

**HOUSE OF ASSEMBLY**

Thursday, September 14, 1972

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

**PLANNING AND DEVELOPMENT ACT  
AMENDMENT BILL (BOARD)**

His Excellency the Governor, by message, intimated his assent to the Bill.

**QUESTIONS****FISHING RESEARCH**

Dr. EASTICK: Can the Premier say whether, as a result of the decision of the National Health and Medical Research Council not to increase the mercury tolerance in relation to certain fish, the Government has taken any tangible steps to increase the funds available for fishing research? I appreciate that this decision has been made only recently. However, as has been pointed out in the House previously, many people engaged in the fishing industry in this State have been put at some disadvantage by the decision, which prevents the entry of flake, or shark, into the Victorian market. A recent survey conducted by the fishing industry indicates the somewhat meteoric rise of the fishing industry in the State, as the figures show that the gross value of production of the South Australian fishing industry has increased from \$2,850,000 in 1960-61 to \$9,237,000, in 1970-71, an increase of 224 per cent. From the documents presently available to honourable members, we can see that during 1971-72 only \$3,689 was spent on fishing, although an additional sum was made available through the fishing research grant. On this basis and because of the difficulty that could accrue to people in this industry in South Australia, I ask whether the Government has acted in recent days.

The Hon. D. A. DUNSTAN: Yes, it has. The Australian Fisheries Council, at a meeting which was held in Sydney this week and in which we participated, urged the National Health and Medical Research Council to undertake further investigations and research into the problem of mercury accumulations in fish as a matter of urgency. The findings from these investigations can then be compared with the decision of the United Nations World Health Organization, which is expected next

month to present its report on acceptable levels of mercury in fish, and the problem, again reviewed.

The Hon. Hugh Hudson: Is this a Dorothy Dixer?

The SPEAKER: Order! Far too much audible conversation is going on, and I cannot hear the honourable Premier.

The Hon. D. A. DUNSTAN: This seems to us to be the most practical and effective action to take in this matter. I point out that, under this Government, far more money has been provided in relation to fisheries research than was provided under any Government composed of the Party opposite. The legislation relating to that matter and providing for the contribution to and setting up of the research fund was passed by an Australian Labor Party Government. Under the Governments composed of members opposite precisely nothing has been done in relation to funds for fisheries research.

**INTAKES AND STORAGES**

The SPEAKER: Order! Before calling on the honourable member for Unley, I am sure every honourable member wishes him a very happy 53rd birthday. The honourable member for Unley.

Mr. LANGLEY: Can the Minister of Works tell the House what is the present water supply position and say whether the cold wet spell has improved the holdings? We have even had snow at Mount Lofty.

The Hon. J. D. CORCORAN: I add to what you have said, Mr. Speaker, and congratulate the honourable member on attaining his 53rd year. I think it most appropriate that he has asked this question, because it involves fluid and I am wondering whether later the honourable member, on his 53rd birthday, will be shouting us all a drink of water (or something like that). I am sorry that I have not the detailed information that the honourable member seeks. Normally I have this information, but particulars of the present position are being prepared today. However, the metropolitan reservoirs are holding well at the moment, containing, I think, more than 32,000,000,000gall. in a total capacity of about 41,000,000,000gall. If this position continues, the Government will not have to provide funds already allowed for pumping water this year,

and I hope that that will be the case. However, I will obtain and bring down for the honourable member next Tuesday an up-to-date report on the metropolitan reservoir holdings.

### FITNESS

Mr. MILLHOUSE: Will the Minister of Education say what action, if any, the Government intends to take following publication of the report on the survey of the fitness of Australian teenagers? Page 1 of this morning's newspaper contains an alarming report on a survey of the fitness of teenagers. It shows that the teenagers are not as fit as they should be, and I suspect that this goes right throughout the community, but the report is restricted, apparently, to those in their teens. I remember that girls between 13 years and 17 years of age are referred to particularly. One of the suggestions made by the director of the survey is that Education Departments should re-examine the position of physical education in schools compared to other studies. I am sure that the Minister has already considered this and will be able to reply to the question, which is not a Dorothy Dixier. I acknowledge that successive Governments have taken action in this field in the past but, obviously, unless South Australia is atypical (and I do not believe it is) more action is needed.

The Hon. HUGH HUDSON: I thank the honourable member for his question. First, I do not believe that the pattern involving students in South Australia varies significantly from the national pattern, and the adverse comments that have been made generally about the fitness of Australian children would apply equally to South Australian children. When one examines the situation within the schools, one is aware, first, that few schools have appropriate physical education facilities. That is a carry-over from a shortage of funds for school buildings which has existed in this State for a long time, and the department, as a whole, does not have a full complement of trained physical education teachers in the schools. On both these counts, progress is being made to improve the situation but, of course, one can decide to train more physical education teachers and find that it is another four years before those additional teachers are available in the schools.

Progressively, the effect of past decisions to expand teacher training in this area should

result in improvements, and the department is now ensuring, as its policy on the construction of new secondary schools, that an area equivalent to a gymnasium and sufficient to hold a full-size basketball court will be part of the basic capital facilities in those schools. I believe, however, that, although we have a responsibility within the Education Department to ensure that everything that can be done is being done to improve the situation, there is also a general responsibility throughout the community as a whole. As I think it is especially relevant concerning the Adelaide metropolitan area, I point out that, if it were not for the policy that successive Governments have followed in this State since the war of purchasing land for schools well ahead of the time when that land would be required, the amount of open-space areas available directly for recreation, in the form of ovals, etc., would be much less in our community, and that since the Second World War it has been mainly the policy of the Education Department that has resulted in a significant expansion in the provision of oval space.

Governments generally, as well as local government, have not in the past paid sufficient attention to providing appropriate community facilities. Therefore, the solution to this general problem is not just a solution to be sought within the Education Department. We must develop appropriate recreation facilities throughout the community, and we must develop policies within the schools which ensure that school facilities are used also by the community and that full use is made of them generally. I assure the public that that policy will be followed.

In relation to schools in other States, although I said at the beginning of my reply that I considered that the same general comment could be made about South Australian students as was made about Australian students on average, the fact that perhaps most of our new schools throughout the State have fairly adequate recreation areas puts those schools in a relatively advantageous position compared to that of schools in the larger metropolitan complexes of Sydney and Melbourne, and that may be the reason why our students here are somewhat better off.

### CONSTITUTIONAL CONVENTION

Mr. JENNINGS: My question addressed to the Attorney-General, is about the forthcoming constitutional convention.

The SPEAKER: Order! There is far too much audible conversation, and I cannot hear what the member is saying. The honourable member for Ross Smith.

Mr. JENNINGS: Because of the rather astonishing but perhaps understandable decision of the official Opposition concerning its nominees to the constitutional convention, does the Attorney-General intend to accept these nominees as is the usual custom, or does he, in the present situation, intend to make his own appointments in the interests of the State?

The Hon. L. J. KING: The matter raised by the honourable member is important. Obviously, I think it is necessary for the House to accept the nominations that are made on behalf of the Opposition, but, the honourable member having asked the question, I think it is proper for me to draw attention to the understanding which was reached by the Attorneys-General of the Commonwealth and the States and which was communicated to the Leader of the Opposition in both Houses: that the delegation should reflect all schools of political thought in the Parliament.

The Hon. G. T. VIRGO: It is scarcely doing that.

The Hon. L. J. KING: It may be possible, if the press report of the nominations for the Opposition is correct, that the delegation from that side does not reflect all schools of political thought on that side of the House.

Mr. McAnaney: You wouldn't want too many lawyers.

The Hon. L. J. KING: I think the Government has to accept the judgment of the Opposition as to its representatives, but perhaps one should express regret that the delegation (if the press report is correct) is not more representative of the political views, divergent as they are, expressed from the other side.

### FESTIVAL CENTRE

Mr. COUMBE: Will the Premier obtain a report on the roadworks in progress (and which have been proceeding for a considerable time) in connection with the festival theatre complex, particularly on the road from North Terrace to the lower level of the railway station? Also, is the Minister aware of the congestion that has

been caused to the travelling public on both upper and lower levels of this proposed road; can he say when the road is likely to be finished so that the congestion can be eliminated; and, if possible, will he ascertain the cost of this part of the project?

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

### KINGSTON BRIDGE

Mr. CURREN: Has the Minister of Roads and Transport a reply to my question of August 30 about opening the new bridge at Kingston-on-Murray to road traffic during the Christmas and new year holiday period?

The Hon. G. T. VIRGO: It is too early to say exactly when the contractor will finish the Kingston bridge. Assuming, however, that he completes the structure before Christmas and clears the site for roadworks, there still remains the spreading, compacting and shaping of some 4,000 cub. yds. of base course material which has to be carted across the completed bridge. The final bitumen course has then to be applied, the whole process probably taking until February, 1973. All steps will be taken to expedite the work but, in view of the above, I cannot hold out any high hope that the whole project will be available to carry the peak holiday traffic.

### ROADS AND BRIDGES

Mr. EVANS: Has the Minister of Roads and Transport a reply to a question I asked in the Loan Estimates debate regarding roads and bridges?

The Hon. G. T. VIRGO: The information required by the honourable member concerning roads in the District Council of Meadows area is shown on a list, which I have and will make available for him. This list sets out the details of the assistance with roadworks which will be provided for the council by the Highways Department during the 1972-73 financial year. The information sought by the honourable member concerning roads in the Blackwood-Belair district has been supplied in my letter to him of August 22, 1972. I seek leave to have the attached statistical table incorporated in *Hansard* without my reading it.

Leave granted

## ROADWORK ASSISTANCE

	Application 1972-73	Approved Assistance
Main Roads:		
1. Main Road 229—maintenance.....	\$ 500	\$ 400
2. Main Road 234—maintenance.....	500	500
3. Main Road 13—kerb and gutter and hot mix . .	22,000	—
	23,000	900
District Roads:		
(a) Urban:		
1. Black Road—construction.....	43,000	62,500
2. Kenihans Road—construction.....	89,000	87,500
3. Manning Road—construction.....	35,000	—
4. Flagstaff Road—construction.....	56,000	—
	223,000	150,000
(b) Rural:		
1. Blackfellows Creek Road—construction.....	30,000	17,000
2. Paris Creek Road—construction.....	30,000	—
3. Ackland Hill Road—construction.....	36,000	—
4. Bakers Gully Road—construction.....	30,000	—
5. Long Valley Road—construction.....	60,000	—
	186,000	17,000
Total . . . . .	\$432,000	\$167,900

## ICEBERGS

Mr. HOPGOOD: Has the Minister of Works a reply to my recent question concerning icebergs? I referred in that question to what I regarded as a rather far-fetched report in the *Sunday Telegraph* about towing icebergs to Australia to provide fresh water but, despite the Minister's scepticism, I thought this matter worthy of consideration by his department.

The Hon. J. D. CORCORAN: The presence in the Antarctic of large quantities of fresh water in the form of ice has long been recognized. Suggestions have been made intermittently on the lines suggested in the *Sunday Telegraph*. While it is generally stated to be undesirable to encourage water-wasting industries in this State, it can be accepted that normal expansion can be encouraged into the first or second decade of next century without water worries. The need then might be for a new source, of say, 100,000,000gall. a day. To provide 100,000,000gall. a day by desalination using a distillation process would require 1,500,000 horse-power input. To provide this quantity from the Antarctic would require the daily delivery of a 500,000-ton iceberg. If this ice is to be handled by the procedures suggested in the newspaper article the materials handling effort would exceed 10-fold the total present activity in this State in the

quarrying and mining industry combined. Another proposal of like nature is to import fresh water from, say, Tasmania or New Zealand, towing large plastic sausage-shaped containers, which would at least be more amenable to successful handling at sea. In all these speculations the most significant factor to bear in mind is the immense problems of transport that water supply requires. The pipeline now nearing completion from Murray Bridge to supply Adelaide has a capacity of about 100,000,000gall. a day. To handle the same quantity of material in any other way involves very great problems indeed.

## NARACOORTE NORTH SCHOOL

Mr. RODDA: Can the Minister of Education say what progress is being made in the calling of tenders for the new Naracoorte North Primary School? It was thought, although not positively indicated, that tenders would be called for this project in June last, but apparently this has not been done. As there is obviously a reason for this, will the Minister discuss this matter with his officers and obtain a report on the matter?

The Hon. HUGH HUDSON: The projected primary school for Naracoorte North is presently under discussion but because of the heavy carry-over of expenditure from contracts

let in the 1971-72 financial year it is apparent that it will not be possible to commence work on the Naracoorte North Primary School this financial year; it will have to be deferred. I will get a detailed report and try to indicate to the honourable member when he can expect that action will be taken.

#### **NURSES MEMORIAL CENTRE**

Dr. TONKIN: Can the Premier say whether any progress has been made on the provision of an alternative site for the nurses memorial centre?

The Hon. D. A. DUNSTAN: Since the honourable member raised this matter previously in the House, I have had a discussion with the executive of the Nurses Memorial Building Fund Committee and Dr. Wurm. A suggestion was put to me for a site which we might seek on their behalf and which would be satisfactory to them. We have sought it but, unfortunately, approval cannot be obtained for putting the centre on that site, because it has been zoned by the Adelaide City Council as residential and the council wishes to adhere to that zoning provision. It is not happy to have, on the site concerned, offices or development of the type the nurses were talking about. The federation was asked to prepare proposals in relation to the Kent Town site either for development alone on the site which it at present holds or, alternatively, as part of a total development with the consortium to develop the area in Kent Town which is to be provided for redevelopment. The federation is at present undertaking that work which it agreed with me to do and I hope to have further discussions with members of the federation when it has completed its figures.

#### **COOBER PEDY TENURES**

Mr. GUNN: Has the Minister of Works a reply from the Minister of Lands to my question relating to land tenure at Coober Pedy?

The Hon. J. D. CORCORAN: Present policy is to permit freeholding where sites are satisfactorily developed and survey has been completed. A further offer of surveyed sites is proposed soon.

#### **NATIONAL ROUTE No. 1**

Mr. CARNIE: Will the Minister of Roads and Transport take up with the appropriate Commonwealth authority the matter of re-numbering Lincoln Highway between Lincoln Gap and Port Lincoln and Flinders Highway between Port Lincoln and Ceduna so that these highways comprise part of National Route

No. 1? National Route No. 1 is a major highway from Cairns in Queensland to Broome in Western Australia and it follows the coastline as far as practicable, so it is a scenic highway. However, in South Australia it leaves the coast at Lincoln Gap and cuts across Eyre Peninsula to rejoin the coast at Ceduna. This is a departure from the usual practice for this highway, which misses some of the most beautiful coastal scenery in Australia as well as the most beautiful seaside city in Australia.

The Hon. G. T. VIRGO: That is an unbiased statement presumably?

Mr. CARNIE: Completely unbiased. It would be natural for a traveller, perhaps with a caravan, not knowing the area to follow National Highway No. 1 and so miss seeing this important part of South Australia with its beautiful scenery.

The Hon. G. T. VIRGO: I will look at the question in an unbiased way.

#### **WHEAT QUOTAS**

Mr. ALLEN: Can the Minister of Works, representing the Minister of Agriculture, say whether the Government will take the opportunity to increase small wheat quotas now that there is to be a short-fall in wheat quotas this year? At present, it would appear that all States will have a short-fall in the coming harvest. In all probability, for the first time since wheat quotas were introduced in this State, we will have a short-fall. It is recognized that South Australia has many small wheatgrowers. As Frome is a large district, parts of which are considered to be marginal for wheatgrowing, I represent many small wheatgrowers. In fact, I think that one grower in this area has a quota of only 105 bushels. Small wheatgrowers consider that the time is opportune for this request to be considered.

The Hon. J. D. CORCORAN: I shall be pleased to raise this matter with my colleague and to let the honourable member know as soon as possible what is the outcome of my colleague's deliberations.

Mr. WARDLE: Has the Minister of Works a reply from the Minister of Agriculture to my question of September 12 about introducing legislation to enable wheat quotas to be negotiated?

The Hon. J. D. CORCORAN: My colleague has confirmed that it is not intended to introduce legislation providing for negotiability of wheat delivery quotas.

### WASTE DISPOSAL

Mr. BECKER: Has the Minister of Environment and Conservation a reply to my recent question about what steps have been taken to co-ordinate garbage disposal in this State?

The Hon. G. R. BROOMHILL: The Refuse and Industrial Wastes Committee, an advisory committee to the State Planning Authority, first met on May 6, 1971. The Chairman is the Director and Engineer-in-Chief, Engineering and Water Supply Department, who is also a member of the State Planning Authority. The committee's terms of reference are as follows:

- (1) To outline the present arrangements for the metropolitan planning area for disposal of: (a) domestic refuse; (b) industrial and commercial refuse; and to describe any problems with and deficiencies in these arrangements.
- (2) To advise what method or methods of disposing of refuse as referred to in (a) and (b) of (1) above are likely to be most suitable for the next 30 years.
- (3) To select the location of sites suitable for whichever methods are proposed in (2) above and to advise how the sites should be set aside for the purpose, for example, by acquisition, leasing, reservation by planning regulations, etc., and by which authority or body.
- (4) To consider whether a separate body should be established to administer disposal of refuse on a metropolitan basis and, if so, the nature and power of the body.
- (5) To advise on the best way to gain acceptance by the public of proposals for refuse disposal sites.
- (6) To liaise with any organization which may be conducting investigations of the kind outlined, for example, by the Local Government Association.

It is expected that a report will be placed before the State Planning Authority by the committee later this year.

### SENATE VOTING

Mr. GOLDSWORTHY: In view of the fact that, with regard to the Commonwealth Senate, one South Australian vote is worth about 41 New South Wales votes, can the Premier say whether he believes that voting provisions for the Senate are fair, or whether he considers the system to constitute a gerrymander? The Premier has often publicly stated that his Party believes in one vote one value, and in this connection he has referred to the position in respect of the Legislative Council in this State. However, it would appear that, in relation to the Commonwealth Senate, the gerrymander would be far more serious, especially with

regard to the relationship between Tasmania and New South Wales, although I will confine my question to the relationship between South Australia and New South Wales, with the weighting appearing to be 4½ to one in favour of South Australia. Does the Premier believe that there should be a redistribution in connection with the Senate?

The Hon. D. A. DUNSTAN: The short answer is that I do not believe in the present distribution of votes for the Senate, and that I do believe it is an unfair electoral distribution. I believe that, if there is to be a second Chamber retained in the Commonwealth Parliament, it should be reconstituted. My personal recommendation on this is that it should be reconstituted similarly to the system that applies in the Federal Republic of West Germany, where in fact the representatives in the second Chamber are representatives of the regional and *Lander* Parliaments and are in proportion to the population represented in those *Lander* Parliaments.

Mr. MILLHOUSE: Can the Premier say whether the view he has expressed about the reconstitution of the Commonwealth Senate is his personal view, or whether it is the policy of the Party to which he belongs?

The SPEAKER: Order! Before calling on the honourable Premier to reply, I think that I should say that the question is becoming a little hypothetical.

Mr. Millhouse: It isn't hypothetical at all. What's hypothetical about it?

The SPEAKER: I, and not the member for Mitcham, will determine that. The Standing Orders of this Chamber must be observed, and I will see that they are observed. Does the honourable Premier wish to reply?

The Hon. D. A. DUNSTAN: My Party has made no such statement of policy. I was asked for my views, and I gave them.

### ELECTRICITY TRUST

Mr. PAYNE: Following the question asked yesterday by the Leader of the Opposition about the Electricity Trust deficit, I ask the Minister of Works whether the Government will examine the contribution made by developers of new estates towards the cost of underground electricity mains in residential areas. At page 4, the trust's report states that the cost to the State of laying underground mains in residential areas is about \$460,000. I refer to that figure as it is in line with and exceeds the deficit which applies.

The Hon. J. D. CORCORAN: I shall be pleased to have the matter examined. I think

that, in assessing the trust's loss, we should look at the part of the report that deals with depreciation. Having regard to the total revenue received by the trust, I do not think that its small loss should be regarded as too serious, because I do not believe that it is the purpose of public utilities to make large profits. In fact, I believe that electricity tariffs should be held as closely as possible to the present rate, so that a balance can be achieved. When we consider that the loss involved this year represents less than ½ per cent of the total turnover of the trust, I think that it can be said that the judgment of the officers of the trust has not been too bad.

#### **MODBURY PRIMARY SCHOOL**

Mrs. BYRNE: Can the Minister of Education say when the open-space unit, which is currently being built at the Modbury Primary School and for which \$143,000 was allocated in the 1972-73 Loan Estimates as the estimated cost, is expected to be completed and occupied?

The Hon. HUGH HUDSON: I Will get the information for the honourable member.

#### **GLADSTONE HIGH SCHOOL**

Mr. VENNING: Can the Minister of Education assure me that the new Gladstone High School will be completed in time for the commencement of the 1973 school year? The Chairman of the committee has expressed concern to me that, owing probably to wet weather and other matters, there has been a delay on the site of the new school. When I inspected the area a few weeks ago, satisfactory progress seemed to have been made. Will the Minister obtain information on whether there has been delay to the extent that the school may not be ready for the commencement of the 1973 school year?

The Hon. HUGH HUDSON: I have not had a report that there has been any significant delay in the construction of the new Gladstone High School. The honourable member will appreciate that the school is being constructed in Samcon and that one advantage of that form of construction is that the time taken in building is significantly less than that taken with other forms of solid construction. However, to check the matter properly I will get a report and bring down a reply for the honourable member as soon as possible.

#### **GALLERY AMPLIFICATION**

Mr. MATHWIN: Have you, Mr. Speaker, a reply to the question I asked recently

regarding amplification in the Speaker's Gallery of proceedings in this House?

The SPEAKER: A letter that I have received from the Minister of Works states:

I advise that adjustments and modifications to the existing amplification system in the House of Assembly have brought the system to the limit of its capacity. This is still not sufficient for proper amplification in the House. It was intended to replace the existing equipment with six amplifiers, each to serve a separate area, as part of the Parliament House deferred maintenance scheme, which is scheduled to commence early in 1973. In view of the urgency of the situation, arrangements are being made to undertake the replacement of the amplification system as a separate project and it is expected that the work will be completed early next year.

#### **GUMERACHA BY-PASS**

Mr. GOLDSWORTHY: Will the Minister of Roads and Transport say whether a decision has been reached regarding the Gumeracha by-pass on Main Road No. 33? One of my constituents has sought this information.

The Hon. G. T. VIRGO: I do not know whether the honourable member can give me any further information that may help me. He asks whether a decision has been reached regarding the Gumeracha by-pass road. I do not know whether he wants to know whether a decision has been reached on whether there will be a by-pass, whether he wants to know the location of a by-pass, or what information he is seeking. If he writes to me, explaining What he wants to know, I shall be pleased to get the information for him.

#### **MOUNT BARKER HIGH SCHOOL**

Mr. McANANEY: Will the Minister of Education explain the reason for delays in completing the Mount Barker High School? The school building has been all but completed for a few months, but students and staff cannot move into it because a few small matters have not been completed.

The Hon. HUGH HUDSON: I think the honourable member knows that, if there is any dispute between the Public Buildings Department and the contractor about the quality of work done on a building, the building cannot be occupied until that dispute has been resolved. If the building was occupied before the dispute was resolved, almost certainly any rights that the department had in the matter would be voided in consequence. However, I am not sure whether this is the position at Mount Barker. I will check the matter and get the honourable member a reply.

### GERIATRIC NURSING

Mr. EVANS: On behalf of the member for Davenport, I ask the Attorney-General whether he has a reply from the Chief Secretary to the question asked by the honourable member about the establishment of geriatric nursing units.

The Hon. L. J. KING: My colleague states that excellent work has been carried out at the Northfield wards of Royal Adelaide Hospital in the field of geriatric rehabilitation, but there is still need for new and additional facilities so that the service can be expanded. Plans are presently being developed for this purpose. At Mount Gambier Hospital, a geriatric unit has been opened recently and the activities are being directed by a sister whom the Government assisted to obtain post-graduate training in this special field. A geriatric unit has been opened at Port Augusta Hospital and a new complex is planned to provide day hospital and domiciliary care facilities. At Port Pirie Hospital, a new 60-bed unit is to be provided for the treatment of aged inpatients and day patients. Home care schemes are either operating or about to operate at Woodville, Murray Bridge, and Port Lincoln, and in the Wallaroo-Kadina-Moonta area. Further schemes are proposed in both country and metropolitan areas. The Government has granted special leave for nurses to undertake post-graduate studies in geriatric nursing and these nurses have returned to their units to give specialized care to the elderly. A further member is currently in another State, studying for the same purpose, on full pay, at the expense of the Government. Consideration is currently being given by the Hospitals Department to the establishment of suitable post-basic courses in South Australia, covering all aspects of geriatric nursing to enable nurses to study here. Country Government hospitals are very supportive of the elderly sick, and all nurses in training at base hospitals gain experience in this area.

### AIR CHARTERING

Mr. GUNN: Will the Premier tell the House why the locally-based South Australian company Central Australian Airways Proprietary Limited has been struck off the list of companies that the South Australian Tourist Bureau recommends Government departments to use? It has been brought to my attention that this company has had a dispute with the Minister of Roads and Transport and that, in view of these circumstances, the Tourist Bureau has been instructed not to allocate any further

work to the company from Government departments. A further matter was raised that, although several approaches had been made to the Premier, there had not been any reply.

The Hon. D. A. DUNSTAN: I received from the company a letter making this allegation, and the matter was news to me. I have not issued such an instruction, and I have sent the matter to the Tourist Bureau for a report. I have not yet received a reply from the Tourist Bureau. I understand that, in the case that the company cited in the letter, it had chartered an aircraft from another company and the other company did not turn up with the aircraft as undertaken. This, in itself, is an unsatisfactory situation.

Mr. Gunn: It's a pity you don't tell the whole story. It's a bit different from that.

The SPEAKER: Order!

The Hon. D. A. DUNSTAN: I am merely saying what the company stated in its letter to me: that it had chartered an aircraft that was being used by another company, and the other company did not return the aircraft in time. It was not the company's aircraft, anyway, and the aircraft was not there to take the Minister at the time prescribed. This, in itself, is an unsatisfactory situation, if the company has not sufficient control of aircraft to be able to meet undertakings that will get Ministers to official functions on time. In fact, there is a South Australian company with which we do our normal charter operation, and that is South Australian and Territory Air Services, which is the largest charter company in the State and in the Northern Territory, and that company has given us regular and good service. It has sufficient aircraft to be able to comply with all charter requirements that we have at any time. However, I know of no instruction that the company in question was to be banned. I have inquired about the matter, but so far I have not had a reply, and I am interested to find that the company, without waiting for a reply from me, has shot off to speak to the honourable member.

### PROPERTY TAX

Dr. EASTICK: Will the Treasurer ensure that the tax on real estate and property transactions forecast by the Government in the Budget does not have a dampening effect on land and property transactions, which are reported to be taking place at a record level? This afternoon's press contains an announcement by the Attorney-General indicating that for the first eight months of this year total land and property transactions are up to 13 per cent on the



figures for the same period last year. This is a good indication of the present economic climate in this State which is resulting especially in a valuable upsurge in activity within the building industry. This should be encouraged, and anything that might tend to have a dampening effect on this boom should be carefully considered. However, from information given to the House, I am concerned that the Government's intention to extract about \$400,000 from this area during the current financial year, and \$650,000 in the following full financial year, may have a detrimental effect. Obviously, the Government was aware of this trend when it prepared its Budget, and decided it should capitalize on this land and property boom, but I wonder about the long-term effect that such a decision may have.

The Hon. D. A. DUNSTAN: Any benefit to the Lands Titles Office concerning the transactions referred to by the honourable member will be marginal. The fees that are charged in the Lands Titles Office have not been revised for a considerable period; they are markedly lower than the fees charged in comparable offices in the standard States of New South Wales and Victoria, and they will still be lower when the fees in this State are increased in accordance with the Budget proposals.

Mr. Millhouse: It's a pity they are being increased at all.

The SPEAKER: Order! Interjections are out of order.

The Hon. D. A. DUNSTAN: If the member for Mitcham could induce his Commonwealth colleagues to do something rather more reasonable about a division of Commonwealth-State finances, we would not have to go in for this kind of taxation but, while we are under the Commonwealth Grants Commission, we are required to make a comparable effort with that of other States regarding the total tax raisings per capita and, where our charges in certain spheres are markedly less than those in other States, we are naturally questioned about them. If we are to maintain the kind of grants to which the Leader has referred in this House as things to which we can look forward to cover the expenses of this State, the Budget proposals concerned must be implemented. I point out to the Leader that the expenses of this State during the next year will not be slight: already we can foresee increases in expenditure and wage costs in South Australia decidedly beyond those forecast in the Budget.

### LIBERAL MOVEMENT MEMBERS

Mr. HOPGOOD: I wish to ask a question of the member for Heyesen in his capacity as Chairman (and hence collective mouth) of the Liberal Parliamentary Party. Which of his colleagues threatened to punch the noses of three members of the Liberal Movement at their Party meeting on Monday and, bearing in mind that my source of information is this afternoon's *News*, who broke the story to the press?

The SPEAKER: Order! The question is not the subject of business before the House. The honourable member does not have to reply.

Mr. McANANEY: I am completely amazed at times at the inaccurate statements that appear in our press.

### NURSES

Dr. TONKIN: Has the Attorney-General a reply from the Chief Secretary to the question I asked on August 16 about accommodation for nurses on night duty in Government hospitals?

The Hon. L. J. KING: The Chief Secretary states that the policy of the Hospitals Department concerning the provision of accommodation for nurses on night duty in Government hospitals is that generally separate "quiet" areas are allocated in nurses homes into which living-in nursing staff rostered on night duty may move from their normal quarters if they so desire. However, because of the high capital cost of providing nurses accommodation, nursing staff are encouraged to live in their own homes, away from the hospital. These staff members generally prefer to go home after completing duty.

### CRYSTAL BROOK BY-PASS

Mr. VENNING: Can the Minister of Roads and Transport say whether it is planned, in connection with the gauge standardization programme, to construct a by-pass road outside the town of Crystal Brook? Bearing in mind that the Crystal Brook railway line forms part of the standardization programme, I understand that complications would be involved in constructing an over-pass in the township itself, and it has been suggested in some circles that a by-pass road should be constructed. I am wondering whether the Minister can say what stage for plans to construct a by-pass road has been reached and whether it is likely that such a road will be rerouted from the existing main road. If the Minister has the relevant information, I should be pleased if he would give it to me.

The Hon. G. T. VIRGO: The planning work relating to the standard gauge line and associated roadworks is still being considered by the special committee that I appointed, and by the Commonwealth Minister. The work in question has not yet been completed, but, when it has been completed, the report of the committee will be considered and the necessary decisions made, and at that stage I shall be delighted to let the member for "Cocky Rocky" know, so that he can tell the people of Crystal Brook what is the position.

### MILE POSTS

Mr. CARNIE: When the time comes to replace mile posts in conjunction with the metrication programme, will the Minister of Roads and Transport consider changing the type of post now in use? I think members will agree that the present triangular concrete mile post is at times difficult to see, especially by anyone in a vehicle travelling at any sort of speed or when roadside grass is not kept down. Recently, while travelling between Wentworth and Broken Hill in New South Wales, I noticed a type of mile post that I had not seen previously. This post was of galvanized iron and about 4ft. high, and at the top of it, back to back, were two metal plates bearing the relevant information. Having contacted the New South Wales Main Roads Department in order to seek information and details concerning this type of post, I have received from the Secretary of that department a reply, part of which states:

The mile post is one of a number which have been erected on State highways throughout New South Wales for a trial period. The posts have been erected adjacent to the road shoulders and are more easily seen than the present concrete posts. The legends on the signs attached to the posts are made of retro-reflective material, thus enabling them to be seen at night.

The Secretary of the New South Wales department also enclosed sketches and details of specifications of these posts, and I shall be happy to make that information available to the Minister if he wishes. Apart from the fact that these posts are much more readily visible, an important point made by the department is that they are cheaper to manufacture than are concrete posts. Will the Minister consider this matter at the appropriate time?

The Hon. G. T. VIRGO: I am always happy to consider any suggestion. The brief reply is "Yes". I will look at the matter. Although I am not personally familiar with this problem, matters of this nature are regularly discussed by the Commissioners of

Highways at their meetings. There is to be another meeting in the week preceding Friday, October 27, when there is to be a meeting of Ministers of Roads and Transport. However, I have grave doubts whether that meeting will be held, because I expect that some of the Ministers will be too concerned with the outcome of an election that is to be held on the following day to be worrying about such matters (and that applies especially to the Commonwealth Minister), but that problem will take care of itself. Concerning mile posts and the change to decimal measurement, it is not necessary to replace the mile posts: it is only a matter of unscrewing the current figures and letters and replacing them with the metric insert.

Mr. Coumbe: How many decimal points will you use?

The Hon. G. T. VIRGO: It is not a matter of going into decimal points because, as the member for Torrens would know, mileage posts, although being reasonably accurate, are not mileage guides that would be taken as accurate measurements.

*Members interjecting:*

Mr. Millhouse: There would be eight for every five.

The Hon. G. T. VIRGO: I am sure that the Commissioner of Highways would be delighted to have the assistance of the member for Mitcham, who is always so helpful to everyone.

*Members interjecting:*

The SPEAKER: Order!

The Hon. G. T. VIRGO: The Commissioner is more than capable of carrying out his duties without any inferior assistance that the honourable member may care to offer him.

### UNDER-AGE DRINKING

Mr. McANANEY: My question, which is directed to the Attorney-General, representing the Chief Secretary, concerns under-age drinking in hotels. Will the Government consider introducing legislation along the lines of that to be introduced in Victoria, whereby minors under the age of 18 are expected to sign for drinks? When the minimum drinking age was lowered from 21 years to 18 years, fears were expressed that there would be drinking by minors under the legal minimum age and that the police would be unable to cope with this situation. Will the Attorney ask his colleague to obtain a report from the Commissioner of Police regarding the extent of under-age drinking in hotels and the ability of the police to cope with this situation?

The Hon. L. J. KING: I will obtain a report.

### ANZAC HIGHWAY

Mr. BECKER: Can the Minister of Roads and Transport say whether consideration has been given to extending the clearway times now in force on the Anzac Highway? A constituent from Glandore has written to me pointing out that traffic from the city to Glandore is just as heavy just after 6 p.m. as it is just before that time, and he has suggested that the clearway time in the evening be extended from 6 p.m. to, say, 6.15 p.m. or 6.30 p.m.

The Hon. G. T. VIRGO: The hours during which clearway conditions operate have been subjected to serious consideration and the decision made is that which we believe to be the correct one. Two factors are involved. First, it would be highly undesirable to have times applying to clearway conditions on Anzac Highway different from those applying in other areas, because clearway times should be uniform irrespective of where the clearway is. Therefore, Anzac Highway cannot be looked at in isolation. Secondly, I foresee the day when clearway hours will be extended, by gradual implementation, to a point where clearways will operate on a 24-hour basis. This is desirable for the future smooth running of traffic. However, adequate notice of this will be given so that those people currently using the Queen's highway as their own private parking lot will be able to provide their own parking areas.

### LONG SERVICE LEAVE

Mr. MATHWIN: Will the Minister of Education inquire into the non-payment of long service leave to a former employee of the Education Department? I have been approached by a constituent who has written me the following letter:

I am approaching you, our local member for Glenelg, to see if you can help my wife regarding long service in the Education Department. The facts are that she was employed by the Education Department as a cleaner at the Glenelg Infant and Primary School from August 2, 1947. I might add that she signed a time book for several years, night and morning. On July 23, 1970, she was informed that the policy of the department was that she had to retire on June 30, 1971. On numerous occasions I have approached a former member of the area who was most sympathetic to us and stated that he thought that at this stage (March, 1966) we did have a case. It seems strange to me that, after 24 years of working for the Education Department I am unable to receive long service payment for my wife.

With this thought I approach you, our member, to assist us in this problem with which we are faced.

The Hon. HUGH HUDSON: I am aware of the problem to which the honourable member has referred. Cleaners are employed on a contract basis with the payment made pro rata to the area to be cleaned. Because of the nature of the employment contract, the contract rate takes into account the requirements of the individual cleaner for sick leave and long service leave payments. If the people who were employed in this way were to be given an entitlement for sick leave and long service leave, the way they would be paid would have to be adjusted and the rate payable would, as a consequence of this change, have to be reduced. This case is being thoroughly investigated as well as one or two other cases that have also been brought to my attention. The problem concerns making a choice whether such persons are to be employed on a contract basis or whether they are to be employed on an ordinary working basis with a normal weekly rate of pay.

Mr. Mathwin: She was paid fortnightly.

The Hon. HUGH HUDSON: Payments to cleaners are on a contract basis that is related to the area to be cleaned. My understanding of the position, from information I have received from the Public Service Board, is that the basis of payment was the equivalent of entering into a normal contract. If employees in this category were to receive long service leave, the basis of payment would have to be altered and the rates they would receive would be reduced accordingly. It is six of one and half a dozen of the other. I will examine the general policy on this matter again and discuss the question with the Minister of Labour and Industry. If the honourable member will provide me again with the name of the individual, I will check that case, too, but if the payment made was according to the area to be cleaned, it was the equivalent of a contract basis and, therefore, the normal conditions concerning long service and sick leave did not apply. I also undertake to consider the question of substituting a different method of employment but, if that were substituted, the rates received by cleaners would be reduced to compensate for their entitlement to sick and long service leave.

### SOUTH COAST SCHOOLS

Mr. MILLHOUSE: Some time ago I rose to ask a question of the Minister of Education on behalf of the member for Alexandra, but the Minister was not in the

Chamber. As he has now returned, I ask him whether he has the reply to the question my colleague asked on August 29 about plans to establish future schools in the South Coast area.

The Hon. HUGH HUDSON: Whilst re-organization of the Education Department is proceeding in the area of planning, the programmes referred to five years ago are being implemented as predicted. In some instances, considerably more has been achieved in the first five years than was expected previously. For example, 65 sites are already reserved compared to the 1985 prediction of 49. Planning is proceeding in very close association with the State Planning Office and other interested and responsible organizations, both Government and non-government, in order to meet demands as they arise and to provide the kinds of facility most beneficial to local communities. Present planning contemplates more than 49 schools and up to 65 in this area.

Schools intended to be erected in the Reynella area are Reynella Primary School, Reynella South Primary School, Reynella High School, Reynella East Primary School, Reynella North Primary School, and Reynella West Primary School. In the Moana area they are Moana Primary School, Moana High School, Moana South Primary School, Moana South High School, Seaford Primary School, and Maslin Primary School. In the Willunga and Aldinga area they are Willunga Primary School, Willunga High School, Port Willunga North Primary School, Port Willunga Primary School, Port Willunga South Primary School, Aldinga Primary School, Aldinga Beach Primary School, Aldinga Beach East Primary School, Aldinga High School, and Aldinga Beach South Primary School. In the Sellick Beach area they are Sellick Beach Primary School and Sellick Beach High School.

These plans are being implemented as the need arises and as funds are available. Land has been acquired or has been reserved in each of the above cases. The honourable member will appreciate that a previous Minister (Hon. R. R. Loveday) had a reputation for accuracy in relation to any statement that he made, and he will no doubt be delighted that that reputation has been confirmed in this instance.

#### **DARTMOUTH DAM**

Mr. COUMBE: Will the Minister of Works obtain a report on the progress made on the Dartmouth dam project? I understand that

the Victorian Government is the constructing authority and that the Snowy Mountains Engineering Corporation is preparing the designs. Will the Minister ascertain what is the present position, and when first tenders are likely to be let to complete the project?

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

#### **HOSPITAL BEDS**

Mr. EVANS: Has the Attorney-General a reply from the Chief Secretary to the question asked by the member for Davenport on August 1, about problems concerning static electricity generated by steel beds with rubber wheels that are used in our public hospitals?

The Hon. L. J. KING: My colleague states that reports have been received at the Royal Adelaide Hospital concerning the incidence of static electricity in the nursing area, and various theories have been put forward without result. Investigations into the cause and possible methods of eliminating static electricity are continuing. This problem, while disturbing, is not considered to present a serious danger to the safety of staff or patients in ward areas.

#### **SCHOOL TRANSPORT**

Mr. WARDLE: Following the reply given yesterday by the Minister of Education to the member for Heysen about the cost a mile to operate departmental buses, will the Minister ascertain how much a mile it costs to run the fleet of buses between Tailem Bend and Murray Bridge for high school purposes, including the cost of depreciation?

The Hon. HUGH HUDSON: I shall be pleased to do that, but I should like to know whether the honourable member wishes me to compare the cost of bus transport with that of the railways undertaking, or whether he would prefer not to have that information.

#### **SCHOOL SUPPLIES**

Dr. EASTICK: Can the Minister of Education say whether headmasters of secondary schools are aware that they may now purchase supplies from the State Supply Department? In reply to a question on August 17, the Minister told me that a decision had been made to permit such a practice, and said:

The Deputy Leader will no doubt be pleased to know that that Cabinet decision, which has lasted all this time, was revoked a few months ago, and now all secondary schools in South Australia are free to purchase either from the State Supply Department or from private enterprise, depending on what is their preference.

As recently as August 15 this year, I was informed that some headmasters at a meeting were not aware that they could purchase from the State Supply Department, and a note delivered to me states:

From grapevine information it seems highly probable that stationery for high schools will be available from Public Stores in 1973.

That statement was made on August 15, two days before I asked my question, and I did not know on August 17 that those comments had been made on August 15. Therefore, I ask the Minister whether headmasters know that the revocation of the order permits them to purchase now from the State Supply Department, or whether they are still waiting to be told that they may do so in 1973.

The Hon. HUGH HUDSON: The position can be best understood if I point out to the Leader that, the decision having been made to allow secondary schools to purchase directly from the State Supply Department, some time must necessarily elapse before that right can be exercised simply because the department has to build up a stock of the kind of stationery materials that will be required by high schools.

Dr. Eastick: My question was about pencils and rulers.

The Hon. HUGH HUDSON: A stock of those things has to be built up as well. As the department must maintain an existing service to primary schools, it cannot put itself in the position of suddenly saying, "We will expand our clientele by X", and then run out of material on which schools and organizations other than schools normally rely. Whichever way it goes, stocks have to be built up within the State Supply Department, and that means that the right to purchase direct from the State Supply Department could flow on immediately from the decision. I think all headmasters would know about this situation either from seeing the publicity that the decision was given or as a consequence of a departmental circular. I will check whether a departmental circular has been sent out about this matter and bring down information for the Leader. He may rest assured that as soon as the facilities can be provided by the State Supply Department all headmasters will be circularized with the appropriate information and told about the procedures they have to adopt in order to take advantage of the facility.

### ROADS ALLOCATION

Mr. McANANEY: Can the Minister of Roads and Transport explain why a greater

proportion of the funds allocated under the Commonwealth Aid Roads Act agreement went to the metropolitan area compared to rural areas in South Australia than was the position in the other States? Is there some direction from the Commonwealth about this, or is this a State decision?

The Hon. G. T. VIRGO: The allocation of funds under the Commonwealth Aid Roads Act (and I assume these are the figures the honourable member is referring to) is determined by the Commonwealth Government by legislation and cannot be altered in any way in this State.

Mr. McAnaney: What is the reason for the discrepancy?

The Hon. G. T. VIRGO: I will have this matter researched. I cannot give a reason, because the current Commonwealth Aid Roads Act was negotiated during the period of office of the Hall Government, of which the honourable member was a member. I did not participate in those negotiations but I have participated in negotiations for the forthcoming Commonwealth Aid Roads Act allocations which will be introduced in about 20 months time. I will attempt to look into the crystal ball and see whether I can find the reasoning behind the current Act.

### HONoured CITIZENS AWARD

Mr. BECKER: Can the Premier say whether the Government has made any decision regarding honoured citizens awards in this State and, if it has not, when a decision will be made? I asked a question towards the end of the last session about this and in reply the Premier said:

However, the question of some recognition of public service in South Australia being given through a South Australian award is being considered by the Government.

The Hon. D. A. DUNSTAN: No, the Government is still considering it.

### RAILWAY FINANCE

Mr. GUNN: Will the Minister of Roads and Transport consider setting up a committee similar to the Bland Committee in Victoria to investigate the deteriorating financial position of the South Australian Railways? Last year the railways ran at a loss of \$19,000,000 and on some country passenger services there was a loss of more than \$16 for each journey. In view of the deteriorating circumstances it would appear that urgent action should be taken to rectify this unsatisfactory state of affairs.

The Hon. G. T. VIRGO: It would be interesting to know whether the honourable member was suggesting that all rail services to the electors in Eyre should be curtailed forthwith.

Mr. Gunn: That is not the content of the question, and you know that.

The SPEAKER: Order!

The Hon. G. T. VIRGO: If the honourable member does not desire to have the rail services for the District of Eyre reduced I do not think he is in a position to ask that the rail-ways services to other districts be reduced.

Mr. Gunn: I did not ask that, and you know it.

Mr. Goldsworthy: He asked you whether you would set up a committee.

The Hon. G. T. VIRGO: I think the honourable member is a little mixed up in his attitude.

Mr. Gunn: You are the one who is mixed up.

The SPEAKER: Order! The Minister must be allowed to reply.

The Hon. G. T. VIRGO: I know that the honourable member is strongly anti-railway but the fact of the matter is that the South Australian Railways Department provides an important service to the people he has the very high honour of representing in this House. He knows, as I do, that he would not be expressing the views of his constituents by advocating that the rail service on the West Coast be either reduced or discontinued altogether. The financial operations of the South Australian Railways Department greatly concern the State Government. We are conducting certain investigations at present and, in the light of those investigations and the reports that will come from them, appropriate decisions will be made by the Government.

#### PARA HILLS PADDOCKS

Mr. MILLHOUSE: Can the Premier say whether the Government has yet come to a conclusion that action be taken to preserve the Para Hills paddocks and, if it has, what it is? On August 22 last, following a statement issued by Mr. Peter Duncan, who hopes to take the place of the present member for Elizabeth in this House, I asked the Premier whether the Government intended to take any action to preserve these paddocks, as Mr. Duncan so strongly advocated. In the concluding part of his answer to me, the Premier said:

I believe that those submissions—the submissions of Mr. Duncan—have some force, because there is inadequate provision of open space in relation to them,

and that matter is now being considered by the Government.

As a further three weeks has elapsed since I asked that question, I hope I am right in assuming the Government has come to a conclusion on the matter.

The Hon. D. A. DUNSTAN: We hope to announce a conclusion shortly.

#### SUPPLY DEPARTMENT

Mr. COUMBE: I have a question for the Minister of Works, who is responsible for the State Supply Department.

Mr. Millhouse: You got a rap over the knuckles for it.

The SPEAKER: Order! The honourable member for Mitcham is being most discourteous to the honourable member for Torrens, who always conducts himself well in this Chamber and deserves the courtesy of every member, irrespective of which side he is on. The honourable member for Torrens has the call, and he should be given the opportunity to ask his question in silence. The honourable member for Torrens.

Mr. COUMBE: Will the Minister of Works obtain for me some information about the operations of the State Supply Department? According to the Auditor-General's Report, the operations of the State Supply Department for the year ended June 30, 1972, resulted in a deficit of about \$7,000, compared to a surplus of nearly \$18,000 for the previous year. The Auditor-General's comment to which I draw special attention is as follows:

The working expenses of the department are recovered by means of a charge against Government departments and certain other bodies authorized to use the purchasing facilities of the department. I previously expressed the opinion that the basis on which this charge is made is inequitable and that it would be preferable for the whole of the expenses of the department to remain as a charge against Consolidated Revenue.

The Supply and Tender Board has raised this matter with the Treasury. Can the Minister inform me on that aspect of the matter? Also, why were officers of the Examination Branch seconded by the Supply and Tender Board to other duties within the department, with the result that the Examination Branch has been inoperative, for a large part of the year? When is this Examination Branch likely to be re-formed?

The Hon. J. D. CORCORAN: I know nothing of the secondment of officers of the Examination Branch by the Supply and Tender Board, but I will inquire about that. As the Auditor-General has pointed out in his report,

the Supply and Tender Board has raised the matter whether charges should be made against Government departments or whether the whole operating cost should not be charged against Consolidated Revenue. I think it is ludicrous that accounting procedures have to be followed by which various departments are billed for services when the payments come from the one kitty.

Mr. Coumbe: Can you say what decision has been made?

The Hon. J. D. CORCORAN: I am not aware of that, but I will take up the matter and see what progress has been made.

### **SOLDIER SETTLERS**

Mr. EVANS: Has the Minister of Works a reply to a question that the member for Mallee asked recently about soldier settlers?

The Hon. J. D. CORCORAN: The Acting Minister of Repatriation states that War service settlers in the Campbell Park and Wellington areas have requested a review of the rentals of the leases in the light of the settlement of the zone 5 rentals dispute. This request has been examined by officers of the Lands Department, and submissions have now been made to the Commonwealth Minister for Primary Industry. The Commonwealth Minister's attention has been drawn to the conditions agreed on by the Commonwealth and the State for war service land settlement, particularly those relating to the fixing of rentals. He has been asked to consider the submission in conjunction with a similar one made recently in relation to single-unit settlers in the Keith district.

### **WATER POLLUTION**

Mr. McANANEY: Will the Minister of Works obtain for me the reports made by his department in regard to the degree of pollution caused by piggeries in the watershed areas and say whether the Agriculture Department has determined the effectiveness of the key-line system of cultivation in retaining water in the soil rather than its seeping down into the watercourses?

The Hon. J. D. CORCORAN: I think the member for Murray asked me a similar question recently about piggeries on the Murray. Is the honourable member now asking a question in relation to the watershed areas themselves?

Mr. McAnaney: Yes.

The Hon. J. D. CORCORAN: That is a separate question. I will refer the matter to the Agriculture Department.

### **NEWSPAPERS IN CHAMBER**

Mr. BECKER: Would you, Mr. Speaker, be prepared to recommend to the Standing Orders Committee that honourable members be not permitted to read newspapers in this Chamber?

*Members interjecting:*

The SPEAKER: Order!

Mr. BECKER: A constituent told me that during the recent school holidays he noticed a mother with two children in the Strangers Gallery. During the proceedings of the House, the younger of the children became bored, pulled a comic out of his mother's shopping bag and proceeded to read it. He was informed by the constable in the Strangers Gallery that he was not allowed to read in the House.

Mr. Clark: You are not allowed to fall asleep up there, either.

Mr. BECKER: The little boy leaned over towards his mother and said, "The Premier is asleep; the other members are reading the paper. Why can't I read my book?" I ask whether you, Sir, will recommend to the Standing Orders Committee that the reading of newspapers be banned in the Chamber,

The SPEAKER: I will refer the honourable member's question to the Standing Orders Committee. I may say that, if the Chair received co-operation from the honourable member and many other honourable members in relation to certain practices in which they indulge, we might be able to conduct the business of the House more smoothly.

### **NOISE POLLUTION**

Mr. EVANS: Can the Minister of Labour and Industry say whether the Standards Association of Australia has conducted a conference of interested parties to draft an Australian standard for the construction of domestic lawnmowers, in an attempt to reduce noise pollution, and, if it has, what was the result of that conference? I notice in today's *News*, at page 20 (and I hope I am allowed to read this)—

The SPEAKER: Order! It has long been the custom in this Chamber that members are not allowed to read from newspapers while they are asking questions. Moreover, the honourable member for Fisher has just heard the question asked by the honourable member for Hanson. Therefore, I ask the honourable member for Fisher not to read directly from a newspaper.

Mr. EVANS: I will not read from the newspaper. However, I point out that the Minister of Environment and Conservation has said

publicly that legislation will be introduced in an attempt to reduce the noise made by household lawnmowers. On August 11, 1970, I received the following reply from the Attorney-General on this matter (it appears at page 592 of *Hansard* of that year):

The honourable member asked whether it would be possible to place on the Statute Book a law providing that household motor mowers used in residential areas be fitted with a muffler. It would be unreasonable, and perhaps impossible, to require householders to fit mufflers at their own expense to motor mowers where the manufacturer's design does not provide for a muffler. If the law is to insist that motor mowers must be fitted with mufflers, it is necessary that the muffler be incorporated in the design of the mower as manufactured. It would seem, therefore, that any action in this matter would have to be on a uniform basis throughout Australia.

In 1967, as a result of approaches to the Ministers of Labour in each State, the Standards Association of Australia indicated that it intended to call a conference of interested parties to discuss the formulation of a draft Australian standard for the construction of domestic lawn mowers. This proposal was directed to safety requirements, and it was considered that the most appropriate course would be for the Standards Association to prepare a code concerning the safety requirements which should be observed in the manufacture of power lawn mowers. An Australian standard has, in fact, been published.

It would seem, therefore, that the appropriate course of action with regard to mufflers is to have the matter first considered by the Standards Association committee. I shall discuss the matter with my colleague the Minister of Labour and Industry with a view to ascertaining the cost and difficulty involved in incorporating mufflers in the design of power lawn mowers. If it seems to be practicable to do so, the views of the other Governments will be sought.

I have read that reply because, if the Standards Association has called a conference of interested parties, I believe it is important that the House be told now, if possible, what the recommendations are, so that we can consider proposals that may later be raised not only with regard to lawnmowers but also with regard to chain saws and other machines that are used around the average household nowadays.

The Hon. D. H. McKEE: I have not had an opportunity to progress as far in my reading of the *News* as the honourable member has progressed. I will find out what progress the committee has made, and I will tell the honourable member when I have obtained that information.

### **STRATHALBYN ROAD**

Mr. McANANEY: Will the Minister of Roads and Transport obtain for me a report on the programme, for the next two years, of work on the Strathalbyn, Wistow, and Mount Barker road? Although officers of the Highways Department have told me that work will be completed in two years, judging by the way work is progressing at present that would appear to be impossible.

The Hon. G. T. VIRGO: Sometimes things look impossible, but I can assure the honourable member that programmes are usually completed at a date close to the target date. However, sometimes variations occur because of circumstances beyond our control. I will get a report for the honourable member and let him know when I have it.

### **LOCAL GOVERNMENT ACT**

Mr. VENNING: Can the Minister of Local Government say whether he intends this session to introduce a Bill to amend the Local Government Act?

The Hon. G. T. VIRGO: I do.

### **LINEAR ACCELERATOR**

Dr. TONKIN: Will the Attorney-General ask the Chief Secretary to reassure the House and the community that the new linear accelerator, which has been stored under great difficulties for such a long time because of the lack of suitable accommodation for it, is now in a satisfactory condition and has not suffered in any way as a result of the long storage period involved?

The Hon. L. J. KING: I will obtain a report.

### **CRIMINAL LAW CONSOLIDATION ACT AMENDMENT BILL (PAROLE)**

Returned from the Legislative Council without amendment.

### **METROPOLITAN ADELAIDE ROAD- WIDENING PLAN BILL**

The Hon. G. T. VIRGO (Minister of Roads and Transport) obtained leave and introduced a Bill for an Act to provide for the preparation of a metropolitan Adelaide road-widening plan and for purposes connected therewith or incidental thereto. Read a first time.

The Hon. G. T. VIRGO: The Bill provides for the preparation by the Commissioner of Highways of a master plan setting out road-widening proposals so far as they affect the metropolitan area. The advantage that should



flow from this is that those whose businesses and houses will ultimately be affected by road-widening proposals will be given as much advance notice as possible and will be able to arrange their affairs accordingly.

In addition, it is likely that there will be some saving in the costs of ultimate acquisition if building activity on or near land likely to be acquired can be made subject to some reasonable restrictions. At this stage I indicate to honourable members that this Bill is, in its terms, intended to cover the period before the formal deposit by the Commissioner of a road-widening plan under section 27b(4) of the Highways Act, 1926, as amended. When such a plan has been deposited, the rights and liabilities of the parties are largely determined by reference to the Highways Act. Since the substance of this measure can best be explained by an exposition of its clauses, I shall now deal with them in some detail.

Clauses 1 and 2 are formal. Clause 3 sets out the definitions necessary for the purposes of the measure, and I draw attention to the definition of "building work" which covers the erection of new buildings and structures, and repairs, alterations and additions to existing buildings and structures.

Clause 4 provides for the application of the measure during the period that I have already referred to. Briefly, the measure applies only to land abutting or a road that is shown on the plan as subject to widening until the deposit of a formal road-widening plan under section 27b of the Highways Act or until the portion of land required for road widening has been acquired by the Commissioner. This latter limitation is necessary since in some residential areas the Commissioner has not found it necessary to have resort to his powers of compulsory acquisition to acquire the necessary land, and in those cases no formal plan will ever be deposited in respect of the land.

Clause 5 empowers the Commissioner to prepare a plan and requires that the plan shall be deposited with the Registrar-General of Deeds in the General Registry Office in Adelaide and that variations of or amendments to the plan which the Commissioner is empowered to make are to be deposited in the same manner. Clause 6 is perhaps the most important provision in the Bill: it is intended to limit certain building work on land abutting a road subject to road widening. The limitations fall into two classes. In the case of new buildings, no building is to be erected, without the consent of the Commissioner, closer than

6 m (about 20ft.) from the proposed new boundary of the road. This, in effect, establishes a "building line" of 6 m in respect of all land abutting the road as widened. In the case of additions, alterations or repairs of existing buildings, the limitation is somewhat less stringent, and the consent of the Commissioner for such work will be required only where it is to be carried out on a building or structure that actually encroaches on the land proposed to be acquired.

Clause 7 makes it clear that building work carried out in contravention of clause 6 will not be taken into account in fixing compensation payable in respect of acquisition of the land for road widening. Clause 8 sets out in some detail the provisions relating to the consent of the Commissioner, and at subclause (3) provides that, if the Commissioner does not move within 30 days of the application for consent being made to him, he will be presumed to have given his consent. The placing of burden of proving consent on the person seeking the benefit of the consent is, I suggest, in the circumstances quite reasonable. Clause 9 will enable the Commissioner to continue in close liaison with the councils on matters affecting road widening, and clause 10 provides a general regulation-making power.

The SPEAKER: Before the Minister resumes his seat, will he please move that the Bill be read a second time?

The Hon. G. T. VIRGO: I am sorry, Mr. Speaker. I move:

*That this Bill be now read a second time.*

Mr. EVANS secured the adjournment of the debate.

#### **APPROPRIATION BILL (No. 2).**

The Hon. J. D. CORCORAN (Minister of Works) moved:

That the adjourned debate on the second reading of this Bill be now proceeded with.

Mr. GUNN (Eyre): On Tuesday, in reply to a question from the member for Murray, the Deputy Premier said:

It is my personal belief that the necessity for wheat quotas has disappeared and that quotas should be lifted altogether.

Most members on this side and perhaps all members and, I would think, most wheat-growers desire that quotas be lifted. Unfortunately, the statement is rather dangerous, because one must look at the overall picture and analyse the unfortunate effect that the lifting of wheat quotas could have on the wheatgrowing industry and on everyone in Australia.

The Hon. J. D. Corcoran: If they are not careful they will not have an orderly marketing scheme left.

Mr. GUNN: The Minister made such a statement when he was in the South-East with Mr. Grassby, who I believe has been making similar statements. We are all aware of the types of statement he has been making on agriculture. He is on record as saying that the Australian Labor Party has drawn on the experience of all countries, particularly the policies adopted in Russia. So, we know the types of policy that that gentleman would put forward.

Wheat quotas became necessary because some large companies in New South Wales and other parts of Australia endeavoured to cut their losses by moving into wheatgrowing, because of the low wool prices. The companies were in a strong financial position, and they, could purchase their equipment and, where necessary, superphosphate at large discounts. So, they jeopardized the whole stabilization scheme, which I and, I believe, all wheatgrowers support. The stabilization scheme has been the salvation of the wheatgrowing industry in this country. If wheat quotas were lifted altogether, the small family farmer, whom I am concerned about, would not be greatly assisted, and speculators might enter the industry, particularly in New South Wales, and they could grow up to 500,000,000 bushels. Actually, we have grown a crop of that size on only one occasion.

If wheat quotas were abolished and later reintroduced, such companies would have a right to receive quotas. If they received quotas, the average wheatgrower would have his quota reduced. It must be remembered that nowadays there is not an international grains agreement similar to that which we had a few years ago, because the meeting of exporting countries did not arrive at an agreement. The last annual report of the Australian Wheat Board states:

The international grains arrangement ceased to operate on June 30, 1971, and was replaced by an international wheat agreement negotiated in Geneva in January and February, 1971.

Under the new agreement there is no arrangement in relation to prices. Statements such as that made by the Minister may give some wheatgrowers the idea that they will be allowed to grow an unlimited quantity of wheat. I would be happy to see genuine wheatgrowers in a position where they could sell all they could produce, but if quotas were lifted altogether the people who would gain the most

benefit would be the speculators. In the present situation wheat quotas should be increased because, if they are not increased, we will not be able to supply our markets. Further, we should always have a carry-over of 150,000,000 bushels or more.

Mr. Keneally: You believe in control of private enterprise, do you?

Mr. GUNN: The honourable member knows my opinion about free enterprise.

Mr. Keneally: Well, why are you complaining about the speculators?

Mr. GUNN: I have always said that I believe in the family farmer, the individual farmer, the traditional wheatgrower. The wheat industry has been through difficult periods in the past and because of that the wheatgrowers, by putting pressure on Commonwealth Governments, have been able to receive a guaranteed price and have a wheat stabilization scheme established. The wheatgrowers established bulk handling facilities, and my friend the member for Rocky River has played an excellent part in that regard in South Australia. I hope he is able to continue his valuable work in future. The wheatgrowers laid the foundations so that the industry could progress and the farmers could receive a reasonable reward for their work.

The speculators were not involved in the negotiations that led to the establishment of these facilities: all they wanted to do was enter the field and take the cream. I repeat that I consider that every person involved in the Australian wheat industry would like to see quotas lifted substantially. If it was reasonably possible to abolish them, I think we should all be pleased, but abolition would not help the people who have been put in a difficult position regarding quotas. I am referring to people who have been developing properties or who have had only small quotas.

Several factors caused the "explosion" in wheat, the major factor being the drop in wool prices. I am pleased that wool prices have increased now, because that will assist not only, the rural industry and country towns but the economy of the whole of Australia. I hope that the Minister of Agriculture will not follow the line taken by Mr. Grassby, who has made peculiar statements in the Commonwealth Parliament about agriculture. What he says depends on the people he is addressing. If he is addressing wheatgrowers, he tells them what they would like to hear and is not concerned about the consequences. Similarly, he would tell another group what they wanted to hear.

I suppose, if he was addressing the Fabian Society, he would tell those people what they wanted to hear.

The total wheat quotas in South Australia this year will be about 50,000,000 bushels and, if this production is attained, it will be the fourth highest production ever achieved in South Australia. In the past 10 years wheat production in this State has been fairly constant, but other States, particularly New South Wales when the quota system was introduced, increased production rapidly. This increased production was caused by the people of whom I have spoken previously. I should like to join with the Minister and say, "Let us throw the whole scheme overboard." We should all like to be able to endorse the Minister's remarks but, unfortunately, in the long run this would not help the genuine wheatgrowers. I should like to see wheat quotas increased substantially, but we must stay within the system. Almost all the problems about wheat quotas have been solved and people who were placed in a difficult position have been helped. At the same time, some people have been given larger quotas than they deserve.

The Minister of Roads and Transport, in replying to my question about the financial position of the South Australian Railways, implied that I was anti-railway and that I wanted to close all rail services in this State, but that is completely untrue. I am fully aware of the part the railways have played in developing the State and I also know the contribution that the railways make to primary production. However, the Minister must also realize the part that primary producers, particularly wheatgrowers and barleygrowers, play in contributing to the Railways Department receipts.

Mr. McAnaney: They pay their way.

Mr. GUNN: Yes. Because of the economic position that our railways are in, the Government should take realistic action similar to that which the enlightened Liberal Government in Victoria took. We know the dynamic force that Sir Henry Bolte was, and his work will be carried on for many years by his successor. On the other hand, the Labor Party in Victoria is in disarray and dominated by the left wing. The Victorian Government established an expert committee and gave it wide powers to investigate the Victorian Railways. The committee submitted a realistic report, and South Australia would be well served if the Government took similar action.

Mr. VENNING (Rocky River): I, too, express concern about the reply that the Minis-

ter of Works gave to a question recently. I know that the Minister replied off the cuff and I do not necessarily blame him for making the statement, because he is not the Minister of Agriculture. He gave his own opinion.

The Hon. J. D. Corcoran: That's right.

Mr. VENNING: However, what concerned me this afternoon was that, when my colleague started to enlarge on this matter, and before he could give an explanation, the Minister said, "I still agree with what I said." I thought it bad for a Minister (indeed, for anyone) to be unwilling to listen to what someone wanted to say.

The Hon. J. D. Corcoran: I had heard it all before.

Mr. VENNING: The matter is larger and more serious than meets the eye. South Australia should be concerned about retaining wheat quotas in Australia, because of our relationship with other States. We know that quotas here are fairly stable and, if quotas were lifted, Western Australia and New South Wales would produce so much wheat that we would not know what to do with it. A few years ago I had the privilege of representing South Australia on the Wheatgrowers Federation, when the present Chairman of the Australian Wheat Board (Mr. Cass) told the South Australian delegates, "I am afraid you are trying to grow wheat in the wrong State." He also said, "We can grow sufficient wheat in New South Wales alone to cover the Australian Wheat Board's requirements." So we can see what the position would be if wheat quotas were lifted.

The situation has gone even further. My colleague said that a year or two ago we had the benefit of the International Grains Arrangement, which is now non-existent, but there is now a gentleman's agreement on price observed by the exporting countries of the world. Although Australia is the third largest exporter of wheat, we can talk about only 300,000,000 or 400,000,000 bushels of wheat, whereas Canada and the United States of America can talk about thousands of millions of bushels. The U.S.A. has acreage restrictions and Canada has restrictions on delivery to its silo system. If the Commonwealth Government urged growers to produce unlimited quantities of grain, the growers in those two countries would take a dim view of the situation.

If we try to curtail production, even if only in a small way, it will go a long way to preserving the agreement observed by the exporting countries. If quotas were lifted, and if we returned to the situation of a few years ago,

primary producers would not enjoy the price structure they enjoy now. It would be a cut-throat business world-wide and, instead of getting \$1.10 a bushel first advance payment, it might be only a total payment of 85c. This State's primary producers, who know what is good for them, enjoyed the benefit of wheat stabilization and orderly marketing, and they want to retain it in this State. That is why I have spoken this afternoon in reply to the Minister.

I am sorry that the Minister of Local Government is absent, because I shall now refer to the rating on silos in South Australia. The Local Government Act needs to be amended, because the rating on silos is getting out of hand. Approaches have been made to the Minister with regard to an equitable basis for rating on silos, and the Minister has considered the matter. I hope that the Minister will soon agree to a policy established by the grower organizations, or one close to it. I cite the situation at Wallaroo where, when the last assessment was made in accordance with the Act, South Australian Co-operative Bulk Handling Limited could have been charged \$56,000 on its silos there, or 5 per cent of the capital cost of the installation of the system. However, a charge of \$28,000 was fixed, against which the company appealed. The valuer recommended that the Wallaroo council accept \$16,000, which was the rate finally fixed, whereas the previous year it had been only \$5,000.

The rating on the silo at Crystal Brook was \$300, whereas this year the rating has been increased by 600 per cent to \$2,100 on that small country silo. So the time is now overdue for an equitable method of assessing silos based on storage capacity. It is interesting to note that South Australia is the only State in the Commonwealth in which silos are rated. If the growers in the rest of Australia knew that, by means of the cost of production formula, they were helping to pay the rates on South Australian silos, they would not be happy about it and, before we knew where we were, we would have State accounting in the various States. I do not know whether the Minister is still not clear on the situation, but I remind him of some of the pertinent points in connection with the little slip of the tongue he made this week when he said that, as far as he was concerned, wheat quotas should be lifted.

Mr. McANANEY (Heysen): I support the remarks made by previous speakers. I was disappointed at the remark made by the Minister of Works the other day because I have a high regard for his ability and common sense. How-

ever, I suppose that when one has been on a platform with the Commonwealth member for Riverina (Mr. Grassby), who is one of the most irresponsible members of Parliament, it would make one wonder what we have as an excuse for democracy if he is re-elected at the next election. If people swallow the guff put over by Mr. Grassby, we begin to wonder where democracy will end.

We must face up to the fact that orderly marketing is a system of co-operative marketing, of people getting together and controlling their product so that they get an even balance between sales and the capacity to produce. The Government does not enter into it very much. Supply and demand can be achieved in the same way as it can be achieved by competition between secondary industries. If General Motors-Holden's decided to produce twice as many cars as it could sell or had a potential market for, it would go broke within six months. Because poultry farmers are producing twice as many eggs as they can sell, they must accept a lower standard of living. Possibly the consumer is paying too much for eggs to help make up for the loss suffered by poultry farmers.

Thousands of tons of egg pulp, which is in cold storage at the abattoirs, will not be sold for a year. By the time the pulp is sold, the storage charges could equal the selling price of the pulp. The member for Riverina is an irresponsible man, whose ill-informed statements must be ignored. Wool will have to be sold on a co-operative basis so that manufacturers will know with assurance that they can buy wool at a certain price for six or 12 months. The sudden shortage of wool that has taken place over the last week or two, combined with an increase in price, is possibly the worst thing that could happen to the wool industry at this time. There could be a sudden shortening in the demand and an excessive supply (which might increase), prices might drop, and the bottom could fall out of the wool market. Orderly marketing and the constant availability of the commodity concerned is not only good for the consumer: it is also good for the producer. Indeed, the only way that wool can compete with modern fibres is for regular supplies to be available at a reasonable price so that the manufacturer is sure of his base product.

Mr. Gunn: What about handling costs?

Mr. McANANEY: That problem applies to every primary industry, and too much handling of goods must be eliminated so that costs may be reduced.

Mr. Venning: Do you think Dr. Patterson would be interested in that?

Mr. McANANEY! I shall not play politics but, when there has been a shortage of wheat that has not been sold, it has not really been at a cost to Australia: the Canadian wheat sales under a system of controlled production during high world demand have not affected Australia, because we have standard markets in other parts of the world that we will retain for many years, especially in South America. However, I am not so happy about recent wheat sales to Egypt.

The problem of wheat and wool sales concerns the quantities of these commodities kept on hand. Many arguments have been put regarding this problem and I shall be fair in saying that perhaps the Commonwealth Government did not allow sufficiently large quotas in the last two years, or at least in the last year. We now have wheat silos able to hold a large quantity of wheat, and it would be folly to construct more silos if they were not going to be filled at the beginning of each grain season, because this would not pay. The same problem faces the wool industry. We must obtain a balance between the quantity that can be sold at a reasonable price and the quantity that can be produced. Although this varies between different industries (for example, wheat, sugar and wool), this should be our aim.

The same situation applies to the dairy industry and to dairy produce generally. Dairy producers should receive an equitable share in the dairy produce sold on the home market so that they can assess whether they should divert their attention elsewhere rather than to excess production or go ahead, accept the world price and take a gamble on that price going up. The situation of the Australian dairy industry in relation to the European Common Market is ridiculous: the industry will lose its butter market when Great Britain joins the market. We must remember, however, that every pound of butter exported to Great Britain during the last 10 years (except in the last nine months) has barely returned the cost of production. Therefore, we are subsidizing the production of butter by dairy farmers so that it can be sold on overseas markets at a price well below the cost of production.

Should Governments of the day find that they have insufficient overseas balances, or if they require a special commodity to be produced, they should provide a satisfactory price for farmers who produce that commodity so that it can be sold to obtain the required overseas

funds. We hear irresponsible statements from second-rate politicians, such as Mr. Grassby (and I am not including the Minister of Works here, for I have a high opinion of him). Although I do not think that this year it will be necessary to control wheat production, the basic structure of the quota system must continue and be applied if necessary.

There is much dissatisfaction about alterations in wheat quotas, and one of the reasons given for this alteration is that certain quotas must be increased in order to make a farm a viable proposition. However, I think that if we studied the individual figures, we would find that perhaps 80 per cent of farming properties were not viable, bearing in mind increased freight rates and wage payments, etc. If one quota is increased while another is reduced, I think it is unjust, as it may give one person an advantage over someone else. However, I congratulate the Minister of Agriculture on reducing the contingency reserve this year to 250,000 bushels. The chairman of the committee dealing with wheat quotas resigned in anger apparently because he did not have 1,000,000 bushels that he could play around with in order to take from one and give to another.

The Hon. Hugh Hudson: Don't you think there should be any way of removing anomalies?

Mr. McANANEY: By removing one

anomaly, we may be creating another.

The Hon. Hugh Hudson: You and the member for Rocky River want to protect the position of the big wheatgrower; you won't

allow justice to the smaller fellow.

The DEPUTY SPEAKER: Order! The honourable member for Heysen.

Mr. McANANEY: The fear has been

expressed that—

The Hon. Hugh Hudson: I'm talking about an injustice but you aren't interested in that.

Mr. McANANEY: It depends on what one calls an injustice. The Minister believes that the success of an industry depends on the degree of efficiency. Some people producing

small quantity of wheat have insufficient acreage to make their properties viable.

The Hon. Hugh Hudson: The member for Rocky River is not going to punch my nose.

The DEPUTY SPEAKER: Order! The

Minister of Education has to obey the Chair the same as anyone else has to.

Mr. McANANEY: If a property is a considerable distance from a port, the freight rates are too high; and if people live in an area where a drought is experienced, say, Once

every three years, they must go to the Government to apply for drought relief. This Government is a party to a dairy reconstruction scheme, under which a small dairy farm may be enlarged in order to make it more efficient. However, the Socialist philosophy breaks down generally in these matters, because its adherents do not believe in production efficiency; everyone in the community shares the cake. I refer here to the arbitration procedure and to Mr. Hawke, who we must admit is a learned gentleman although not always wise. I saw him non-plussed one evening on television when, having said that if we had wage control we must also have cost control, he was asked about eliminating the large over-award payments made in nearly every industry. Mr. Hawke spluttered a lot and did not reply, and that is the only time I have ever seen him struck dumb; indeed, I do not think he has recovered yet.

Dealing with the railways, I point out that I may have appeared to be vicious recently, but it was only as a result of what the Minister did to me when I asked a question about the Victor Harbour line. The Minister having said that I was a member of the Public Works Committee when the decision was taken regarding the line, I started to explain but, for some reason or other, someone pounced on me and I was not allowed to say anything at the time. Fortunately, we have a sufficiently democratic system for me to raise the matter now. In relation to the closing of this line, I aired my views in my district at the time, and some people present at one of the meetings were not happy about what I said.

The Victor Harbour Progress Association gave evidence on the matter, and I believe it was the following week that a letter appeared in the press stating that these people had advocated that the railway line should remain open but asking why those concerned did not use the line. One gentleman circulated a petition to the effect that the line should remain open, and when it was pointed out that he did not use the rail service he said, "But I like to see the train go past every morning." Another gentleman, from Yankalilla, gave evidence concerning the alternative ways of picking up his superphosphate supplies and the wide variation in the respective costs of carting superphosphate on the railway and by road.

This railway line was not closed following an investigation by the Public Works Committee, whose duty it is to ensure that a reasonable alternative service is available for

the people in the area. The Transport Control Board recommended that the line be closed, without ensuring that an adequate alternative bus service was available for the people of Victor Harbour. The Public Works Committee was told that, when it rained, the passengers more or less had to play musical chairs to avoid the rain coming through the roof of the bus. Therefore, the committee considered that the line should not be closed. Of course, had a reasonable bus service been available, the line might have been closed.

I refer now to wheat grown in the Strathalbyn district. Millers can obtain their goods more cheaply by road transport than they can by rail. However, it costs more to bring wheat from the Karoonda district by road than it does by rail because the railways give concessions for back loading. It would be far cheaper for us to pay the miller \$4,000 or \$5,000 a year, thereby saving, say, \$250,000 annually in running costs to keep the railway line in operation.

I turn now to the passenger service to Victor Harbour and to other country centres generally. It would be better if 90 per cent of country rail passenger services were closed and a modern bus service replaced them. In this way, much money could be saved each year. Indeed, I would not be opposed to the Railways Department setting up a bus service if it would be an economic proposition.

I was disappointed with the reply I received from the Minister of Agriculture regarding the elimination of the black marketing of wheat, which occurs to a certain extent. The member for Riverina in the Commonwealth Parliament (Mr. Grassby) said that half the wheat sold in Australia is sold on the black market. That is a ridiculous statement. He said that, to avoid black marketing, we should, at the next review of the marketing scheme make wheat so cheap that it would not be profitable for people to sell it on the black market. I agree that some effort must be made to curtail the efforts of a small section of the community who try to undermine the marketing scheme. We should try to eliminate black marketing activities and to this end we must find some means of getting around section 92 of the Commonwealth Constitution. Those people who indulge in black marketing should be made to play the game in the same spirit as that displayed by respectable wheatgrowers.

I refer now to the fear that is developing in the watershed area. People whose families have lived in the Hills district for 100 to 150

years are finding that their life is being interfered with and that people living in Adelaide are receiving certain benefits as a result. It could be argued, I suppose, that these people are polluting the area. However, no-one can prove that. I was told recently of an incident when it was asked whether the Government had made any tests. The person involved was told that an inspector came along with a pair of binoculars, looked from his car across a certain property and, having observed a little water trickling down, said that pollution was being created.

*Members interjecting:*

The DEPUTY SPEAKER: Order!

Mr. McANANEY: This is indeed a serious situation. The introduction of the minimum 20-acre subdivision is interfering with the lives of many people. No-one has ever advanced a logical reason for its introduction, so why should it happen in the Hills area? People say they do not know from where the pollution emanates and that this measure will to a certain degree contain pollution. It is strongly rumoured in the Hills that subdivisions will be increased to 70 acres. Arguments could possibly be advanced in favour of such a move. I have stated many times in this House that I do not agree with the figure of 20 acres. However, if restrictions such as these are placed on one group of people, the rest of the community must compensate these people for their losses. Just because of a quirk of nature, people living on one side of a hill are receiving high prices (sometimes \$2,000 to \$3,000 an acre) for their land, whereas property holders on the other side of the hill cannot do so.

These people may be creating pollution problems, but I will raise this matter repeatedly until some action is taken. People who live in Belair and Blackwood have created a pollution problem by living in a dormitory area. The Government has provided millions of dollars to install a sewerage scheme that will cost hundreds of thousands of dollars a year for interest payments on the money and to maintain the system, all at the expense of the taxpayer. People living in the watershed areas are entitled to similar treatment. If they have a pollution problem they must put down a well and pump the water out over the ground, and that costs up to \$2,000 a home. Many city people with money have bought properties and paid excessive prices for them, and in some cases the Engineering and Water Supply Department has acquired properties for reservoirs and has paid high prices for the land.

This means that the rates for people living in the area and trying to carry on as they have done for a hundred years have risen, because the land is valued more highly.

Mr. Payne: They must be old people!

Mr. McANANEY: They have children the same as does the honourable member, and they hand their properties from one to another. We have not yet reached the stage where these people should not have a family, and they are normal people. They wish to become more efficient and develop their property by running a few more pigs or cows or go in for irrigation so that they can contend with the rising costs and survive, but they are not allowed to expand in this way. It seems that they will be ground down and prevented from making a living from their properties, because of the restrictions. Unless they are lucky enough to be able to sell the land to people who want to keep horses (which will create the same amount of pollution) they will be forced off their properties. This is a serious problem to these people, and I believe that the Government should take some action.

Mr. EVANS (Fisher): I rise with some grievance about the Government's lack of interest in saving the vast areas of natural bushland and agricultural land, because it does not offer to councils a grant to reimburse them for the rates that are lost because Government departments have land in the Hills area. The latest assessment issued by the Stirling District Council has increased rates on open spaces and bushland in many cases as much as 150 per cent. Two public meetings were held in the Hills area this week at which those who attended were told of age pensioners living on perhaps 19 or 20 acres who have lived there all their lives and who, in the past, have conducted some rural activity such as keeping pigs or poultry, but who have now been told that they cannot operate in this way, because the water quality for city dwellers has to be protected. These people are too old to work elsewhere: they are willing to work their land, but have some difficulty, because they are age pensioners.

These people have worked hard all their lives and are the type of person that Government members say they represent and claim that we do not represent (and that we deny), but they are being forced to move out. Other persons on properties of perhaps 100 to 300 acres are being forced to give way to developers. I refer to land situated outside the catchment area between the rim on the western side of the catchment area and the land on the

eastern side of urban development. These areas are now being taken over by developers and are being cut up into half-acre and five-acre allotments subject to the Town Planning Act. The people who own them have no alternative. I shall give an example so that the Government will be reminded of what I have been saying for the four years that I have been a member in this House. The Government, whether Labor or Liberal (and I made these comments when the L.C.L. Government was in power), must accept the responsibility of making a rate reimbursement to cover the loss of rates by councils in the Hills area.

One gentleman in the Stirling District Council area owns more than 300 acres, some of which is in the hills face zone, and the remainder adjoins that zone. He was a prisoner of war in Germany and used the money due to him whilst in the prisoner-of-war camp to pay a deposit on land in 1947, after being discharged in 1946. In 1959, because of the increasing rates, he had no alternative but to sell part of it in order to pay his debts, but he retained about 300 acres. He fenced off 80 acres so that it remained in its native state and spent \$1,193 so that it was protected for all time from the few sheep that he ran on the rest of his property. How can he afford to pay the present rates? Until this year his rates were \$292.32 for 320 acres: his council rates are now \$622 under the new assessment. In addition, he is connected to the water supply but does not need it. He has to pay the water rates, because the supply goes past his property.

His total commitment an acre a year is at least \$5.50. He has had no alternative but to buy wethers and put them on the piece of land that he had intended to keep as natural bushland during his lifetime. I use that example, because I believe it is typical of the position in which people are now placed. Whether we like it or not, the open spaces on the western section of the Stirling District Council are doomed unless the Government accepts some financial responsibility to protect them. If the Government is not willing to make a grant to the council, I suggest (as I suggested last year to the Minister of Environment and Conservation) that the Government acquire the land. The private individual cannot be asked to pay exorbitant land, water, and council rates in order to save a piece of land so that other people may look at its natural beauty, but that is what is occurring. Last year I asked the Government to commit itself for \$120,000 to buy about 150 acres, much of which was

natural bushland, on the eastern boundary of the Belair National Park, but my request was refused.

However, the Government can spend \$400,000 or give one day's pay to people who were asked to work overtime (and were paid at the appropriate overtime rates) during the recent petrol strike. What about our priorities? Are we putting the environment before other matters, as the Minister states and as it seems the Government is doing, or is the Government ducking for cover and offering hand-outs in order to stay in power? Is that the Government's attitude, or should it accept the full responsibility to protect the section of the Hills that we believe is a part of the State that should be protected? There is no doubt that the Government has not, up to the present, accepted this responsibility. A large section of the land, as I know, and as other members must realize, will be subdivided or, where a person is in the agricultural business and owns scrub land, he will clear the scrub to help offset, by a little more profit, the extra rates he must pay.

Some families have owned properties in the area and eked out a living from them for nearly a century. They have always had enough love for the native bush land to keep and protect it as part of their properties. If we do not help these people now we will have a public outcry and they will be called rapists and destroyers of the hills because they must send in bulldozers and earth-moving equipment to clear it, burn it, and put it down to pasture for stock to graze. To those people it is a matter of economic survival. This is what they are faced with, in the same way as members in this Chamber would be faced with the situation if they did not have enough money to survive. The area in which they were operating would be expanded if that were possible, if there was a right to expand; if they could not expand they would have to get out.

I do not speak halfheartedly on this matter. I speak because, if it is not now, it will be never. Hundreds of acres will be cleared during the next 12 months, and where landowners cannot expand and do not own any land to clear they will give way to the developer, the investor, the profit-maker for the quick buck. There is no way of stopping the situation under the present regulations except by devaluing the property totally, as is the case in the water catchment area.

I refer to the values placed on land by the Government Valuer as compared with the value placed on the same land by the private



valuer employed by the Stirling District Council. In the Bradbury district, in the catchment area, the Government has acquired land at \$300 an acre. The private valuer has placed on land adjoining that land a value of \$1,000 an acre, yet people wonder why residents are shocked and claim they are being taken for a ride by Government departments. Those people are afraid of the courts, afraid to go to law and argue their case. They are not people with legal minds, but people who have worked with their hands to obtain a small living from the land. They have worked all their lives, and when one mentions lawyers to them they duck for cover because they have no confidence that they could afford to meet the costs involved.

Mr. Millhouse: You are talking nonsense.

Mr. EVANS: If the member for Mitcham wishes to speak to these people he will find that what I am saying is fact. Many people have no faith in approaching the legal profession for advice because they believe that, even if they win, they lose as individuals. The only people who win in the long term are those who are supposed to represent them.

The assessments of properties in the Hills in many cases could not be challenged. In the majority of cases the assessor has been fairly accurate. The problem is that urban development has caught up with agricultural interests and land usage is changing. We as a Parliament, and the Australian Labor Party as a Government, must assess the situation, look at it realistically, and say that as a Government it must accept some, of the financial obligation in order to maintain these properties or, if not to maintain them, to buy them, take them over, and keep them in this way. I could mention four areas, comprising 800 acres of bush land, that have not been touched by axe, bulldozer, or any other mechanism in my lifetime, or as far back as I can remember, for 30 years or more.

Mr. Keneally: Forty years, isn't it?

Mr. EVANS: Thirty years is as far back as I can remember the properties. That land is now doomed. It is a matter not of years, but of weeks and months before it will be useless for Parliamentarians, conservationists, or other groups in the community to say the landholder should not have taken the action that he has been virtually forced to take. He wants to survive, and that is his way of life. He has been forced into this situation not simply by the present Government, but by the expansion of urban development.

If we want to protect this land and keep what is there for the benefit of society, then society must accept the burden, through the Government that represents it, by paying taxes to keep it. I make it clear now to the Government that this should be looked at seriously over the next fortnight, to see whether some reimbursement can be offered to the council so that it, in turn, can offer some concession to owners of agricultural or bush land, with the condition that the land is left in its natural state or that rates are paid retrospectively for a period of years, whether it be five or 10 years. I think that should be acceptable to all as fair and just. I ask the Government to accept that responsibility on behalf of the people of this State, I am sure the people would think it fair. If not, there is no point in condemning others for their action simply because we ourselves did not take action.

Mr. GOLDSWORTHY (Kavel): I reinforce and support the points raised, first by the member for Heysen and then by the member for Fisher. These matters have been raised previously in this House as matters of grievance, and because the Government does not seem to have heeded the points we have raised we make no apology for raising them again. I wish to make two points, the first of which was mentioned by the member for Fisher. In the case of the Gumeracha council the operation and depredation of Government activities have been such that the council has lost a third of its rate revenue, causing financial inroads the council simply cannot sustain. During the previous session, the Minister of Roads and Transport made the point that this difficulty is not peculiar to Hills councils, but that the work of acquisition in connection with the Metropolitan Adelaide Transportation Study plan caused councils some difficulty. However, those difficulties did not approach the magnitude of depriving councils of a third of their rate revenue.

The circumstances applying to councils in those watershed areas where the Government has acquired land, for forestry in particular, as in this case, are unique. The position is becoming quite desperate in the matter of rate revenue for some of these councils in areas where the Government has acquired not simply isolated tracts of land, but vast tracts of land. This, of course, is something that cannot continue indefinitely. It is becoming increasingly difficult, and the time will come when it will be impossible for them to carry on their operations.

The other point I want to raise again, which was referred to a few moments ago, is the plight of the landholders in the watershed area where the Government has placed restrictions on their activities. I have been receiving letters every day from people with worries about these restrictions. There is a blanket restriction on activity in zone 1 of the watershed area, and the same restrictions apply to zone 2, the only ameliorating factor being that they can carry on some of their activities, but only with Government approval. This has made those properties untenable in many cases. If people cannot alter their numbers of stock, their yards to accommodate the stock, or their buildings, they lose all ability to diversify their operations.

I need not stress this at length because everyone knows it is true that there have been difficulties in the rural community. They have been particularly great in some areas where the holdings are smaller than usual. This applies to many holdings in the Hills district, where there are many small landholders, and their ability to survive depends largely on whether they can diversify their operations. If this is to be denied them, they will have very little opportunity to quit their properties because the only people interested in buying them appear to be those who are popularly referred to as "North Terrace farmers". That is undesirable, and of course only a few of the properties can be sold to people like that.

The idea of dividing up these properties into smaller lots is not the solution in the watershed area; cutting them up into 20-acre lots is not the solution, but that is the only recourse that those people have at present. If their properties become unprofitable and they cannot make a go of them, it is unlikely they will be able to sell them to other farmers; so the only chance of quitting and selling a property is to subdivide it into 20-acre lots, and a 20-acre lot is by no means a living area. It causes all sorts of problems, including that of weeds, so it is not a satisfactory solution. I know from firsthand experience that many of these people are worried. The Government should be concerned about this. No-one disputes the fact that the metropolitan watershed must be protected in the interests of the safety and purity of the metropolitan water supply, but let us not forget that it is being done at a tremendous cost to those people who have been on this land for generations.

I always thought it was a democratic principle that we look after the rights of the

majority and see that they are protected, but that the minority has its rights, too. In this case the rights of the minority are being completely neglected. If these people who have been there for generations are neglected and their properties do not become profitable and they do not qualify for any help, alleviation of their problems, or compensation, they will suffer a grave injustice. This matter was raised in the weekend press; it was raised in this House some months ago by the member for Fisher and the member for Heysen, it has been raised by me on several occasions, and we will continue to raise it in this House on every possible occasion, even though we feel our pleas are falling on deaf ears in the case of the Minister and the Government. Many citizens of this State are being gravely put upon in order that the watershed can be protected. No-one denies the right to have the watershed area protected—in fact, it would be foolish to suggest that it is not necessary to protect the metropolitan watershed—but it is not right that the majority should put upon the minority in this way and ride roughshod over them, denying them the right and the opportunity of getting rid of their properties: in other words, binding them hand and foot by the toughest regulations I have ever seen.

Even though we may as well be talking to the wall when talking to the Minister, we will continue to raise the matter in this House until it is considered and the people I have mentioned are given a fair hearing. It is a matter of urgency and of considerable grievance, because it is causing great hardship to the people affected. Even though they are in a minority in this State, we will continue to raise the matter on every occasion. I support wholeheartedly the remarks of the member for Fisher and the member for Heysen.

Mr. MATHWIN (Glenelg): I rise to speak on matters relating to hospitals. I object strongly to the one-sided preference given to other hospitals compared to hospitals within the south-western suburbs of Adelaide, and particularly in Glenelg. It is of great concern to me that the distribution of hospital beds in that area is so bad; it is of great concern also to the public that the shortage of hospital beds in that area is acute. I hope the Government will assist the Glenelg Community Hospital in any way possible. The committee set up to investigate these matters in the south-western suburbs brought in a finding of an immediate need of a minimum of 50 additional

beds to cater for acute medical and surgical cases, that number to rise to 100 beds within the next five to 10 years. Even these figures are inaccurate for I would say that far more than 50 to 100 beds will be needed in that period of time.

If we were to draw a triangle south from Adelaide Airport to Christies Beach, with one side of the triangle along South Road, there would be fewer than 100 beds available for acute surgical and medical cases in that area containing 150,000 people. I think one would agree that the accepted figure is four beds for every 1,000 people: that is society's demand for hospital beds of this type. This figure I have quoted for the south-western suburbs is less than one bed for each 1,000 people in that area. I understand it is well-known that the Director-General of Medical Services (Dr. Shea) knows there is a lack of beds in that area, but I wonder whether he realizes just how acute this problem is. I know he supports the policy of a larger type of hospital, of 150 beds and upwards, rather than a hospital of 25 to 50 beds. We also know that the Flinders Medical Centre is about to get under way. However, we have had a long wait of 20 years or more for this, and its building may take five years, if we are lucky. This hospital will provide 500 beds. Even if these beds are added to the other beds that can be expected in the Glenelg area, this area will still have fewer than two beds for each 1,000 people.

Moreover, we must realize that many of the beds in this new medical centre will be occupied by special cases that come from places all over Adelaide, so the number of beds available for the Glenelg area will be fewer and the ratio will be even worse. There will certainly be a natural increase in population in this area, as so many young families live there, and many new housing developments are being established. A recent survey of doctors in the Glenelg, Brighton, Warradale, and Seacliff area showed that they could make use of 100 day-beds for general use. Because of this Jack of a local hospital, people in the area who require surgery must be transported to hospitals at Ashford, West Beach, Blackwood, or the city.

Mr. Hopgood: Or Bedford Park.

Mr. MATHWIN: Apparently the honourable member has not been listening to my remarks. Undoubtedly, transporting these people would cause much hardship to families who had to use public transport. Although the Minister of Roads and Transport says that public transport is improving every day, the

problem of getting from Seacliff, Brighton, or Glenelg to West Beach by public transport would be considerable. It would be just about impossible for residents of that area to go by public transport to Blackwood.

Obviously the Glenelg Community Hospital should be extended, at least to a 150-bed hospital. Sufficient land is available, and the possibilities are favourable. In addition, space is available to provide car-parking facilities, and this is a most important factor in relation to a hospital. The cost of the proposed extensions to the Glenelg Community Hospital to make it a 150-bed hospital would be about \$400,000. Although I realize that the Flinders centre involves much elaborate equipment that is not involved at Glenelg, I point out that the cost of that centre, for a 500-bed hospital, will be \$40,000,000. This year, the Budget provides \$3,650,000 for this purpose.

I hope that it will not take as long to build the Flinders centre as it has taken to build some other buildings of a similar size. I am reminded of the cathedral at Liverpool in the United Kingdom that took more than 75 years to complete. I hope that the building at Flinders will not take nearly as much time as that. We have waited a long time for this centre, but I do not blame the Government for that. I hope the Government will support the proposal to extend the Glenelg Community Hospital. I do not think the Government realizes that the ratio of beds to population in the south-western districts at present is an outrage. I ask the Government to support any move made in this direction, and to treat the matter as urgent.

Motion carried.

Adjourned debate on second reading.

(Continued from September 13. Page 1317.)

MR. BURDON (Mount Gambier): I have waited some time this afternoon to speak about the Budget, which this year totals \$509,753,000, representing an increase of about \$50,000,000 on the total last year. Over the years, South Australia, whether under a Labor or a Liberal Government, has waged a continuing fight with the Commonwealth Government for more money. Liberal and Labor Premiers alike have gone to Canberra on their annual mission to get a bigger slice of the cake. Through the pressure of the present Treasurer and through his astuteness in applying, on behalf of South Australia, to the Commonwealth Grants Commission, this State is in a better position now, although we still need to improve our position further. After all, we

are only getting back some of the money that the people of this State contribute to the Commonwealth Government in taxation.

Over the last two years, South Australia's financial position has improved considerably. I well remember the former Leader of the Liberal and Country League (the present Leader of the splinter group in that Party) saying to the people in 1968 that an L.C.L. Government, if elected, would, as a first step, reduce taxation. However, in September of that year, the *News* had headlines about the horror Budget that increased taxation in this State by 25 per cent in one instance.

During this debate, several Opposition members have criticized Government members for not speaking in the debate. As there are two or three days left for this debate, I dare say that several Government members will speak in support of the Budget. We have heard much about Budgets in the last few weeks. It has been said that the Commonwealth Budget was designed for one purpose, and it has been said that the State Budget, too, was designed for one purpose. To be honest, I dare say that there would be a considerable amount of truth in both statements. This afternoon about six members indulged in a grizzle session ranging from wheat quotas to railways to afforestation and to problems in the Glenelg District. During this debate Opposition members have said that the Government should spend money for various purposes, yet they have also said that the Government should reduce taxation. Surely, if we spend more money we must get more money. I have paid close attention to this debate but I have not heard any Opposition member suggest an alternative way of raising the necessary revenue to carry out the functions that the Government should perform.

Mr. Becker: You should read my speech; I made a suggestion along those lines.

Mr. BURDON: That interjection will be remembered. However, I do not believe that the member for Hanson has made any really concrete suggestions. It is pleasing to see that the Budget provides for considerable increases in expenditure on health, education and social services. It is particularly pleasing to see the increased sum allocated to independent schools. I am looking forward to seeing considerable expenditure on medical services, social services and educational facilities in my district. Various suggestions have been made about the desirability of establishing a university in the country. There are regional universities in Victoria and New South Wales,

and I know that the Minister of Education is interested in the proposal to extend university facilities to country areas; I particularly have in mind the extension of such facilities to Mount Gambier. Opposition members have claimed that the Commonwealth Government has been generous to South Australia in the last year or two, but I remind those members that it has been only through the efforts of the Treasurer that South Australia has received increased allocations from the Commonwealth Government. We will have to be financially dependent on the Commonwealth Government to an even greater extent in the future if we are to have the facilities I have referred to.

The Leader of the Liberal Movement, when speaking in this House yesterday afternoon, said that the South Australian Housing Trust should considerably increase its rents; that suggestion will be received with dismay by every tenant of the trust. We all know that it is the Government's responsibility to provide bus services and rail services. Of course, rail services in this country and elsewhere were at first provided primarily for development purposes. Rail services are a continuing drain on the financial resources of this State. Of the sum provided in the Budget for the Railways Department, I believe that \$7,000,000 or \$8,000,000 is required for interest. This causes me much concern. The motor car and bus services have affected the revenue that the State would otherwise get from the railways. Despite this, this State and, indeed, other States are committed to providing railway services, although they are not receiving the patronage of the people generally in proportion to the money invested. What the future holds for railway services, which are used by only a certain section of the population for their sectional interest (such as the transport of superphosphate and the cartage of wool), I do not know. Although many types of goods that could be carried on the railways are being transported by other means, every taxpayer in this State must contribute towards railway services which must be provided without any financial return. I do not know what is the answer to this. I understand that the Treasurer and the Minister of Roads and Transport would be happy to hand over these facilities to the Commonwealth Government. However, that is a problem that must be examined in the future.

A large sum has been provided in the Budget for the Consumer Affairs Branch, and legislation passed this session has given that branch and its Commissioner very wide powers.

The legislation conferring those powers will give the South Australian public much greater protection from certain business interests. Although most business houses are honourable and do the correct thing by the public, some do not. The provision of finance for this branch will assist the ordinary people of the State, who really appreciate that assistance.

I have spoken briefly on the Commonwealth-State financial relationship. Another important matter to which I wish to refer relates to development. We have over the years heard certain catchcries regarding decentralization. I believe the policy of this Government and the federal Labor Party in relation to development has some meaning. While the South Australian Government has gone out of its way to make available certain facilities in the Housing Trust and the Department of Labour and Industry, as well as providing assistance to industry through the Department of the Premier and of Development, it is limited in the field in which it can work. The South Australian Government has granted a large sum and spent it wisely in attracting a very good industry to Mount Gambier. I refer to the factory of Fletcher Jones and Staff (S.A.) Proprietary Limited, which the Premier had the pleasure of opening last Saturday. The Managing Director of that company spoke about having 999 employees at the Warnambool factory and said he was looking forward to the time when the factory at Mount Gambier would have almost as many employees. I hope that he is correct, although it may be a few years before that employment figure is achieved.

That is one undertaking that the Government has been proud to be associated with, and I wish the firm every success in its move to South Australia. When Fletcher Jones was driving around in the horse and buggy days, Mount Gambier was one of his points of call, and I am pleased that, more than 50 years later, he has come back to establish a factory there. We know that there have been certain approaches regarding further developments but they have not yet reached a stage where we can state definitely that something will happen.

In the area of development, we must attract much Commonwealth Government finance. As I have said, we have the promise that the Australian Labor Party, if elected to office in the Commonwealth Parliament, will have a policy of matching, on a \$1 for \$1 basis, the money provided by the State. We will also be looking soon for other concessions to try

to attract industries to country areas. We cannot attract industry to every town or village in the State: industry must be taken to an area, and the Lower South-East has all the amenities to attract a large population to live there and work in industry.

One matter which does not concern the State Parliament but which does concern me as member representing that district is that certain Commonwealth Government tariffs have acted against the interests of the textile industries of this country. Recently it was extremely pleasing to me to note that the Commonwealth Government had re-imposed tariff restrictions on certain textile materials coming from the East. We all know that the conditions under which people work in the Eastern countries, such as Taiwan, Hong Kong and Singapore, are virtually slave conditions and they have had a serious effect on the South Australian worsted mills at Mount Gambier.

I hope that, whilst action has been taken to correct this matter in a small way, more effective control will be exercised through the tariffs so that these industries and the jobs that are so vital to the working people of this country will be protected. I understand that 215,000 persons are employed in the textile industry in Australia, and their jobs have been jeopardized seriously in the past 12 months. The Tariff Board has started to consider some of these matters and we hope that, under the direction of a Commonwealth Labor Government in the next few months, this work will be speeded up. We must look realistically at tariffs, and certain tariffs must be imposed or increased. Some tariffs could be reduced to benefit certain sections of the community.

Another matter to which I give my whole-hearted support is the increase to \$1,400,000 for kindergartens and the Government subsidy of \$176,000 on a \$1 for \$1 basis. The policy of this Government and of the Labor Party in the Commonwealth sphere, given the finance, is to provide free education from the kindergarten to the university. The establishment of kindergartens in the city and in country areas has been done at the expense of parents primarily. However, many parents in the community cannot afford to contribute and, as a result, there are insufficient kindergartens to serve our needs. There are enough kindergartens in the more affluent areas, but people in the lower-income bracket should also have kindergartens, just the same as any other section of the community.

I hope the day will soon come when parents will not have to provide a \$1 for \$1 subsidy and when the whole of the cost of kindergartens will be provided from Commonwealth funds. There are three kindergartens in my area and I know, from speaking to some of the parents of the children who attend, that the kindergartens not only give youngsters a better start in school life but also provide a break for the parents who can send their children to kindergarten for two or three hours each day.

I should like to have heard some concrete alternative proposals put forward by Opposition members in this debate. It is easy to criticize but it is another matter to make a constructive suggestion. No Government member objects to hearing a concrete proposal put forward by the Opposition, but it is somewhat galling to members on the Government side to hear criticism without any alternative constructive proposal being offered.

The Budget provides for an increase over the next financial year in stamp duty on documents, etc. No-one likes to see an increase in State taxes or in council rates. In a recent debate a speaker said that certain council rates had been increased by an amount between 150 per cent and 200 per cent. The rate in my own local area has been increased by about 15 per cent. Whenever costs are increased, there is a desire to try to prune one's outgoings, but it is not always possible to do this. If the Government is to provide all the services required, these increases must inevitably occur. Indeed, I should like the Leader of the Opposition to say specifically what services in this State should be reduced, or even abolished, in order to avoid increased taxation.

I received today from the Premier a letter indicating that a further \$4,000 is to be granted to the Mount Gambier City Council to help provide certain tourist amenities in the lakes area, and I know that the council and local residents appreciate what the Government has done in this regard over the last 18 months.

Dr. Eastick: It's not an election Budget!

Mr. BURDON: The Leader said it, not I. I believe that everyone in this Chamber regards tourism as an industry; indeed, it is a large industry, and it is desirable that everything possible be done in order to attract people to the State. In my district, there is the attraction of the lakes area, the pine forests and the coast, etc., and in the district of the member for Victoria the vine-growing areas have tourist potential. I hope that the Government will

continue to see that tourist facilities are increased generally. I point out that most people believe that this is an area for which the Government itself is responsible. Indeed, I will take every opportunity to see that the Government provides funds for this purpose.

I am concerned about the need to attract more doctors to country areas, and I should like the Chief Secretary's Department to examine this matter, even if it means providing a subsidy for this purpose. Although we have an excellent medical service at Mount Gambier, I know that the doctors there are overworked: they work 80 hours to 90 hours a week, and that spread of hours is beyond the capacity of any person to maintain for any time. The shortage of doctors in the past has occurred because the State did not provide adequate facilities to train doctors and did not take into account the expanding population. I am pleased that, because of the action of the Labor Government in 1965-68, the complex at Bedford Park is now nearing completion, and with the Flinders University and the teaching college attached to that hospital a flow of many trained doctors will commence during the next five or six years. In addition to providing for the Mount Gambier Hospital an allocation has been made to appoint resident medical doctors.

I would like to see this happen immediately in Mount Gambier, and I am not being unkind to the local doctors who go out of their way (whether it be morning, noon, or midnight) to ensure that people, who are admitted to the hospital, are attended to. Almost all of the local doctors work long hours, but I believe they are entitled to the same break from work as are other persons who work in the community. We look forward to the day when adequate doctors will be available in the Mount Gambier District and in the hospital, and I suggest that the Government should advertise in order to attract doctors to that area to be employed as resident doctors. It will be necessary to appoint four doctors so that they may rotate on a shift basis, but I ask the Government to consider seriously these appointments, because I believe this is a matter of great importance to the people. I support the second reading.

Mr. ALLEN secured the adjournment of the debate.

#### ADJOURNMENT

At 5.54 p.m. the House adjourned until Tuesday, September 19, at 2 p.m.