assessment, because that is not the case. The main point is that the form of testing or examination that is adopted should not, as the present system does, impose strict curriculum requirements on the schools, because this creates in turn many internal difficulties in the Education Department. An examination system or a system of selection for tertiary purposes must fulfil three main criteria: first, it must satisfy the requirements of the tertiary institution to provide an effective means of selection; secondly, it must not lead to unsatisfactory features within the school system whereby many students are effectively coached in order to pass an examination rather than being educated; and, thirdly, it must not lead to a situation in which unfair and prejudicial preference is given in employment to certain groups of students. We need a system that does all these things, and our present system does not.

ANDAMOOKA WATER SUPPLY

Mr. GUNN: Has the Minister of Works any information relating to the water storage tank at Andamooka?

The Hon. J. D. CORCORAN: There has been a continuing difficulty regarding this matter. Since the opal field settlement first commenced in 1930, the population has grown considerably and, although it fluctuates, I think the average population is about 1,200. The Andamooka Progress Association has always been keen to manage its own affairs, and this has been encouraged by the department concerning water supply arrangements. However, the association stated recently that difficulty was being experienced in regard to the water supply, and water is being carted from Woomera. Indeed this happens frequently.

There are two 20,000gall. squatter tanks in the town that are being used to distribute water, and in the past the materials required in connection with these tanks have been

provided by the department, although the association itself has erected the tanks. It has been decided that another 20,000gall. squat-tank is required and, again, the department will supply the necessary materials at a cost of \$2,000. Investigations are proceeding at present into the need to increase the height of the wall of the trial dam that was constructed in 1970. It seems that additional work will be required in order to increase the storage capacity to about 15,000,000gall. When this has been done, some of the problems being experienced at present will be solved.

OCCUPATIONAL NURSES

Dr. TONKIN: Has the Minister of Environment and Conservation, in the temporary absence of the Minister of Labour and Industry, a reply to my recent question about occupational nurses?

The Hon. G. R. BROOMHILL: Four industrial health nurses are employed by the Government to provide nursing services to Government employees: one in the Public Buildings Department, one in the Highways Department and two in the South Australian Railways. One is also employed by the Public Health Department in relation to the occupational health of employees generally. What first-aid facilities should be supplied in industry and the extent to which this includes industrial health nurses is one of the matters to be considered when regulations are being drafted under the proposed Industrial Safety, Health and Welfare Act to implement the recommendations of the Select Committee on Occupational Safety and Health.

JAMESTOWN HOSTEL

Mr. VENNING: Has the Minister of Education a reply to my recent question about the building of a hostel providing single-unit accommodation for teachers at the Jamestown High School?

The Hon. HUGH HUDSON: The erection of a residence at Jamestown to accommodate single temporary teachers has been delayed because of the difficulty in providing a suitable site. The Housing Trust was not able to supply land, but a suitable site has now been selected and its purchase is being settled by the Crown Solicitor. Site plans have been prepared but, because of the heavy teacher-housing programme, finance is not immediately available for tenders to be called.

COUNTRY HOUSING

Dr. EASTICK: Has the Deputy Premier a reply to my recent question about the rentals

of houses built under the Country Housing Act?

The Hon. J. D. CORCORAN: The Housing Trust has not previously considered making representations to the Government concerning the "arbitrary" one-sixth of the income as rent for a house built under the Country Housing Act, 1958. Unlike the standard houses which have a rent fixed on first occupation which is increased from time to time after consideration by the Government, the Country Housing Act houses have no fixed rent. Should there be any departure from the present term of the Act (tenants being permitted to remain on the amount of rent as at the commencement of the tenancy), periodic reviews as with other houses would be necessary. The trust has built 195 of these houses in country towns, the majority of the houses comprising four rooms. The maximum rent charged a family occupying a four-room house is \$8 a week and \$10 for those occupying five-room dwellings. The minimum rental is \$2 a week. It is considered that the one-sixth of the income in this instance is reasonable and places the new tenant on an equal footing, as far as outgoings are concerned, with the tenant of long standing.

NORTH ADELAIDE CROSSING

Mr. COUMBE: In the temporary absence of the Minister of Roads and Transport, has the Minister of Environment and Conservation a reply to my recent question about the North Adelaide railway crossing?

The Hon. G. R. BROOMHILL: First, work presently in hand at the Bowden railway crossing and the roundabout near the Hindmarsh bridge consists of the following:

(a) Widening of Park Terrace from Port Road to Second Street to provide for two lanes of traffic in each direction over the railway crossing. An 8ft. central median, boom gates and new flashing light signals are being provided at this location.

(b) Reconstruction of the intersection involving removal of the roundabout, realignment of outer kerb lines, installation of new traffic islands and traffic signals. On completion it will be possible to "turn left any time with care" on all corners except the one adjacent to the Globe Hotel. All right turns will, however, be completely banned, and this ban is already in operation to facilitate construction.

(c) Improved street lighting will also be installed.

Secondly, it is estimated that the cost of roadworks will be \$100,000, installation of traffic signals \$22,500, installation of boom gates and alteration of railway flashing light signals \$22,000, and the supply and erection of departmental tubular lighting columns \$5,000—a total of \$149,500.

Thirdly, regarding plans to widen Park Terrace between the Bowden and North Adelaide rail crossings, preliminary planning indicates that at this stage the proposed standard gauge rail line from North Adelaide to Adelaide and Mile End will fly-over the Gawler and Outer Harbour broad gauge tracks respectively at a point between the North Adelaide station and the Torrens River. The northern approach to this proposed fly-over will extend beyond the existing North Adelaide crossing. If this comes about, the North Adelaide crossing will need to be closed. An investigation of alternative sites for a crossing involving the road-rail overpass is proceeding and no decision has yet been made on this or the fly-over. There are no plans at this stage to widen that part of Park Terrace from the Bowden rail crossing to the North Adelaide rail crossing, but this matter is involved with the investigations concerning the North Adelaide crossing, and the decision on the future requirements for Park Terrace will be made when the outcome of these investigations is known.

FISHING LICENCES

Mr. CARNIE: Will the Minister of Works ask the Minister of Agriculture whether consideration can be given to issuing a summary of the fishing regulations to all people granted either an A class or B class licence, or to those who register any fishing device? I am frequently approached by people who do not fully understand the fishing regulations even though they may be professional or semi-professional fishermen, and amateur fishermen are usually even less conversant with these regulations. Although copies of the regulations are available from the Fisheries Department, it would be better for all concerned if these regulations were automatically sent to fishermen.

The Hon. J. D. CORCORAN: I will refer this matter to my colleague and ask him to consider the matter. I will let the honourable member know of the outcome.

PUBLIC SERVICE EMPLOYMENT

Mr. BECKER: Has the Deputy Premier a reply to my recent question about Public Service employment?

The Hon. J. D. CORCORAN: In the period January 1, 1972, to July 31, 1972, 566 vacant positions were advertised by the Public Service Board. Of these, 160 had been outstanding for less than three months and 20 for longer than three months. Secondly, regarding the delay in filling the position of Assistant Director, Administration and Finance, at the Institute of Medical and Veterinary Science, the Public Service Board, having considered all applicants and interviewed a short list of applicants, has decided to readvertise the position.

WATER LICENCES

Mr. WARDLE: In the temporary absence of the Treasurer, has the Deputy Premier a reply to my recent question about the effect of a water licence on property valuation?

The Hon. J. D. CORCORAN: The Treasurer states:

Land tax is essentially a capital tax based on the asset value of land, disregarding any improvements thereon. As such, the tax cannot have regard to the circumstances that the land may not be used to its full potential or that facilities which enhance the value of the land, such as the availability of irrigation or mains water supply, are not being used. Any departure from this principle would favour those who are not fully utilizing their land, or it could be argued that, if the land is not being used for any immediate purpose, the land should not be taxed. I, therefore, do not consider that any action is necessary in relation to land tax where there has been an enhancement of the unimproved value because of the availability of an irrigation licence, notwithstanding that the licence is not being currently utilized by the owner of the land.

NORTH UNLEY INTERSECTION

Mr. LANGLEY: Will the Minister of Roads and Transport obtain a report on when land acquisition and the "turn left with care" roadway will be completed at the south-east corner of the intersection of Greenhill Road and King William Road, North Unley? A new building is nearing completion at this corner and, as the footpath will have to be repaired, could the works be carried out at the same time?

The Hon. G. T. VIRGO: I will obtain the information for the honourable member.

PRIVATE BUSES

Mr. COUMBE: Can the Minister of Roads and Transport give any information about the operation of private buses licensed by the Municipal Tramways Trust or the appropriate authority? Representations have been made to me by nurses who live in Walkerville and who are employed at the Royal Adelaide

Hospital. To go from their place of residence to the hospital they could take an M.T.T. bus from Walkerville, alight at the park lands and walk along Frome Road to the hospital, or they could ride in the bus to the Government House stop and walk to the hospital, if they could not board a connecting bus. A private bus service passes through Walkerville and proceeds along Frome Road, from where these people could then have easy access to the hospital. As the Minister knows, nurses have to work irregular hours. I know that there is a prohibition on private buses picking up and setting down passengers within certain limits of the metropolitan area, but will the Minister consider whether these people can be permitted to travel by this private bus service?

The Hon. G. T. VIRGO: I foresee some dangers if this precedent is established, but I am willing to have the matter examined and, if it is possible to help these nurses, I will do so. I am not sure whether this matter can be dealt with in isolation, but I shall have the matter investigated and inform the honourable member of the result.

WHEAT QUOTAS

Mr. McANANEY: Has the Minister of Works a reply from the Minister of Agriculture to my recent question about wheat quotas?

The Hon. J. D. CORCORAN: The wheat delivery quotas legislation passed in 1969 made specific provision for the setting up of a review committee, and quota holders who consider that they have been aggrieved by any act or decision of the Wheat Delivery Quota Advisory Committee, in assessing the nominal quota of their production unit, may appeal to the review committee against any such decision on the prescribed form lodged within one month after receiving their quota advice for the season. This right of appeal to the review committee is set out in section 38 of the Wheat Delivery Quotas Act 1969-70, and many growers have appealed since delivery quotas were introduced. It is considered desirable that the advisory committee be retained until all quotas have been finally determined.

Mr. McANANEY: Will the Minister of Works obtain from the Minister of Agriculture figures of the number of additional bushels granted in increased quotas to farmers during 1971-72, together with classifications of the reasons why these increases were granted? I asked for this information in my previous question, but I did not get it. There is great

dissatisfaction among farmers because people, after three years, are still receiving additional quotas when these should have been adjusted some time ago. There is always the person who gets an additional quota without any apparent reason. To clear up this dissatisfaction among the growers, could we possibly obtain information about the reasons why these additional quotas have been applied at this late stage?

The Hon. J. D. CORCORAN: I will take up the matter with my colleague and let the honourable member know.

BUILDERS LICENSING

Dr. EASTICK: Has the Deputy Premier a reply to the question I asked the Premier recently about the non-renewal of general builders licences?

The Hon. J. D. CORCORAN: Five persons have been refused renewal of their general builders licence, the reason in all cases being that, pursuant to section 15 (2) (b) of the Builders Licensing Act, they were considered not to be persons of good character and repute or fit and proper persons to hold the licence.

KANGAROO ISLAND DISPUTE

Dr. EASTICK: I seek leave to make a personal explanation.

Leave granted.

Dr. EASTICK: Yesterday, I informed the member for Adelaide that I had a reply for him to a question that he had asked me concerning Kangaroo Island. He has not sought to obtain this reply either yesterday or today, and I wish to give the reply to the House. It concerns the Kangaroo Island dispute—

The SPEAKER: Order! This is not a personal explanation.

Dr. EASTICK: It is an explanation of a question asked of me, Mr. Speaker.

The SPEAKER: No. It is a reply to a question, not a personal explanation.

Mr. Millhouse: Doesn't the member for Adelaide want it?

Mr. Wright: I will make up my mind about it, and I don't need you to tell me.

Mr. Millhouse: Why not ask the question?

Later:

Mr. MILLHOUSE: I should like to ask a question of the Leader of the Opposition.

The Hon. Hugh Hudson: Surprise, surprise!

The SPEAKER: What is your question?

Mr. MILLHOUSE: With your permission, Mr. Speaker, and the concurrence of the House I wish briefly to explain it.

The SPEAKER: What is your question?

Mr. MILLHOUSE: First, I will frame a question. The question is as follows: will the Leader of the Opposition reply to the question that was asked of him on July 27 by the member for Adelaide?

The Hon. Hugh Hudson: Question!

The SPEAKER: Order!

Mr. MILLHOUSE: That's a bit unfair, isn't it?

The SPEAKER: Order! The honourable member for Mitcham knows very well that when anyone calls "Question" he must resume his seat immediately. The honourable member is a member of the Standing Orders Committee, and it is up to him to set an example for the rest of the Chamber, instead of conducting himself in the manner he does. The honourable Leader of the Opposition.

Dr. EASTICK: I am pleased that the Minister of Education is so keen to receive the reply that he should cause gagging of the explanation of the question.

Mr. Langley: And the Dorothy Dixer!

The SPEAKER: Order! Did the honourable member for Mitcham have the concurrence of the member for Adelaide in asking that question?

Mr. MILLHOUSE: I did not consult the member for Adelaide. I cannot see any relevance in that question at all.

The SPEAKER: The relevance is that the honourable member cannot ask a question on behalf of another honourable member in this Chamber without having his authority.

Mr. MILLHOUSE: I take a point of order, Sir. I asked the Leader of the Opposition whether he would give a reply to the question. I did not ask it on behalf of the member for Adelaide. Indeed, quite the opposite occurred: the member for Adelaide obviously does not want the reply. However, honourable members are interested in it. I did not ask the question on his behalf at all.

The SPEAKER: Order! The question is by the honourable member for Adelaide, and it is his prerogative to ask for the reply.

Mr. Millhouse: You are determined that the answer should not be given.

The SPEAKER: Order! I am determined that the rules of the House shall be observed, and that applies to the honourable member for Mitcham, whose conduct in this Chamber leaves something to be desired. I strongly

suggest that he contain himself as a responsible representative.

Dr. EASTICK: Can the Deputy Premier, in the absence of the Premier, say when the balance of the costs awarded in the Woolley case will be paid? It has been stated publicly previously that the costs awarded to Mr Woolley against Mr. Dunford would be met by the South Australian Government and, indeed, that \$7,000 of these costs had been paid. A balance of \$2,985 is as yet unpaid. Perhaps the Government is waiting for the public outcry to die down from the original announcement it made in respect of this—

The SPEAKER: Order! The honourable Leader is commenting

Dr. EASTICK: I believe it is pertinent to ask the Deputy Premier when the balance will be made available to Mr. Woolley so that he can meet his commitments.

The Hon. J. D. CORCORAN: The \$7,000 was paid into the trust fund of the solicitors representing Mr. Woolley, at their request. I understood that the remaining \$2,985 would be paid when the solicitors handling Mr. Woolley's case made a call on the State Government. To my knowledge that request has not yet been made. The Leader need have no fear that the State Government will not meet its commitments in this matter.

The Hon. D. N. BROOKMAN: Is the Deputy Premier aware that on July 18 last, over three weeks ago, in reference to Mr. Woolley's costs the Premier said:

I am not certain whether the cheque has gone yet but, if it has not, it will go shortly.

The Hon. J. D. CORCORAN: Is the honourable member referring to the \$7,000 or to the additional \$2,985?

The Hon. D. N. Brookman: The final payment.

The Hon. J. D. CORCORAN: I will check, but, as far as I know, the cheque has not been held up. If the honourable member is so concerned about it, I will ring the Treasury as soon as I get out of this Chamber and tell them to get it on its way.

OVINGHAM OVER-PASS

Mr. COUMBE: In view of the number of houses that are being demolished in Torrens Road, Ovingham (which is in my district but which adjoins the district of the honourable member for Spence), will the Minister of Roads and Transport say whether this is part of the work being done on the Ovingham over-pass and, if it is, what the programme for this work is likely to be?

The Hon. G. T. VIRGO: Yes, it is part of the work being done on the Ovingham overpass. I presume the honourable member desires to obtain information regarding the proposed timetable. I have not got that information with me at present, but I will obtain it for the honourable member.

FIRE-FIGHTING VICTIMS

Mr. McANANEY: Has the Minister of Works a reply to my recent question regarding fire-fighting victims?

The Hon. J. D. CORCORAN: If the honourable member will be good enough to provide me with the details of the case to which he refers, I shall be pleased to forward them to the Minister of Agriculture, who will institute inquiries. I will inform the honourable member further of the findings.

GAS

Mr. ALLEN: Has the Deputy Premier a reply to the question I asked last week regarding gas reserves in the North-East of the State?

The Hon. J. D. CORCORAN: Since June 9, 1972, when the extension of time granted to the exploration consortium to establish sufficient natural gas reserves to supply the Sydney market was announced, extensions to the Moomba and Daralingie fields have been indicated and a new field has been discovered by the Burke No. 1 well. Further drilling is planned during the extended exploration period. Evaluation of the results so far and of the wells still planned must be completed before a final decision can be made. These results have, however, been most encouraging.

Mr. BECKER: Will the Deputy Premier ascertain whether the Loan repayment from the Natural Gas Pipelines Authority has been made? In the Loan Estimates the Treasurer referred to the deferment of a repayment by the authority. I wonder whether this Loan repayment has been made and, if it has not, why it was deferred.

The Hon. J. D. CORCORAN: I will obtain that information for the honourable member and let him have a reply.

NARACOORTE HIGH SCHOOL

Mr. RODDA: Has the Minister of Education a reply to the question I asked recently regarding accommodation requirements at the Naracoorte High School?

The Hon. HUGH HUDSON: The proposal for the Naracoorte High School is to provide a B type, two-storey complex comprising a library resource centre, a six-teacher open-

space unit, and staff accommodation, which will include a common room, conference and preparation areas, and toilet facilities. Agreement has been reached with the architects on the sketch plans, and at this stage the Public Buildings Department is preparing a site plan prior to obtaining estimates of costs. As a consequence of the heavy carry-over of expenditure this financial year on projects started last financial year, it is unlikely that tenders can be called in the immediate future, and there may be some delay in the provision of the accommodation. In the event of such a delay in the provision of the solid-structure building, consideration may have to be given to supplying the school with a temporary transportable unit, should one become available for transfer during 1973, to relieve the overcrowded conditions in the existing staff room,

MOTOR VEHICLE INSURANCE

Mr. BECKER: Will the Minister of Roads and Transport assure the House that fees for registration and premiums for third party insurance on motor vehicles will not be increased during the current financial year? I have received a letter from a constituent which states, among other things, the following:

I would, however, appreciate if you could raise, or cause to be raised, something along the following lines. In view of the restrictions placed on the supply of petrol, certain people have been deprived of the use of their motor vehicles. Will the Government take some action to allow such persons a rebate on their motor registration fees already paid in advance? This might even be extended to cover the compulsory third party insurance, if thought desirable.

The Hon. G. T. VIRGO: The Government has no control over the premiums insurance companies can charge their clients. Registration fees are fixed by Parliament, and at this stage I have no intention of introducing amending legislation. In fact, I do not think it is justified.

REYNELLA PRIMARY SCHOOL

Mr. HOPGOOD: Will the Minister of Education ask his department to investigate the possibility of clearing the two allotments of land adjacent to the Reynella Primary School which have recently been purchased by the department? As a result of the new open-space unit being constructed at the school (a facility which is highly regarded by the local people) the area of playing space for the children at the school has been severely reduced. I understand that the department has bought these two allotments but at the

moment they are more like a jungle than playing areas for children. If they could be cleared they would be very useful as additional playing space for the school children.

The Hon. HUGH HUDSON: I shall be pleased to look into the matter.

NURSES MEMORIAL CENTRE

Dr. TONKIN: Can the Deputy Premier say what progress, if any, has been made in the discussions between the Government and the Nurses Memorial Centre Committee in relation to the site on Dequetteville Terrace?

The Hon. J. D. CORCORAN: I will get a report.

RUTHVEN MANSIONS

Mr. COUMBE: Can the Minister of Works say what plans the Government has for the future of Ruthven Mansions in Pulteney Street? Most of the building, which is in grave disrepair, is now empty and the chest clinic will be moving to new premises shortly. I should like to know what plans the Government has for this obsolete building, which is in a dangerous condition, when the chest clinic is removed.

The Hon. J. D. CORCORAN: Several propositions have been put forward regarding the future of Ruthven Mansions. I do not think any finality has been reached but I will obtain a report from the Director of the Public Buildings Department and let the honourable member know the latest situation. Certainly, there have been some inquiries about the building.

AFRICAN DAISY

Mr. McANANEY: Has the Minister of Works a reply from the Minister of Agriculture to my recent question about African daisy and the responsibility of the Minister of Environment and Conservation regarding infestations of it on Government land in the Sturt Gorge?

The Hon. J. D. CORCORAN: The Minister of Agriculture states that departmental officers are available to advise councils on the most suitable methods of control of African daisy in particular areas. A new leaflet has been printed by the Agriculture Department summarizing the control recommendations for this weed, and copies will be distributed to all persons concerned. Officers of the Agriculture Department will be available for advice and assistance to the Department of Environment and Conservation to plan and implement a programme for the control of all noxious

weeds in national parks in the Adelaide Hills area. Earlier this year my colleague requested an allocation of Commonwealth funds for research by the Commonwealth Scientific and Industrial Research Organization on biological control of African daisy. This request has been submitted to the Australian Weeds Committee to assess the feasibility of such a project.

MURRAY RIVER SALINITY

Dr. EASTICK: Has the Minister of Works a reply to my recent question concerning Murray River salinity?

The Hon. J. D. CORCORAN: Over the period July 28 to August 4, 1972, inclusive, the flow in the river was falling. At Lock 3 the flows fell from 1,500 to 600 cusecs, approximately. The levels at Lock 3 over the same period rose from pool level to 2in. above and returned to Jin. over pool. These changes are within accepted operating tolerances. In these circumstances, the general movement of water in Chambers Creek would have been to enter Lake Bonney in the first half and flow out in the second half of the period. Lake salinity at the Chambers Creek outlet on August 4 was 3,500 parts per million. River salinity on that day was 225 p.p.m. On a falling river, outflow from Lake Bonney is inevitable. If Lock 3 is deliberately raised to preclude saline lake water from entering the river during these periods, the necessary subsequent reduction of lock level would draw water from the lake. The salt problem is merely transferred from Chambers Creek irrigators to those downstream. It is not possible to operate Lock 3 as a salt control structure. From the irrigator's point of view, a direct supply from the river is by far the best solution for a quality water supply.

MARGARINE

Mr. COUMBE: Will the Minister of Works take up with the Minister of Agriculture the matter of the supply of polyunsaturated margarine? It has been drawn to my attention that certain persons who, for medical reasons or for diet purposes, are prohibited from eating the normal type of butter marketed by our friends in the rural industry but who are directed to eat polyunsaturated margarine instead, have had great difficulty in obtaining supplies from their regular shops or supermarkets. Will the Minister see whether sufficient supplies can be made readily available for those people who need this product?

The Hon. J. D. CORCORAN: I will obtain a report from my colleague. I know the matter was discussed recently at the Agricultural Council. I will ascertain the outcome of those discussions and inquire what the future position is likely to be.

RESERVOIR HOLDINGS

Mr. McANANEY: Will the Minister of Works obtain figures of the holdings in the various reservoirs in the Murray River scheme and the quantity of run-off into the reservoirs during the past three months?

The Hon. J. D. CORCORAN: I will do that.

35-HOUR WEEK

Mr. BECKER: Can the Deputy Premier say whether any estimates have been made of the annual cost to the Government, local government and private industry if the 35-hour week were to be introduced in South Australia?

The SPEAKER: Order! The question is hypothetical, and I will not allow it.

Mr. BECKER: Can the Deputy Premier say whether the Government has examined the question of the cost to the State of a 35-hour working week? I note in this afternoon's press that the Employers Federation of New South Wales has put the cost of a 35-hour week at about \$3,000,000,000.

The Hon. J. D. CORCORAN: I noticed that the Prime Minister gave one figure and the Commonwealth Treasurer another, and that the Prime Minister's figure was twice that of the Treasurer. As far as I am aware, no study has been carried out by the Government. However, I will check and let the honourable member know.

ABATTOIR DISPUTE

Dr. EASTICK: Has the Deputy Premier a reply from the Premier to my question in relation to the abattoir dispute?

The Hon. J. D. CORCORAN: The report, which is dated July 25, states:

I am pleased to report that the General Manager of the Metropolitan and Export Abattoirs Board has informed me that employees at the Gepps Cross abattoir returned to work yesterday after arrangements had been made between the parties to the dispute for a hearing before the President of the Industrial Court today.

JOINT COMMITTEE ON CONSOLIDATION BILLS

The Legislative Council intimated its concurrence in the appointment of the committee and notified the selection of its representatives.

LIQUID FUEL (RATIONING) ACT AMENDMENT BILL

Returned from the Legislative Council without amendment.

FRUIT FLY (COMPENSATION) BILL

Returned from the Legislative Council without amendment.

ROAD TRAFFIC ACT AMENDMENT BILL

Adjourned debate on second reading.

(Continued from August 2. Page 506.)

Mr. WARDLE (Murray): Most members would have had time in the debate on a previous Bill, which was withdrawn, to have discussed some of the aspects involved in this measure. Probably only two subjects in this Bill (axle weights for buses and temporary parking zones) are new material. In the Committee stage I think questions will be asked to cover matters that could not be spelt out in detail in the second reading explanation. In Committee, the Minister will be able to say what is the difference between the conditions that apply to normal commercial vehicles and those that apply to omnibuses. The Minister has said that the Highways Department will be expected to meet additional costs because of the permits that will be granted to omnibuses. Presumably, these buses are well over the gross weight permitted at present. This special permit will affect mainly omnibuses of the Municipal Tramways Trust. I should like to know how the increased costs involved will compare with the road charges paid at present in respect of commercial vehicles.

Next, I refer to temporary parking zones. The Minister has not dealt with this matter very widely in his explanation, which is somewhat confusing. I always think it is somewhat dangerous to become involved in this temporary parking zone field. Business enterprises want many favours of councils and government. Presumably those who have made this recommendation have been able to qualify what they have recommended as a basis of how the whole thing will work. I am pleased by the Government's policy in introducing legislation to deal with control devices. I believe that councils will be pleased to see that,

where the Highways Department is responsible as supervisor and controller of the road in question, it will make a contribution of two-thirds of the cost, compared to a one-third contribution by the council. This is a reasonable gesture to local government. In cases where the road will be under the care, control and management of local government, two-thirds of the cost will be borne by the council concerned. In Committee, I will ask the Minister about the national code with regard to traffic control devices, and whether what it is intended to bring into the legislation in this regard will also be written into the national code. I know that the Minister will have that information.

I wish to deal briefly with the matter of ferries and traffic control. The second reading explanation refers to the sinking of the Wellington ferry in 1969. Perhaps a ferry sank then, but I know that the Wellington ferry sank in 1959. Perhaps that ferry has had the misfortune of sinking twice. I was the District Clerk of the Meningie council in the days when the Wellington ferry sank. I question the advisability or necessity of having a traffic controller virtually in order to load traffic on to ferries. I can see the advantage where there are two ferries at a ferry crossing. According to the second reading explanation, only at such crossings will a traffic controller be appointed. The Minister is shaking his head, but the explanation definitely refers to dual crossings. I took it that it was at dual crossings that the additional ferryman would be employed.

The Hon. G. T. Virgo: This gives control to the assistant ferryman: the Act does not.

Mr. WARDLE: I appreciate that. If this were to deal only with dual crossings, the problem that arose in the case of the Wellington ferry would not be solved.

The Hon. G. T. Virgo: Where there is a ferryman and an assistant ferryman, this will now apply.

Mr. WARDLE: That makes it clear.

The Hon. D. N. Brookman: Is it a ferry?

Mr. WARDLE: I believe that we want bridges wherever there are ferry crossings; that would be the ideal situation. I have always advocated in this House that we should never stop building bridges. I think it is a pity that we stopped when the Blanchetown bridge was completed.

The Hon. G. T. Virgo: The member for Alexandra may not like it if we started building ferries.

Mr. WARDLE: There seems to be some confusion about what is a ferry. However, whether it be a rowboat or a liner, provided it does the job of taking someone from one place to another it is all right. The ferries we are referring to in this case are distinctive; they are a class of their own. Whether or not that is a good thing is another question. Perhaps it is time we considered updating these ferries, improving their carrying capacity. I hope that we will not be bothered with ferries for many more decades in the future. I suppose that it would be unkind to say that they have always been a blot on river crossings. We have had to have them; we could not have done without them. They have done a good job over the years. Many people enjoy their trips across the Murray River in ferries; probably they appeal greatly to children. I must admit that ferry crossings have been enjoyed by all much more since the charge to cross on them has been dropped. It is a great pleasure to cross on them, knowing that one does not have to pay.

I support the idea of a driver of a vehicle being obliged to make some indication of the all-up weight of his vehicle. If I remember correctly, in the case of the sinking of the Wellington ferry many years ago, there seemed to be a discrepancy in the estimated weight given by the operator of the vehicle. The position of its parking then caused the ferry to sink. I think it is only fair to the ferry operator that he be given an accurate estimate of the load of the vehicle, so that he can park it suitably. I support the Bill.

Mr. EVANS (Fisher): Although I support the second reading, I oppose the clause relating to omnibuses. In his second reading explanation, the Minister stated:

The power to exempt buses from the axle weight provisions of the principal Act will be exercised subject to strict safeguards contained in the Bill. Before a permit is granted, the Minister will consider reports on the desirability of the proposed exemption. If granted, the permit will define the route the vehicle is authorized to traverse in pursuance of the permit. Thus, road damage will be kept to a minimum. The M.T.T., which is expected to be the principal beneficiary under the amendment, will be required by a complementary amendment to the Highways Act to make an increased contribution to the Highways Fund to provide compensation for road damage.

This problem has existed for some time and goes back to when a Liberal Government was in power, when the Municipal Tramways Trust purchased vehicles that were sometimes overloaded on their axles. I have never been

able to obtain accurate information regarding the excess weight that the axles may be carrying. As recently as March 21, 1972, I asked the Minister of Roads and Transport the following question:

Will the Minister of Roads and Transport obtain for me the weights of the four main types of bus used by the Municipal Tramways Trust? I should like to know the unladen weight (front and rear axles) and the laden weight (front and rear axles). I am told that at times the buses carry more passengers than there is seating for and I should like to know as accurately as possible what is the maximum weight they carry on their front and rear axles. I ask the question because I believe it to be of interest to people using road transport.

The Minister replied:

I will examine the question and bring down a reply.

I suppose I should expect to receive the reply during this debate, because I am still unaware of the exact weight, laden or unladen, of rear axles of M.T.T. buses. I am concerned about this situation which contravenes the law, because one of my main concerns is that these buses, when the M.T.T. has finished with them, are virtually useless to the private sector if it wishes to use them. The Minister is trying to amend the Act to enable the M.T.T. to sell these buses to certain people, and the Minister will then be able to say that he does not mind if the buses contravene the principal Act. The purchaser of these buses will be given an exemption under clause 19. The Minister in his second reading explanation stated that the M.T.T. would be the main beneficiary, but I believe there is room in the Act for the Minister to exempt these buses if they are run by private bus operators or by the Education Department (and members have heard my comments regarding the purchasing of unwanted buses by the Education Department). One of the main reasons for the introduction of this amendment is that the old redundant M.T.T. buses can be passed on to the Education Department. The Minister recently mentioned, by way of interjection, the figure of \$2,000, as the purchase price of these redundant buses, but I believe that figure to be nearer \$4,500.

These buses are 8ft. 6in. wide, yet the principal Act provided for a maximum width of 8ft. until the former Liberal Government amended the Act to increase the permitted maximum width to 8ft. 2½in. to conform to metric measurements, and that is now the standard throughout Australia. Yet the buses are still 3½in. in excess of the maximum width

provided by the Act. The 3½in. means nothing in regard to the seating capacity and I cannot see why past Liberal and Labor Governments have allowed the M.T.T. to purchase vehicles of a width in excess of the lawful maximum width. Buses that are 3½in. too wide are still being constructed for use by the M.T.T. That is 1½in. on each side, which means nothing as regards the effectiveness of the bus, although it is important when the trust sells the buses.

The cost to modify the buses to conform to the law when they are no longer required is considerable. There is the additional problem of these buses being used on country or city roads although, if the Education Department purchases some of these buses, the Minister will look at the department's application for exemption from the Act and say that the buses can be used. No member of this House, except maybe the Minister of Roads and Transport, would know the laden or unladen weight of these buses. We are here asked to accept an amendment to the principal Act, not knowing whether the weight on a rear axle is nine tons fully laden, 10 tons, 11 tons, 12 tons, or another figure over that, although I have tried by every means possible to obtain that information. Prior to this Government's taking office I made approaches to the manufacturer of the bus chassis, which is the main component of the bus, but, while I was following this up, there was a change of Government.

The Hon. G. T. Virgo: You are saying that Murray Hill wouldn't give it to you, either.

Mr. EVANS: I did not get around to asking the former Minister but, if Mr. Hill were the Minister now, he would be receiving the same comment as the Minister has received today. We in South Australia will say that certain vehicles are to be exempt from the provisions of the Act. The Minister would know, as would most members, that the same type of vehicles as those used by the M.T.T. are used on the Continent. However, they have a weight on axles in excess of the weight that is normally allowed under this Act. In most countries it is nine tons and in some it is 10 tons, but we still have our maximum of eight tons on rear axles. Braking systems also are standard on the heavier types of vehicle: there is the spring brake, not the conventional vacuum air brake, or the vacuum brake or the power-assisted brake that we have in operation on many of our buses. The spring brake operates on the same principle as the brakes on railway carriages so that, when the air pressure is lost because of a fault in the line, the brake

is automatically applied and the vehicle is brought to a halt. So, if the brakes fail in any way, they fail only to the extent that the vehicle cannot be moved.

I strongly advocate the use of that system and, if the Minister wishes to implement that system by way of regulation in this State (perhaps to apply to manufacture from 1975), I would fully support him, especially if the regulation covers all heavy transport vehicles, including buses, trucks and semi-trailers. I believe that such a move is essential and must eventually become the law of this State. However, my main concern at the moment is that, if we are asked to vote on this, we do not really know what the consequences will be. We are not told by how much the M.T.T. buses exceed the maximum weight permissible. We are voting blind and, if the Minister does not know, he, too, is voting in the same way as we are on this side of the Chamber. If the Education Department intends to use these buses on country roads because the M.T.T. cannot sell them anywhere else and no-one else is willing to risk using them, it is unfair both to the councils and to the parents of the children in those areas. It may also be dangerous to the physical health of the children, in some cases.

The general condition of these buses has deteriorated much more rapidly than has the condition of buses operated by private enterprise. Private operators are getting about 3,000,000 miles from their buses in some areas by using exchange motors and transmissions, whereas the M.T.T. is disposing of its buses in the metropolitan area after they have done between 450,000 and 550,000 miles. I put it to the Minister that it is unfair to ask us to accept this part of the Bill when we do not know what is entailed.

The Hon. G. T. VIRGO (Minister of Roads and Transport): To assist the House, I should deal with one point made by the member for Fisher. True, he did ask a question last March, seeking this information. He referred to it in *Hansard*. It is also true that, before asking his question in the House, he had attempted to get that information from the trust, but the trust had refused to give it to him. He having sought that information of me, I then sought it of the M.T.T. When I got it, for the first time it became obvious to me that the buses were contravening the provisions of the Road Traffic Act: in other words, I had inherited something from my predecessors. I then sought ways and means of solving this problem. The months since

then have been occupied by my having discussions with various people, all of whom are competent in their own field, to examine the best way of handling what was obviously a problem. There were two principal ways of handling it. One was to fit all the buses (there are 292 A.E.C. Swift buses that are either in service or are coming into service by the end of this year; that will be the number of the current one-man buses in service) with an additional axle together with the ancillary equipment that must go with it, at an estimated cost of about \$1,000,000.

Mr. Evans: For how many buses would that be?

The Hon. G. T. VIRGO: I am quoting the figure of 292, which I have here in this document. I think it is actually about 350, but I do not think the number is all that important. The other principal way was to provide, within the Act, some relaxation. The Government has chosen to provide relaxation, for a fairly obvious reason: this House would not wholeheartedly support the spending of \$1,000,000 on converting the existing fleet of buses. I certainly should not be happy to ask the Government to do that. I think the member for Fisher is apparently either unaware of or completely ignoring the fact that this problem is not confined to the M.T.T. If the Government had chosen to make alterations to this bus fleet, it would also have had to require alterations to be made to about 31 private buses.

Mr. Evans: Were some of them ex-M.T.T.?

The Hon. G. T. VIRGO: None of them was ex-M.T.T. When we go deeply into this matter, we find there are no suitable manufacturing facilities in Australia. That is a point we are currently arguing with the Commonwealth Government, which has raised the tariff charges on buses just to give public transport another kick in the tail—but that is a different matter.

The position, therefore, with which we were faced was an analysis of what is happening to these buses at the moment. I can provide the honourable member with these figures if he wishes to have them. They show the front and rear axle weights, with the empty weights and the seated load weights, the average standee load weights and the crush load weights. In the case of the A.E.C. Swift buses, which are the ones we should concentrate on rather than talking about the others because they are either being or have been phased out, we find that the permissible rear axle weight is

17,920 lb., and that weight is reached a little before a full seated load of 46 passengers is accommodated. In fact, when there is a seated load of about 43 persons, using the old theory of 16 people to the ton the eight-ton rear axle limit is reached. From then on, the bus is contravening the Act but what is ignored by many people who criticize this is the fact that only about 10 per cent of the trips undertaken have standee loads. So, for 90 per cent of the trips, the buses are conforming.

Then again, when we look at the 10 per cent that is not conforming to the Act, we find that its non-conformity is restricted to a distance of about two or three miles. For example, if the Westbourne Park bus is overloaded, by the time it gets two miles down the road it has started to off-load sufficient passengers and again it is in conformity, even though it is within the 10 per cent area. This does not apply to the same extent to private buses, because basically they have their full loads for much longer distances. They are not able to pick up in the morning or set down in the evening for about three or four miles, and for a greater distance in some cases. For instance, Bowman's bus running on the North-East Road would be about four or five miles out before it started to set down passengers in the evening.

Therefore, generally speaking, the private operators are in contravention of the Act for longer distances than are the M.T.T. buses. Notwithstanding this, the Government considered that, whatever mistakes have been made, we had to live with them, because these buses had been selected for the reason that they were the most suitable for the people. That is fairly important.

The moment we become involved in a rear-engine bus, we automatically create the problem about the rear axle weight. Figures show that an empty A.E.C. Swift bus has a weight of 14,000 lb. (six tons) on the back axle before it moves. Again, the decision must be made in future on whether we are to continue to contravene the Act or put the observance of the Act ahead of the comfort of the travelling public. That is a conscious decision that must be made in future: it is not a problem at present.

It has been stated that this legislation is being introduced so that the M.T.T. can sell buses to the Education Department, and I think the member for Fisher has mentioned other organizations. Nothing is further from the truth. I think the trust still has about 50

or 60 buses in crates and it is progressively unpacking and assembling them at Hackney. The legislation will do nothing more than permit these buses and buses now on the road to conform to the Act.

I can assure the House on the way in which I will apply the discretion given in clause 19. That clause allows the Minister to grant a permit to operate, but those permits will be issued only within the Adelaide metropolitan area or in the urban areas of some of the larger country towns. Regarding the latter, I am thinking of places like Murray Bridge, Whyalla, Port Pirie, Port Augusta, and Mount Gambier. The important point is that honourable members should know that the Minister must require reports from both the Commissioner of Highways and the Road Traffic Board before he grants any exemption.

That provision has been included because I do not believe that any Minister would be foolish enough to permit a bus or any other vehicle of over the eight-ton weight to operate unless he was sure that both the board and the Commissioner were satisfied that no undue or untoward repercussions would result from doing so. Some people may wonder why I have made provision for reports from both the Commissioner of Highways and the Road Traffic Board, when the Commissioner of Highways is a member of the board.

I am not reflecting on the Road Traffic Board in any way. I have the highest regard for it but, in circumstances such as these, we must safeguard against the possibility, unlikely though it may be, that two members of the board will approve of a bus running on a particular route and the Commissioner of Highways, the man who has built the road, being the dissentient voice, on the ground that the road is not capable of carrying the weight. That is why dual reports are required. There is no possibility, as far as I am concerned, that these buses will be permitted to run on country roads. If they were, our country roads would deteriorate very quickly.

The important point that honourable members should understand is that, before a bus route in the metropolitan area is determined, consultations must take place between the relevant councils, and invariably the roads must have been built to heavy-duty standard to cope with the additional and continual weight of public transport. I think the member for Fisher has suggested that, if it is good enough to exempt buses, all transport should be exempted. This is an extremely dangerous line to pursue. The

exemption that we are providing in this legislation will be administered in a very limited way.

Mr. Wardle: Exemptions will be granted?

The Hon. G. T. VIRGO: Yes, on specific routes for about 10 per cent of the trips. We are not permitting the buses to run all over the metropolitan area or the State. They will be tied to specific routes, for which a certificate by the Commissioner of Highways must be produced. The second point is that the trips are limited to 10 per cent of the total trips. The damage that could occur to roads, I have been told (and I must accept it as being accurate), is such that, if a genuine 10-ton load was permitted on roads like the present pavements, an expected life of about 15 years would be reduced to six years.

If that reduction occurred, there would be only one of two ways to solve the problem. We would have to either allow the roads to deteriorate into a shocking condition or increase considerably the registration fees or other charges relating to roads to keep them in good order. I do not think either course would be acceptable.

Mr. Evans: Does that mean that the standard of our roads is poorer than the standard of roads on the Continent?

The Hon. G. T. VIRGO: I believe that the Continent is about to change to a 10-ton limit, but I am not aware that it has already made that change. Obviously, the Continent is building or has built heavier duty roads than those we have built in Australia, because the eight-ton limit is standard throughout Australia. The fact that we import these buses from the Continent brings with it the problem of trying to get something suitable for our conditions; this is really the crux of the whole problem that we are at present facing. I assure the House that this problem is peculiar to a specific set of circumstances. Whilst I do not want to make any predictions, I would say that before any order is placed for buses a very searching examination will certainly be undertaken to see whether vehicles can be obtained that will not only provide the passenger comfort that we desire but also conform to the legislation as it now stands.

Mr. Evans: Is there any reason why the buses cannot be reduced in width by 1½ in. on each side so that they comply with the Act?

The Hon. G. T. VIRGO: Under the principal Act the Road Traffic Board has a power of exemption, which has been used to permit buses to operate with a width of 8 ft. 6 in., but

there is no provision concerning weights. I have raised the question of width with the Municipal Tramways Trust and have been told that, although the difference in width appears to be minute, it will make the world of difference in respect of passenger comfort and carrying capacity. I have accepted that reply from the trust.

Bill read a second time.

In Committee.

Clauses 1 to 7 passed.

Clause 8—"Maintenance of traffic control devices."

Mr. WARDLE: Can the Minister say whether details of the traffic control devices referred to are being written into the Australian code?

The Hon. G. T. VIRGO (Minister of Roads and Transport): They conform to the Australian national standard.

Clause passed.

Clauses 9 to 18 passed.

Clause 19—"Duty to comply."

Mr. EVANS: I know that I cannot refer to a previous debate, but I thank the Minister for the thorough explanation he gave earlier of this clause. I accept the point he has made that, in future, serious consideration must be given to the type of power unit and chassis that will be used and the overall weight of the vehicle. I realize that the question of width is not relevant to this clause, but I still do not accept the point concerning the excess width of 1½ in. on either side of the bus. Can the Minister state the comparable figure for the Tiger Mark II bus? About 111 of these vehicles have not been sold but are redundant, and I believe that their rear axle weight may be even greater than that of the Swift buses. Can the Minister state the correct position, and can he state the maximum load that a bus carries when it is crush loaded? The time will come when we will have to upgrade weights of commercial vehicles to some extent. It is a pity that we must have exemptions. I have been aware that some private buses are overweight, but I thought that the number of buses involved was fewer than the number stated by the Minister; however, I am sure that the figure he gave would be correct. Some operators have started to put pusher axles on their vehicles to conform to the law.

The Hon. G. T. Virgo: Not on metropolitan buses.

Mr. EVANS: No; the pusher axles have been put on some country buses, at considerable expense. In fact, our very efficient highway

patrols have issued summonses against some drivers. A problem arises in regard to Tramways Trust buses and other vehicles that travel on, say, Port Road, the surface of which is of reasonable standard. The load of the vehicle in question may exceed that provided in the normal regulations relating to axle weight and certain operators, even though they may have vehicles travelling on that road, say, only 10 per cent or 50 per cent of the time, will want an exemption.

Although I will not vote against the clause, I think we face a difficult situation here, and I am only sorry that former Ministers have not recognized this problem, which has existed for a long time, resulting in much friction among certain people operating commercial vehicles. I would appreciate it if the Minister could give me comparable figures. However, I am happy to accept the clause on the basis of present-day thinking, knowing that some injustices have occurred in the past.

The Hon. G. T. VIRGO: One of my difficulties at present is identifying the Tiger bus.

Mr. Evans: It's a Mark II.

The Hon. G. T. VIRGO: The Leyland Worldmaster is one of the buses that do not contravene the Act, because the engine is amidships; it has a "midship under-floor engine", and this allows an even distribution of weight. A problem arose concerning buses with engines at the front of the vehicle, the load being concentrated over the front axle. Now that engines have been installed at the back of the vehicle, it has merely transferred the problem. The unladen weight on the rear axle of a Leyland bus is 10,500 lb., and the maximum crush-load weight is 18,400 lb. A little tolerance is involved, although I am not suggesting that it is applied officially.

Mr. Evans: How many people are carried on a Swift in a crush load?

The Hon. G. T. VIRGO: In that case, there are 79 people, although I point out that the figures I just gave related to the Worldmaster, not to the Swift. I shall be happy to give the honourable member what information I have on this matter and to discuss it with him at any time, bearing in mind, of course, that this is a discretionary clause, and that no-one is necessarily committed under it.

Clause passed.

Clause 20—"Defect notices."

Dr. EASTICK: As I can find in the second reading no indication of the new procedure, I should like the Minister to say whether it is intended to create the position of inspector

and to outline the type of duties he will perform under the measure. Will this involve a person who is already performing duties under the existing Act?

The Hon. G. T. VIRGO: An inspector is currently used to police various sections of the Road Traffic Act, especially in regard to rear-axle weights, etc. I can only assume that an inspector will be used, regarding whom there has been no provision in the Act previously.

Dr. EASTICK: Does it include those people already involved in weighbridge checks, or is it intended that additional inspectors will be appointed?

The Hon. G. T. VIRGO: It is not intended to extend the inspectorial staff in any way at all.

Clause passed.

Remaining clauses (21 to 23) and title passed.

Bill read a third time and passed.

TEXTILE PRODUCTS DESCRIPTION ACT AMENDMENT BILL

Adjourned debate on second reading.

(Continued from August 2. Page 506.)

Mr. CUMBE (Torrens): I support the Bill. It is a small measure; in fact, it is really a trivial one. The Textile Products Description Act is one of the many measures administered by the Minister of Labour and Industry. I recall that, when the Act was last amended, I had the pleasure of introducing an amendment dealing with the description of wool. What is now regarded as "pure wool" is not necessarily 100 per cent consistency. On that occasion, provision was made for a certain marking to be exhibited on various items, and the tie that I happen to be wearing at present bears such a marking. This Bill really provides for uniformity in the labelling of certain garments. Members know that the shirt they are wearing today has a tag on the back of it which states the maker's name and the material of which it is made; most items of apparel worn today are similarly labelled.

This is necessary for the protection of Australian products and also of the purchaser. What the Minister seeks to do, by agreement with his colleagues in the other States, is to introduce a degree of uniformity by striking out from paragraph (c) of section 4 of the principal Act in the definition of "textile product" the words "of wearing apparel". Although I do not see the need for this amendment, I do not object to it. I do not

know that it will mean much, because wearing apparel is mentioned elsewhere in another section of the Act. If the Minister wishes this change, I do not object, but I do not think it will help all that much. I support the Bill.

The Hon. D. H. McKEE (Minister of Labour and Industry): It is, as the member for Torrens has described it, a short and simple Bill to bring about uniformity throughout the Commonwealth. The legislation is desired by the trade and, as the member for Torrens also said, it is for the protection of the consumer. I thank him for his support and for allowing the Bill a speedy passage through the House.

Bill read a second time and taken through its remaining stages.

CONSTITUTION ACT AMENDMENT BILL (OATH)

Adjourned debate on second reading.

(Continued from August 3, Page 546.)

The Hon. D. N. BROOKMAN (Alexandra): In the unavoidable absence of the member for Davenport, who undoubtedly would have made a more profound contribution to this debate than I will, I believe I can speak for her in at least one respect, because the Bill deals with a change in the Constitution that sets out the oath to be taken at the commencement of each Parliament. The member for Davenport and I are among the few

people here who know definitely that we will not be taking the new oath and we do not, therefore, care about it as deeply as perhaps some other members do. I have sworn the old oath on many occasions.

The DEPUTY SPEAKER: Does the honourable member know which Bill we are dealing with?

The Hon. D. N. BROOKMAN: Yes, Sir. I have sworn the oath on many occasions in its old, ponderous form. I do not think that any member was very inspired by its words. Members undoubtedly said them with sincerity, but the oath was rather cumbersome and looked somewhat archaic. The new oath, which has been simplified and expressed in good English, states:

I, X, do swear that I will be faithful and bear true allegiance to Her Majesty, Queen Elizabeth the Second, Her Heirs and Successors, according to law. So help me God!

I say that anyone who accuses me of being resistant to change should bear in mind that I am strongly in favour of this change in the oath. I support the second reading.

Bill read a second time and taken through its remaining stages.

ADJOURNMENT

At 5.1 p.m. the House adjourned until Tuesday, August 15, at 2 p.m.