

HOUSE OF ASSEMBLY

Thursday, August 7, 1975

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

PETITION: SUCCESSION DUTIES

Mr. GUNN presented a petition signed by 122 residents of South Australia praying that the House would pass an amendment to the Succession Duties Act to abolish succession duties on that part of an estate passing to a surviving spouse.

Petition received.

QUESTIONS

The SPEAKER: I wish to thank all honourable members for their co-operation at Question Time yesterday. I point out that, as a result of my appeal and honourable members' co-operation, the number of questions replied to increased from 14 on Tuesday to 21 yesterday.

PETROL DISCOUNTING

Dr. TONKIN: Has the Premier initiated any investigation into the effects of the rapid escalation of petrol discounting in Adelaide, and has he received any indication that the Australian Council of Trade Unions may spread its price-cutting petrol retailing activities to South Australia? In fact, would the Government support in any way the establishment in this State of outlets where the A.C.T.U. could undertake its reported 17c a gallon discounting? In today's press it is reported that nearly half of all service stations in Adelaide are now selling petrol at discounted prices, and the number of outlets is increasing almost daily. Signs indicating 5c a gallon off and now 7c a gallon off are becoming commonplace. One wonders how much higher these discounts can go, and what effect this will have on the ability of many operators to stay in business. I am therefore interested to hear what the Premier's attitude would be if Mr. Hawke sought to introduce his 17c a gallon discount into South Australia. What is the Premier's attitude towards petrol price cutting, and will he modify his attitude if Mr. Hawke asks him to allow the A.C.T.U. to come into South Australia?

The Hon. D. A. DUNSTAN: The replies to the honourable member's first two questions are, "Yes" and "No", and the third question is, in consequence, irrelevant.

Mr. WHITTEN: Will the Premier investigate allegations that have been brought to my attention about petrol resellers who, with the co-operation of oil companies, can avoid tax by increasing sales of petrol at certain outlets? A constituent of mine, who owns a petrol outlet site and who has been an Ampol dealer on Grand Junction Road, Rosewater, for the past 26 years, made representations to Ampol to be granted discounts that would enable him to compete with other resellers, but his request was refused. His monthly gallonage has been greatly reduced, and he must pay tax based on last year's figures, yet those outlets that discount petrol and sell greatly increased gallonages still pay tax on last year's figures. It seems that a reseller who can increase his gallonage has an unfair advantage over resellers who cannot increase their gallonage. Such resellers, instead of passing on to motorists the benefit gained from increased gallonages, are obtaining added profits.

The Hon. D. A. DUNSTAN: This matter has been causing the Government some concern, and I have asked the Minister of Labour and Industry to approach the Motor

Fuel Distribution Board to ask that it recommend to the Government appropriate regulations under its Act to cope with precisely this situation. The matter is being investigated, and the Government is taking certain action.

Mr. MILLHOUSE: Can the Premier say what investigations have been initiated into the effects of petrol discounting in Adelaide, by whom it is being carried out, and what it shows? I congratulate the Premier on the brevity with which he answered the Leader's question, a ploy that he has often used to avoid something which he found awkward.

The SPEAKER: Order! I must draw the attention of the honourable member to the fact that this is Question Time.

Mr. MILLHOUSE: Yes, Sir, I was provoked so much I could not avoid it. It was so obvious, but I shall not say any more. The earlier question the Premier was asked was based on the reports of his comments on the undesirable effects of discounting the price of petrol, which is, as we know, widespread. Why that is so bad I do not know but, of course, it was in stark contrast to the attitude of the Australian Council of Trade Unions and the President of the Labor Party with Solo in other States.

Mr. Harrison: Question!

The SPEAKER: "Question" having been called, permission to explain is withdrawn.

The Hon. D. A. DUNSTAN: The honourable member has asked me who is carrying out the investigation. It is being carried out by the Motor Fuel Distribution Board. The investigation is under way but has not been completed. I cannot, therefore, tell the honourable member what are the conclusions.

Mr. Millhouse: When are you going to complete it?

The Hon. D. A. DUNSTAN: I will make an announcement at the time I receive the results of the investigation but, in addition to the investigation, I point out to the honourable member that, if he had listened to an earlier answer to a question, he would know that. I have already requested the Minister of Labour and Industry to seek from the Motor Fuel Distribution Board a recommendation in respect of regulations under its Act.

BOAT REGISTRATION

Mr. GROTH: Can the Minister of Marine say how many motor boats have already been registered in South Australia, how many remain to be registered, what is the necessary date for registration, whether inspectors will attend at boat ramps to check on boat registrations, and when operator licence examinations will begin?

The Hon. J. D. CORCORAN: The latest information I have indicates that about 11 000 pleasure craft have now been registered. The Marine and Harbors Department estimates that about 15 000 boats are still to be registered. Pleasure craft in use are required to be registered by September 1 this year. It does not follow, of course, that everyone will register his boat at that time; some boat owners may not register their boats until they intend to use them. At present, people are registering vessels at the rate of about 100 a day. Boat operators will not be required to be licensed until June 1, 1976, but examinations for people wishing to apply for a licence will commence in September this year, and it will, of course, be spread over the required period, or beyond that, because otherwise the department could not handle the matter administratively.

The co-operation of the people involved to date is, so far as I am concerned, very satisfactory indeed. I think I have covered the points that the honourable member raised. If I have forgotten anything, perhaps the honourable member will remind me later, and I can inquire of the department and let him know. I reiterate that every vessel, if it is being used in South Australia, is required to be registered by September 1 of this year. Operators will be required to be licensed by June 1 of next year, but examinations for that purpose will commence in September of this year. I think that about 11 000 registrations have been effected to date, and about 15 000 are outstanding.

COUNCIL GRANTS

Mr. GOLDSWORTHY: Can the Minister of Local Government say whether the Government intends to make grants available for councils whose allocations of funds have been so reduced that they have no alternative but to retrench staff? There are some councils in my district whose allocations are known to me, and those councils will have to retrench some of their staff if they do not receive increased grants. As the Loan grants have already been allocated, the only source would appear to be from the State Government. Inquiries from around the State in the last few days also indicate that other councils are in a similar position. One is aware from the daily press that the Adelaide City Council itself is in some difficulty. As it appears to be a State-wide problem, I ask the Minister whether the Government is willing to make additional moneys available to local councils. We were assured only yesterday that we have a new-found affluence in South Australia as a result of the sale of our country railways and, in view of this buoyant condition in which we find our State economy, it would seem to be a most appropriate time for such grants to be made. I think the Minister will realise how important employment is to some of the small country towns and appreciate that stable employment over many years—

The SPEAKER: Order! I must draw the honourable member's attention to the fact that this is Question Time: it must not be used for debate. The honourable Minister of Local Government.

The Hon. G. T. VIRGO: When the grants to councils were determined earlier this year, councils were told that, because of the reduced effective finance available to the Highways Department through the roads fund, it was not possible to provide the escalated sums which would perhaps be possible otherwise, or which certainly were desired by councils, and that they would need to rearrange their activities accordingly. Councils were informed of this situation well in advance so that they were able to take whatever remedial steps they considered were desirable and necessary in regard to fixing their rate revenue. I have made the point before, and I make it again today, that the money made available by the Highways Department to councils in South Australia is not an integral part of the income of councils. These funds are made available principally on a needs basis and, of course, as such, there must be a variation from time to time. As the needs are satisfied in one area, money is diverted from that area to other areas where the need still exists. On that kind of score, there cannot be any constant regular income from the road funds to councils. The Highways Department has always looked sympathetically at the financial difficulties of local government, and I have no doubt that it will continue to do so. However, it has indicated that it will be inhibited by the sums available,

so that the amount of relief that it will be able to provide will be considerably less in the future than it has been in the past, and that situation will occur this financial year. If there are any specific cases the honourable member would like investigated, if he lets me know about them I shall be pleased to get the Highways Department to examine them to see whether any help can be forthcoming.

USED TYRES

Mr. SIMMONS: In the absence of the Minister for the Environment, I ask the Premier whether he is aware of a new process that has been developed by Commonwealth Industrial Gases Limited, a company operating in my district, for turning discarded motor tyres into valuable new raw materials, such as rubber crumb, fibre fluff and metal beading? The most recent issue of *Overseas Trade*, the official journal of the Australian Department of Overseas Trade, contains a reference to this process, as follows:

An estimated ten million tyres are discarded in Australia each year, posing a major pollution problem. The CIG process involves freezing tyres in liquid nitrogen, which makes them, brittle enough to be smashed into small pieces. Several tonnes of smashed tyres have already been produced by CIG for evaluation purposes, and a number of product samples have been produced using a variety of bonding agents. Among the projected uses of the smashed tyres are carpet underlay, building board, car body underseal, surfacing for pedestrian walkways and industrial flooring. Rubber crumb is also believed to have the required properties for sub-soil drainage.

This would appear to be a worthwhile process both to remove a pollution hazard and to recycle valuable resources. Has the Government considered adopting this process?

The Hon. D. A. DUNSTAN: I am aware of the processes which, I believe, can be developed to this State's advantage.

VEHICLE LOAD LIMITS

Mr. RUSSACK: Is the Minister of Transport aware (and I am sure he is) of the serious problems facing road transport and rural industries in the transporting of primary products because of the vehicle weights legislation and indecision concerning the implementation of the exemption clause? Because of the proven safety record in the transporting of primary products to silos, wineries and packing houses, can the Minister say whether the Road Traffic Board, by the authority contained in section 147 of the Road Traffic Act, will exempt weight restrictions in the transportation of primary products to axle limits? The relevant legislation was passed in 1973, to become operative on January 1, 1975. Late last year the Act was amended to defer the implementation of its clauses until July 1, 1975. During the recent election campaign, the Minister announced a further delay of three months. It has been brought to my notice by some of my constituents that there are problems in relation to the impending harvest and the reduced load difficulty with new vehicles when trailers are attached. I point out that about \$1 400 is necessary to fit brakes to these trailers. In addition, Emergency Fire Services vehicles, when complying with the weight restrictions, will be able to carry only small quantities of water and, in some cases, no water at all. Finally, I refer to a letter which originated from the Minister on July 2, 1975, and in which, dealing with this problem, he said:

You are probably aware that I have had further discussion with the Road Traffic Board on this question and, as a result, the board decided to defer for a period of up to three months the application of the new legislation for those vehicles carrying grain, grapes, citrus, and logs. During this three-month period it is hoped that further consideration will be given to the problems that the legislation placed upon industry.

As the Minister seems to accept the fact that the legislation has caused problems, will he take action to solve them?

The Hon. G. T. VIRGO: Quite obviously, I acknowledge the fact that problems exist or I would not have asked the Road Traffic Board to provide a further exemption of three months to enable these matters to be discussed further. To suggest as does the honourable member (and regrettably so many other people seem to have the same idea) that, provided the axle limits are enforced all aspects of road safety have been complied with, is quite erroneous. That would mean that, in the case of a truck capable of carrying 1.524 tonnes, provided the operator put no more than 8 t over the back axle, according to the honourable member's argument, that truck would be safe on the road. That is a foolish attitude to adopt; it is the reason why this Parliament in its wisdom decided to amend the Road Traffic Act to provide that a vehicle could carry the weight it was built to carry. I do not know why there is so much confusion over what is so obviously an elementary point. If a vehicle has been built to carry 5 t, it is not the prerogative of this Parliament, the Minister, or the Road Traffic Board to permit that vehicle to carry 10 t or 8 t, as the honourable member is seeking in his question. We are currently looking at some of the difficulties. I do not know what is the pending harvest to which the member for Gouger referred.

Mr. Goldsworthy: There is one every year.

The SPEAKER: Order!

The Hon. G. T. VIRGO: I would not have thought much grain would be taken off in the honourable member's area before Christmas, if any at all. That is still a long way off.

Members interjecting:

The SPEAKER: Order!

The Hon. G. T. VIRGO: As this legislation has been passed by the Parliament, I believe that we have a responsibility to see that it becomes effective. We are doing this, but in applying the decisions of Parliament we are attempting to ease in the provisions in those areas that count. The honourable member has conveniently ignored the fact that the Road Traffic Board had earlier given an additional exemption to primary producers in the carrying of grain to the nearest practical silo by increasing the overload factor from 20 per cent to 40 per cent. That is not an inconsiderable matter when it comes to adopting a sympathetic attitude to the primary producer.

Mr. Venning: Aren't you going to phase that out also?

The Hon. G. T. VIRGO: The legislation provides for a 20 per cent overload factor, and that is more generous than that applying in any other State in Australia. Those who constantly pick on this legislation fail, first, to acknowledge its road safety aspects, and they also fail to draw attention to the fact that the provisions in similar legislation in every other State are much harsher. The member for Gouger also made a plea on behalf of the E.F.S. He said that its trucks would not be able to carry water. I repeat the invitation I have made before to those who have been critical: if the honourable member is willing to put before me or the Road Traffic Board any specific cases (rather than a general reference of the type he has made today), we will have a look at them, but at this stage I know of no complaint that has been made on behalf of the E.F.S.

DEPARTMENTAL APPOINTMENT

Mr. WELLS: Will the Minister of Labour and Industry elaborate on the announcement he made today that Mr. John Bannon had been appointed an Assistant Secretary of the Labour and Industry Department? I understand Mr. Bannon will head a new planning and research division within the department. I ask the Minister whether this appointment is in line with the stated policy of the Australian Labor Party to implement further industrial reforms for all South Australian workers in an endeavour to assist them in their working and living conditions.

The Hon. J. D. WRIGHT: True, John Bannon has been appointed today to commence duty within the next week or two as Assistant Secretary in my department.

Mr. Millhouse: It sounds like a Dorothy Dixer.

The Hon. J. D. WRIGHT: I suppose the member for Florey can read the newspapers, just as the honourable member can.

Members interjecting:

The Hon. J. D. WRIGHT: I wonder how many questions I have to reply to?

The SPEAKER: Order!

The Hon. J. D. WRIGHT: As I was saying before I was rudely interrupted, Mr. Bannon has been appointed as Assistant Secretary in my department. I would like to say something about his qualifications. Mr. Bannon, of course, has a law degree. He worked for about four or five years with the Australian Workers Union as an industrial advocate and spent the last two years working for Clyde Cameron, who was then the Commonwealth Minister for Labour and Immigration. I mention this in order to inform the House just how much experience Mr. Bannon has had in the industrial field. He is also a member of the Institute of Labour Studies of this State, being a very strong participant in that area. I want to make clear also that this position was created on the recommendation of the head of my department to the Public Service Board, which called for applications for the position throughout Australia. Although I am not sure how many applications were received, I know they were numerous. Mr. Bannon was easily the most qualified applicant. Mr. Bannon's duties will be to assist with job security, undertaking planning and development work in that area; he will be in charge of that section of the department. I would also make the point that the appointment was recommended by the Public Service Board, and therefore I do not want it to be said that it was a political appointment.

PORT MacDONNELL BREAKWATER

Mr. VANDEPEER: Can the Minister of Marine say what investigation the Government has made into the effect of the proposed breakwater at Port MacDonnell on the foreshore, and the effect of the outer end of the breakwater on the approaches to the anchorage? We do not want a repeat of the damage to the foreshore that occurred at Portland, where the breakwater appears to have affected the direction of the currents and is now eroding the foreshore on the far side of the bay. In addition, there is some concern that the angle of the breakwater to the incoming seas could create severe turbulence between the outer end of the breakwater and the southern reef. This could make the passage to the anchorage extremely difficult if there was any sea running.

The Hon. J. D. CORCORAN: I can assure the honourable member that thorough investigations have been carried out and the problems that he has highlighted have been

looked into. I do not want to be unkind to the honourable member, as this is his first question.

Mr. Goldsworthy: You're not interested in it!

The Hon. J. D. CORCORAN: In fact, I am very interested in this question, because I was a very strong advocate for this facility at Port MacDonnell, as it is long overdue; and it will proceed. In fact, the studies to which the honourable member has alluded have been undertaken, and I am sure that the effect that he is obviously worried about will not occur. I am not sure whether he wants the work to go ahead. I think that probably the best thing I can do for him in this case will be to get a full detailed report from my officers on the technical aspects of the matter and let him have that report, so that his fears will be allayed, as I am sure they will be.

CONSUMER PROTECTION LEGISLATION

Mr. KENEALLY: Will the Minister of Prices and Consumer Affairs say whether the Government has any plans to broaden the range of consumer protection legislation in South Australia? I still receive many complaints, as I am sure most members do, about various consumer problems, such as overcharging, poor quality of goods or workmanship, and unfair practices. I know that the Prices and Consumer Affairs Branch is active and efficient in dealing with complaints and has had great success in obtaining redress for consumers. However, I wonder whether additional legislation is intended to be introduced to further assist the branch in its work.

The Hon. R. G. PAYNE: I thank the honourable member for being the first member on my side of the House to ask me a question, as a new Minister.

Mr. Mathwin: And you just happen to have a reply with you!

The Hon. R. G. PAYNE: By coincidence, as the member for Glenelg has said, I happen to have a reply to the question. There is no immediate intention to introduce legislation in the areas referred to by the honourable member, but this may have to be considered because of the increasing number of complaints being received by the Prices and Consumer Affairs Branch. I believe that members will be particularly interested in the figures that I will now give. Figures for the first six months of 1975 show a percentage decline in complaints concerning matters which are specifically covered by legislation, such as secondhand motor vehicles, unfair advertising, door-to-door sales, and so on, so the honourable member's question begins to have import. On the other hand, there has been a marked increase in the number of complaints about faulty goods and services, excessive charges, and unfair dealing. The total number of formal complaints investigated by the branch during the six months was 2 813, which was an increase of 36 per cent over the number for the same period of 1974. Of these complaints 916, or about one-third, concerned faulty goods and services, and there were 705 (25 per cent) complaints of unfair dealing and a further 569 (20 per cent) complaints of excessive charges. The problems arising from these complaints may not be easy to cure by legislation, but the matter will be kept in mind.

In relation to quality of goods, already there is some protection under existing laws, including the Manufacturers Warranties Act, and members, of course, will be aware that the full effect of this legislation is yet to be felt. In the meantime, however, the branch will continue its programme of consumer education to make people aware of their

rights and obligations under existing legislation and to encourage them to insist on their rights. I am pleased to add that, despite the increasing volume of complaints, the branch has even improved on its record of favourable settlement. I take the opportunity to remind honourable members, because I believe they understand this, that Mr. Baker and his officers do a great job in this field on behalf of the citizens of South Australia. It pleases me greatly to be able to tell the House that, in about 88 per cent of cases, the consumer obtained full or partial redress or a satisfactory explanation, compared to about 80 per cent in the first half of 1974.

Mr. Mathwin: Come on! This is Question Time and that's a Ministerial statement.

The Hon. R. G. PAYNE: Only 2 per cent of cases could not be resolved in any way, compared to 5 per cent during the same period in 1974. I can assure the member for Stuart that the question whether additional legislation is necessary is under review, but at present there is no immediate intention to introduce legislation.

HOUSING

Mr. EVANS: First, I congratulate the Minister of Housing on his taking over that portfolio from his colleague. Will the Minister say what action he is taking to improve the availability of reasonably priced rental, rental-purchase and purchase houses in South Australia? During the past few years, South Australia has suffered in the area of low-cost housing for the lower-income groups, particularly in the Housing Trust area. The number of houses built by the trust as a percentage of the total number built in the State is at the lowest ebb that it has ever reached, and in the past year, we have been told, the number was about 1 500. As the number of applications for rental houses is at the rate of about 12 000 a year, each year the Housing Trust is falling eight years behind the demand. Regarding housing allotments for those who wish to buy them, figures show that at the end of July the average price of such allotments in the metropolitan area was more than \$7 500. This is a frightening aspect for people, even though the price may be lower than that in other States. The new Minister has a difficult task in trying to solve this problem, but I believe that he should be able to tell the Parliament, and thereby the people, what he intends to do to help to eliminate this serious and difficult situation for so many low-income groups and young married people in our society at present who are concerned that the price of an average house of about 110 square metres is already between \$25 000 and \$30 000, and that does not include the cost of the land. I ask the Minister what action he is taking in this field with his Government's support.

The Hon. HUGH HUDSON: The current rate of construction of the Housing Trust, if we were able to continue it for the rest of this year, would lead to a substantial increase in the rate of construction of houses, and particularly to the availability of low-cost houses for rental or rental-purchase. At this stage it is not possible to make any clear determination on the prospects for the entire year, because we do not know what decisions the Australian Government will hand down with respect to allocations of housing money. In addition, we do not know what role the newly-established Australian Housing Corporation will be able to play in South Australia and what kind of access State authorities will be able to have to add to funds from that source. I think that even the member for Rocky River, in his less prejudiced moments, would be able to see that the availability of finance at interest rates of 4

per cent, 5½ per cent, or 6¾ per cent depends entirely on Government finance. No private sources of funds are available to us currently at that kind of interest rate and, to some extent, some problems in the housing industry relate to the interest that must be paid for longer-term money. I do not think the member for Fisher should quote the average price of allotments throughout Adelaide as an indication of the prices that must be paid by newly-married young couples who in normal circumstances are purchasing land on the fringes of existing development. The fact is that good quality land is available in new housing subdivisions at about \$5 500 to \$6 000. The average price quoted by the honourable member, whilst it may be the average price of all allotments, is not an indication of the kind of price that someone who wants to buy a block of land must pay. Various uncertainties exist at present regarding the future of the housing industry but, if we can continue at the current rate of construction, the recent substantial increase in building approvals will result in a significant expansion in the housing industry in this financial year.

IRRIGATION SCHEMES

Mr. ARNOLD: Will the Deputy Premier ask the Minister of Lands whether he has determined how the Government will solve the problem of providing irrigation water at Cooltong and Chaffey of a quality equal to that in the adjacent Murray River and also of providing drainage assistance in the Cadell irrigation area? The question results from two deputations presented to former Ministers of Lands. I presented a deputation to the Minister of Lands (the Hon. A. F. Kneebone) on May 28 this year about the irrigation water supply to Chaffey and Cooltong and asked for the installation of a pipeline from the Murray River to the new pumping station to try to solve the problem of poor quality water in Ral Ral Creek. On July 3, 1973, I presented a deputation to the then Minister of Lands about the Cadell irrigation area. On October 25, 1973, I asked a question regarding this deputation. I asked a further question on February 27, 1974, about it, and on March 12, 1974, I received a reply from the Minister in which he said that no decision had been reached on assistance for Cadell irrigation area drainage. I ask this question today in the hope that the Government has reached a decision on these two matters. I should be pleased if the Minister would take up this matter with his colleague.

The Hon. J. D. CORCORAN: I shall be pleased to do that for the honourable member.

MODBURY HIGH SCHOOL

Mrs. BYRNE: Will the Minister of Works obtain a report about whether a tender has been let for repairs to walls at Modbury High School as part of a renovation contract and, if it has been let, will he ascertain the details of the contract?

The Hon. J. D. CORCORAN: I will obtain a report for the honourable member.

COOPER BASIN

Mr. DEAN BROWN: My question is directed to the Special Minister of State for Monarto and Redcliff (who I suppose is shortly to become the Minister of State for Burials and State Funerals). Now that the \$1 000 000 000 Redcliff petro-chemical complex is no longer feasible because of the incompetence of the South Australian and Australian Governments, what alternative proposals are being considered by the State Government to ensure that

at least some use is made of the considerable supply of liquids in the Cooper Basin? In addition, what investment is likely to be involved in these proposals? Four days after the recent State election it was announced to the State that the Redcliff petro-chemical complex was no longer feasible, I will not debate or discuss the Premier's lack of integrity for not informing the voters of this State before the election of the likely cancellation; however, the Cooper Basin has a considerable supply of liquids which, in a world suffering from an energy crisis, most definitely should be used. I refer in particular to those in the C5 to C7 category, because they can be used efficiently only as a feed stock for a petro-chemical complex. It seems that any alternative proposal at which the Government is looking will be small compared to the original plan. Unfortunately, it seems that any alternative process will be terribly inefficient in the use of some of the liquid fractions from the Cooper Basin.

The Hon. HUGH HUDSON: Unfortunately, one never gets any clean gas from the Opposition; all that one obtains is the usual ignorant supply of abuse, especially from the member for Davenport. We are used to this now, and it is interesting to note that he has started off this Parliament —

The SPEAKER: Order! The honourable Minister must reply to the question.

The Hon. HUGH HUDSON: Well, Mr. Speaker, the honourable member indulged in a certain abuse in asking his question.

Mr. Chapman: That's no excuse to practise—

The SPEAKER: Order! The Minister must be given an opportunity to reply to the question.

Mr. Gunn: He's having some difficulty.

Mr. Venning: It's an awkward question.

Mr. Millhouse: Go on, waste a bit more time.

The Hon. HUGH HUDSON: The Opposition says that it intends to abide by the rules of the House, but then proceeds to ignore them. A number of possible alternatives exist for the use of liquids from the Cooper Basin. These alternatives must be examined thoroughly and then considered. A detailed investigation is being carried out by officers of both the State Government and the Australian Government. Full information arising from those investigations will be made available to me as the relevant Minister, and an assessment committee (which includes the pipelines authority, the Director of Mines, the Director of Development) will report directly to me on the results obtained from the various investigations carried out.

Mr. Dean Brown: What type of plant are they likely to build?

The Hon. HUGH HUDSON: I do not at this stage intend to detail the various possibilities that are open, some of which relate to a simplified liquids scheme and others of which relate to various kinds of petro-chemical schemes of varying degrees of sophistication. Whether or not the honourable member likes it, it is necessary to make a proper economic assessment of the position. If the honourable member will do me the courtesy of listening, I will refer to the circumstances surrounding the termination of the project. Members will be aware that some months ago the Redcliff petro-chemical consortium announced that the project had been deferred and the meeting that took place four days after the election was a meeting of the consortium with me. It started at 10.30 a.m., continued over lunch, and finally finished at about 3 p.m., when

all the aspects relating to the various difficulties that the consortium sought applied in relation to this project were considered. The consortium made clear that the main problem that concerned it was the rate of inflation in the capital costs of the project in relation to the likely or expected price of the products which the complex would produce and that, unfortunately, as there had been a differential rate of change in those relative prices which was adverse to the expected profitability of the project, there was, in its opinion, despite the extensive discussions we had had, no alternative but to withdraw at this stage. It made clear that, should economic circumstances alter—

Mr. Gunn: When we get a Liberal Commonwealth Government!

The Hon. HUGH HUDSON: Should economic circumstances alter—

Mr. Venning: And a new Premier of this State!

The Hon. HUGH HUDSON: —they would wish to be considered again. I made clear that, so far as the Government was concerned, the withdrawal meant, of course, that it was free to consider all possible options that were open to it and, of course, the possibility of considering proposals other than the Redcliff petro-chemical consortium. That is the present position. When it is possible for me to give further information to the House that will be done.

MEDICINE CONTAINERS

Mr. WOTTON: Will the Minister of Community Welfare ask the Minister of Health what steps have been taken to ensure that all lids on medicines are made child-proof, in view of the alarming number of poison cases treated at the Adelaide Children's Hospital and announced recently? In 1973, 1 230 poisonings were treated and, in 1974, 1 031 were treated. I point out that the drop in 1974 is attributed to the cases that now attend the new Modbury Hospital as well. The Adelaide Children's Hospital has now been keeping accurate statistical records for eight years. These records show that 50 per cent of all cases treated were due to medicinal products, mostly prescribed, but with a balance of proprietary medicinal products. In the eight years there have been 20 deaths from accidental poisonings, 17 of which involved medicinal products. There were four accidental poisoning deaths in 1974, all of which involved medicines. The age group concerned (and this includes other accidental causes as well, and is brought about by the natural learning exploration urge of a small child) are children under five years, and this peaks between the ages of one and four years.

The Hon. R. G. PAYNE: I will bring the matter to my colleague's attention.

SUCCESSION DUTIES

Mr. GUNN: Can the Premier say whether, because of the serious effects that State succession duties are having on family business concerns, both in the primary industry area and also in secondary industry and commerce, he will consider seriously increasing the rebates and concessions that apply at present when he considers drawing up the legislation that was announced in the Governor's Speech, so that the hardships which are now being felt by people who have been affected by this form of taxation will be greatly lessened?

The Hon. D. A. DUNSTAN: Before the election the Government announced in detail its policy regarding alterations in succession duties and about a moratorium on stamp and gift duty, where a matrimonial home was transferred from a single spouse to joint names. That

has been detailed. I have asked the Commissioner of Taxes for a detailed statement to enable honourable members to answer their constituents' queries. I will provide that to all members, but the Government will not be able to go further than the promise that it made at election time.

GAS RESERVES

Dr. EASTICK: Has the Minister of Mines and Energy made recent representations to the Commonwealth Minister for Mines and Energy (Mr. Connor) seeking a changed attitude to the utilisation of South Australia's gas reserves and, if such an approach has been made, what has been the result? I point out that the Premier gave me an unequivocal guarantee on September 21, 1972, that only dry gas that had been stripped would be permitted to leave South Australia to go to New South Wales along the A.G.L. pipeline. This appears at page 1501 of *Hansard* of September 21, 1972. One of the major problems in the cost escalation of the Redcliff project has been the demand by the Australian Government for the liquid petroleum gas to be converted in South Australia, or in Australia, into motor spirit. Indeed, the figure which was given to me during a recent visit to the Wilton factory of I.C.I., relating to the overall cost of the project, was that that feature of the plant would increase the cost of the plant by between 25 per cent and 33½ per cent. This has been a major problem in the escalation of the cost of that project. Also, converting the liquid petroleum gas into motor spirit would involve a 25 per cent loss of energy and would produce a product that would have required a subsidy of between 60 per cent and 70 per cent of cost to allow the motor spirit to be put on the market at a rate equivalent to that of the motor spirit produced by what I might otherwise term the conventional means of production. It is on this basis that I seek an indication of the situation in the discussions on this urgent matter relative not only to the use of liquid petroleum gas but also to the guarantee we have already received that none will be permitted to go beyond the borders of South Australia.

The Hon. HUGH HUDSON: First, I put to the consortium the question whether the removal of the requirement to convert liquid petroleum gas to gasoline would make the project viable, and the answer to that question was a firm "No". In fact, in the discussions I had with Mr. Bridgland and members of the consortium the point was made that, so far as the profitability of the project was concerned, that particular requirement made little difference so long as the price gained for the product was suitable with respect to the investment that had to take place, and they had been suitably assured by the Australian Minister for Minerals and Energy that that would have been the case.

Dr. Eastick: Yes, but what about the—

The Hon. HUGH HUDSON: May I finish my reply? Interjections that come from honourable members tend to prolong Question Time and achieve nothing. Perhaps they are designed to do that. I put to the consortium the question whether there was any action of Mr. Connor's that had caused their decision to pull out, and the answer was a complete and unequivocal "No", that no action of the Australian Government, or of Mr. Connor in particular, was responsible for their decision. In fact, they regarded him as a very strong supporter of the project. I record those facts here, because I think that Opposition members are a little inclined to circulate rumours (and that is what they are) to the opposite effect.

Regarding gas to Australian Gas Light Company, it is this Government's policy to ensure that in no way is South Australia disadvantaged as a consequence of that contract.

MEDIBANK

Mr. MATHWIN: With the advent of nationalised medicine under the shroud of Medibank, which guarantees free medical benefits and hospitalisation to all, will the Premier withdraw the compulsory contributions levied on councils and corporations under the Hospitals Act?

The Hon. D. A. DUNSTAN: No, Sir.

CONCORDE

Mr. BECKER: Can the Premier say whether the State Government has agreed to allow the Concorde aircraft to land at Adelaide Airport and whether the Environment and Conservation Department has sent an officer to Melbourne today to assess noise level readings? I understand that the Concorde is on its proving flight to Australia and that Adelaide has been selected as an alternative landing site. Has the State Government agreed to allow Adelaide Airport to be used as an alternative landing site, is the Premier aware of the Concorde's flight path into Adelaide, and has the Environment and Conservation Department taken an interest in relation to noise level readings?

The Hon. D. A. DUNSTAN: I know of no request to my Government to agree to the Concorde's landing at Adelaide. I do not know under what conditions the Commonwealth Government or the Department of Civil Aviation is under any obligation to ask us, because we have no constitutional power in this area, as the honourable member would no doubt know if he had done his homework.

Mr. Becker: Rubbish!

The Hon. D. A. DUNSTAN: We have no constitutional power in this matter. I do not know whether a departmental officer has been sent to Melbourne, but I will inquire for the honourable member.

RAILWAYS LAND

Mr. VENNING: Can the Minister of Transport say whether there is any period of no activity about which an instruction has been given to sections of the South Australian Railways pending the possibility of legislation being passed to give the railways to the Commonwealth Government? Obviously, no blanket cover of no activity in the railways has been issued: if it had been, no rail services would be operating now. However, I have been approached by the representative of a competent business enterprise in my area which wishes to purchase an unused piece of land owned by the S.A.R. to develop its activities, and it has been suggested to me by a railways officer that perhaps the present time is not the right time to try to negotiate with the railways to purchase this block of land. Can the Minister say what is the present situation in this regard? I fear for the project's sake we may have to go to Canberra to do this little piece of business that we would normally do a short distance down the road.

The Hon. G. T. VIRGO: I never fail to marvel at the honourable member's imagination. He likes to build up a case and then try to kick it over. The simple facts are that, if the honourable member had read the agreement (and clearly he was willing last night to participate in a debate, and about two months ago to participate in another similar debate, but he never got around to read-

ing what he was debating), he would have realised that it provides that, where any land is transferred to the Australian Government which is no longer required, it will be returned to South Australia. Why the honourable member would be racing over to Canberra to try to get it is completely beyond me.

At 3.8 p.m., the bells having been rung.

The SPEAKER: Call on the business of the day.

ADDRESS IN REPLY

Consideration of Committee's report.

Mr. WHITTEN (Price): I move:

That the Address in Reply as read be adopted.

Mr. Speaker, I congratulate you on your election to your high office, and I know that you will carry out your duties with integrity. I am conscious of the honour that has been conferred on me. I acknowledge with gratitude that I have been entrusted to move for the adoption of the Address in Reply to His Excellency's Opening Speech, and I am proud to be a member of the Dunstan Government which has been re-elected.

I congratulate all new members, particularly my good friend and geographical neighbour the new member for Spence (Roy Abbott) who, I know, will continue the high standard set by his predecessor Ernie Crimes. The former member for Spence (Paddy Ryan) also set an extremely high standard during the 17 years he was a member and in his final term in the role of Speaker, an office he held with great distinction. It is most pleasing to me that there are now six new Australian Labor Party members in the Legislative Council. We are now the largest group in the Upper House. With the electors now having an equal vote in the Upper House, the people of South Australia will soon see the policies for which they vote being implemented, and that has not happened in the past. The rejection of the Railways (Transfer Agreement) Bill by the Legislative Council caused the recent election to be held nine months earlier than expected. The rejection of this Bill could have denied South Australia a great financial benefit. The Legislative Council also tried to deprive South Australia of a gain of many millions of dollars.

The House of Representatives in Canberra passed the railways transfer legislation and, in the Senate, which is hostile to our Government, members of the Liberal Party and the Country Party and the sole Liberal Movement member voted for it. However, when the unrepresentative body in the South Australian Upper House had an opportunity to do something useful for South Australia, what did it do? It threw it out. By their actions, those members tried to impede progress not only in South Australia but throughout Australia. They tried by their nineteenth century thinking to keep us in the nineteenth century. About 100 years ago express trains in Great Britain were averaging 64 km/h. Today in Australia our trains are averaging not much better than that but, in Great Britain, with a national railway that has re-laid track to eliminate curves and bottlenecks, one can travel now from London to Glasgow, a distance of 643 km, in five hours. The Japanese bullet trains are now averaging more than 160 km/h between stops. This Government wanted to transfer the rural section of the railways to the Australian Government so that the necessary updating and progress could be made on a national basis and South Australia could be relieved of unprofitable sections.

I am proud to have been a railway worker for many years. It has concerned me greatly to be advised by workers at Islington that a member of this House who aspired to be the Premier implied that railway workers, particularly at Islington, would not receive adequate protection from this Government. He told a deputation from the Islington workshops, "I don't give a damn what Hall and Virgo say, you haven't got an agreement as to employment and conditions. I am a lawyer and I know better than all those fellows, but you fellows have been fooled." That statement was deeply resented by the workers at Islington. They have complete protection under the agreement and they are satisfied with the assurances given to them by the Minister of Transport. The two main unions associated with the transfer are the Australian Federated Union of Locomotive Enginemen and the Australian Railways Union. They held meetings all over the State so that railwaymen would be in full possession of the facts concerning the agreement, and the union men were well received everywhere they went. I am sure that now that the Railways (Transfer Agreement) Bill has been passed, the employment and conditions of workers will be protected, with South Australia receiving the benefit of a twentieth century railway system despite the nineteenth century thinking of members of the Upper House.

During the election campaign the fragmented Opposition campaigned as separate entities but with one common goal—the defeat of the Dunstan Labor Government, without a doubt the best Government South Australia has ever had. In the Address in Reply debate on July 31, 1973, the then member for Mitcham (the present Liberal Movement Leader) said:

I say to my friends in the Liberal and Country Party that I will talk to anyone at any time in an effort to improve the present situation because none of us must forget that the real enemy, our political enemy, is the Australian Labor Party. All we should do is get the Labor Party out of office at both State and Commonwealth levels.

They did try hard on July 12. The Liberal Movement appears to be now playing the role formerly played by the Democratic Labor Party, when it used to take votes away from the Australian Labor Party and give them to the Liberals when they had no chance of winning more than one or two seats. Liberal Movement preferences were vital in electing the Liberal members in five separate seats. In Glenelg, Hanson, Mount Gambier, and Torrens the Labor Party candidate led on primary votes but the Liberal Movement came to the rescue and ensured that the Labor man was defeated in accordance with the previous statement of the Leader of the Liberal Movement. Yet, the Liberals now show a complete lack of appreciation for their bedfellow's efforts to get the Australian Labor Party out of office. My Liberal opponent in Price was vocal at the declaration of the poll, saying "The Liberal Movement kept Labor in office." That is what they think of the Liberal Movement.

Although the new Liberal Party and the Liberal Movement may be bedfellows, I cannot see a marriage taking place soon. The Labor Party conducted the election on State issues alone, such as the rejection of the Railways (Transfer Agreement) Bill (which caused the election), a progressive policy on electoral reform, law reform, protection for people in consumer affairs, the upgrading of public transport, and also a programme of community participation in industry. Our opponents brought in Commonwealth and State Leaders from all over Australia. One of these, a gentleman from the deep north, trying to connect State and Commonwealth issues, said, "Those that fly with the

crows will get shot down with the crows." That is hardly a comment to be made when talking to "crow-eaters". The South Australian branch of the A.L.P. has never had to rely on Commonwealth or interstate personnel in State elections. We have always gained the confidence of the State electors with a Leader, such as Don Dunstan, and a good Government; we have not had to use outsiders.

Our opponents fought the State election on Commonwealth issues and they were not very successful. Some of their advertisements, such as "Kick the Communist Can" type, were an attempt to instil a fear of Socialism into the electors. The A.L.P. conducted a clean O'Neill campaign; the Liberals conducted a Vial campaign. Much has been said about Socialism during the past few months. The socialist objective of the Australian Labor Party is something to which no honest person can object. It is a democratic socialisation of industry, production, distribution, and exchange to the extent necessary to eliminate exploitation (and it is exploitation which I emphasise). That includes the care of the sick, aged and infirm; the provision of assistance to allow for the education of our children; the protection that is provided for consumers with price control; the protection against unfair practices; the subsidies on farm produce as applied to wheat, butter, sugar, and so on; the provision of low-cost housing, and the assistance to the under-privileged. These are all forms of socialism. So I say: let us have much more socialism.

The District of Price is a large district based around Port Adelaide with much industry in the area. Many houses in the district have been occupied for a long time, since the early days of the port. Several of these houses need much renovation to bring them up to the standard to which the occupants are entitled. Many of those in occupancy are under-privileged people who, if they wanted to carry out some form of necessary renovation, would be unable to do so for many reasons. Two are really good reasons: first, they are low-paid workers who are working around the port; secondly, they pay high rent to private landlords. There is a great need for low-cost housing in Price to assist the under-privileged section of the community.

The South Australian Housing Trust has done much to alleviate this problem, but there is still much to be done for those of the working class who make up the greatest proportion of the District of Price and who are unable to find the deposit required to build their own houses. Great forward steps were taken by the former Attorney-General when he set up consultative councils in South Australia, as they have been of great benefit in particular to those people to whom I referred previously, the under-privileged. The consultative councils have removed the stigma of the term "welfare". In co-operation with the Australian Government, consultative councils are really working in areas of need (and the District of Price has need), and assisting young mothers and families, the aged, the migrants, and ethnic groups, including Aborigines. During 23 years of stagnation under the Tory Government, which was thrown out of office in 1972, areas of need such as Port Adelaide were neglected, but now assistance has been made available where it is vitally needed.

The two councils in the District of Price, namely the Port Adelaide council and the Woodville council, have been allocated more than \$1 000 000 for the years 1974-75 and 1975-76, and no strings are attached. An office of social security has been established, and soon we will have a legal aid office in Port Adelaide. An amount of

\$60 000 has been allocated for a child care centre at Alberton, and \$150 000 for a new wing of the Archway Rehabilitation Centre at Port Adelaide to assist those poor unfortunate people that may have a problem with alcohol and drugs. Schools at Ethelton, Alberton and Pennington will have dental clinics so that the teeth of youngsters around Port Adelaide will receive the adequate care they need.

I am pleased that those fine old historical buildings around the port, including the police station, the customs house and the town hall, will be preserved. Finally, I express my appreciation to all those people around the port throughout Price who enabled me to become the member for Price. Without their support I would have been still around Port Adelaide, and their assistance is greatly appreciated. I am proud to be here as a member of Government, and I am proud to be a member of the Australian Labor Party. I have much pleasure in moving the Adoption of the Address in Reply.

Mr. ABBOTT (Spence): It gives me much pleasure to second the motion for the adoption of the Address in Reply. Let me first say that I am deeply honoured to take my place in this House and join what I believe is the most effective and progressive State Government in the Commonwealth of Australia. I am honoured to represent the Australian Labor Party, and, in particular, the people of the district of Spence, who elected me as their member to follow in the footsteps of my friend and colleague Ernie Crimes. I am pleased to enter this House at the same time as the new member for Price, who has my admiration and respect after an association of many years. I extend my gratitude to all honourable members on both sides and the Clerks and Officers of the House for their courtesies and assistance. I conclude this preliminary part of my address by publicly expressing my gratitude to my wife and family for the sacrifices they have made over past years and, in particular, during the recent election campaign.

The society in which we live is one of change: changing attitudes, changing values, changing concepts, and changing morals. The quality of life is changing rapidly, and we have an important role to play if this is to be for the good. We must continue to recognise that our society is not to be based solely on the pursuit of material wealth, but must also be based on the pursuit of a better quality of life for all. We must recognise the finer characteristics of people and their endeavours for inner contentment and fulfilment, and for self-respect and dignity, whatever their station in life. We must protect the weak and control the avaricious. We must be flexible in approach if our Government is to be effective, and we must be of open mind if our Government is to be wise.

I believe that the wealth of society should be administered in the interests of all and that every one of us, man, woman and child, has an equal stake in our community, an equal duty to do our best, and an equal right to share in its fruits. I recognise the need to reward those who have undertaken special skills, such as those who have completed apprenticeships and special training in technical, administrative, and professional fields, but I also believe that the lower paid worker should receive a remuneration sufficient to enable him to provide his family with a reasonable standard of living and with educational opportunities for his children equal to those available to the families of the higher income groups.

My apprenticeship was served in the automotive industry, and I have experienced and had close contact in many areas of industrial life. As a result, I can see a positive

need for improvements in industry, particularly with regard to the working environment and industrial democracy. One of the greatest fears a person can have, and one of the greatest causes of disillusionment and pessimism that pervades our society, is the lack of job security. This malady must and will be cured, and we, as leaders in the community, have a significant responsibility in this regard. The recommendations from the Working Environment Committee, after the 1975 Labor Party State Convention, on job security for individual workers consisting of:

The guaranteed right to union advice and representation; the 3-week period of notice of dismissal, in writing, including reasons for dismissal; the assurance that no worker over 45 will be dismissed by reason of his or her age; the assurance that no worker by reason of involvement in union or civil duties, or by reason of marriage or pregnancy, will be dismissed; the assurance that no worker will be dismissed by reason of health, mental, or anti-social problems, requiring lengthy rehabilitation; the removal of the Master and Servants Act from the Statutes.

These are all admirable objectives which I support and which I believe are essential in today's economic environment. It is essential that the practice of rendering workers redundant, owing to temporary changes in production, be ended. Employers must be made to realise that the profit motive is not the overriding feature of any business—that employment and the protection of the workers' livelihood are paramount. The right to hire and fire is taken too lightly. Employers must be made to realise that they are dealing not only in dollars and cents but also in people.

Legislation should be enacted to place responsibilities on employers to justify redundancies and to ensure that redundant workers receive adequate compensation. A minimum period of one month's notice is essential, and, on giving notice, the employer must be made to justify the proposed redundancy. This will require him to provide trade unions with access to information involved. Minimum redundancy payment scales must be legislated for in relation to both length of service and age. A minimum of four weeks pay for each year of service, portability of superannuation rights, etc., are essential if mobility of labour is to prevail in our social system. I consider that all of the recommendations of the Working Environment Committee are necessary, and I believe that, by their implementation, employers will have to reassess the economics of laying people off for the sake of a larger dividend.

I consider that this Government should pursue a policy of worker and community participation in industry, as operates in Sweden and many other countries, with the establishment of the principle that decision making should involve representatives of investors, workers, and the community in all Government owned undertakings. It is evolutionary that private industry will be encouraged to involve itself in these developments.

My experience in the automotive industry and the trade union movement has also made me acutely aware of the dangers of pollution and its effects on our environment. The quality of life to which we all aspire is not some vague kind of dream; it is something that is attainable now, in our generation. For workers who punch a time clock, there is a special kind of urgency to the pursuit of quality. Thousands of toxic chemicals are used in industry today, many of which have never been tested for their harm to humans. Noise deadens the hearing ability of thousands of workers. Dust and fumes destroy the life organs of working people. We must

and can make significant breakthroughs in the science and organisation of industry so that working people live longer and live better. This is my most fervent desire, and I will vigorously support legislation directed toward pollution control and the protection of our environment.

Finally, with regard to the motor industry, which is the backbone of this State's economy, I publicly applaud the actions of the Dunstan Government in supporting the car industry. The establishment of a Japanese small car manufacture here and the utilisation of excess capacity in our plants will give more security to our large componentry industry, and, more importantly, will provide more employment to South Australians.

The social reforms undertaken by the Labor Governments, both State and Commonwealth, are the most significant in the history of this nation, and this fact will be recognised by all future generations. However, we cannot rest on our laurels, as there is still much work to be done in the pursuit of social equality for all. We must put an end to discrimination in all forms, whether by sex, colour or creed. When one thinks of sex discrimination, there is a tendency to consider automatically the role of women, particularly in view of the publicity and extensive programmes undertaken this year to improve their role in society and ensure that they are treated equally in all walks of life. This policy has my wholehearted support, but I am also of the opinion that sex discrimination can work both ways.

Take, for example, the case of a father, who, through death, separation or divorce, is left to care for his children, and has no close relatives or friends to rely on. Because of domestic chores and lack of financial assistance from the Commonwealth Government, he is quite often placed in the situation where he must put his children into State institutions. This situation is quite evident if one examines the statistics on reasons for child admissions to homes and institutions around Adelaide. In fact, it would be found that, for every child admitted owing to the father's leaving the family home for one reason or another, two children are admitted because the mother has left the family home.

At this juncture one may well ask, "What has this to do with sex discrimination?" The answer is simply this: the supporting mothers' benefit is the only available pension that is confined to women alone. It should be a supporting parents' benefit so that a man bringing up his children alone would receive not only the pension but also many of the ancillary benefits such as telephone, television and radio concessions, pharmaceutical concessions, and travel and entertainment concessions. In actual fact, a supporting father cannot even receive the dole, because it is held that he is not ready and willing to work!

One may well say that pensions are a Commonwealth matter and no concern of the States, but who subsidises the homes and institutions in which these children, whose fathers cannot cope, are placed? The answer is the Government of South Australia and the other State Governments. However, I place little weight on the monetary considerations. It is my desire (and I believe most honourable members will agree) that, if possible, children should live with their parents or parent rather than be brought up in institutions, and I believe that we have a responsibility to make direct representations to the Commonwealth Government on the provision of a pension for all supporting parents, not just mothers.

Another area of concern to me, particularly in my District of Spence, is about the availability of low-cost rental accommodation. Many people in our community today

desperately need this form of accommodation, but it is unavailable to them. I should like some form of government action to be taken to provide for these increasing needs.

Mr. Speaker, I have been a life-long supporter of the cause of international peace and disarmament. The Australian Government has made significant strides in promoting these great objectives. It will be my constant aim to support these noble causes of international sanity and compassion with all the resources at my command.

Dr. TONKIN (Leader of the Opposition): I support the motion and, as I believe this is the first time you have been in the Chair while I have been on my feet, I take this opportunity to congratulate you, Mr. Deputy Speaker, on your appointment as Chairman of Committees. I also extend my congratulations to Mr. Speaker on his elevation to that high office.

I express condolences to the family of the late Hon. Mr. L. H. Densley, who was a member and later the President of the Upper House. I also express condolences to the family of the late Sir Norman Jude, who also was a member of the Upper House for many years. Both men gave signal service to the State in their fields. I did not know the Hon. Mr. Densley but I did have the pleasure of knowing Sir Norman Jude, as we all had, and we miss him very much. He was a sportsman and contributed much to the sporting spirit of this Parliament. His interest in rugby football was well known.

The recent election came on us rather unexpectedly and there was no opportunity at the end of the previous session to express the thanks which I believe are due to the Head Messenger, Mr. Gordon Ellis, and his staff, to Miss Evelyn Stengert and her staff in the refreshment room and the dining-room, and to the many people who in this building (and I include members of *Hansard* and the Government Reporting Office) keep the Parliament going. Our thanks go to all those people who provide such willing and helpful service. Speaking personally, and I hope on behalf of all members, I say we are most grateful for all the help they give.

Coming as it did, the election resulted in many changes which at the time also prevented references to those members of this House who intended to retire. I refer to Mr. Speaker Ryan, Mr. Crimes, Mr. King, Mr. McKee, and, as it transpired, Mr. Burdon, all of whom retired from the other side. We shall certainly miss them, and we shall certainly miss Mr. Ryan's spirited exchanges from the Chair.

Mr. Duncan: We will miss Mr. Burdon, too.

Dr. TONKIN: We will certainly miss Mr. Burdon, but I am more than satisfied, as I am sure my Party is, with his replacement. I think that his replacement will prove a worthy successor to Mr. Burdon and will represent the people of Mount Gambier in an exemplary way. On our own side, I must make special reference to William Patrick McAnaney, the member for Heysen in the previous Parliament, formerly the member for Stirling, who was elected in 1963. He had intended to retire from Parliament at the next election, whenever that may have been; he was retired a little earlier than he had expected. Once again, we are pleased to see his successor, the new member for Heysen, and we are sure that he will represent his area in the same cheerful and assiduous way as Mr. McAnaney represented it.

Mr. McAnaney was Chairman of the Parliamentary Liberal Party from 1968 to 1974 and a member of the Public Works Committee from 1968 to 1975. He had been Chairman of the Primary Produce Service Co-operative Limited from 1957 to 1967, State President of the Australian Primary Producers Union from 1948 to 1949, and was Federal President of that organisation from 1949 to 1950. He was President of the Workers Educational Association from 1963 to 1965, and a member of the Board of Adult Education of the University of Adelaide in 1964 and 1965. He was Chairman of the Strathalbyn District Council from 1953 to 1959. Quite apart from all those accomplishments, I think all honourable members who had the privilege of serving in the House while Mr. McAnaney was here will look back on his service in this Chamber with pride, gratitude and a certain amount of good humour. I cannot think of one debate during which the former member for Heysen did not manage to mention the railways, and he usually managed to bring this subject into the debate in such a way that your predecessor, Sir, was quite unable to take any objection to the manner in which it was done.

Mr. McAnaney was extremely concerned about the railways and their management, and I believe he had many sound accounting and economic ideas that would have been of great value to the railways management. He was greatly respected and he will be greatly missed in this House but, although he will be no longer sitting on the floor, as we saw this afternoon he is still taking a great interest in the proceedings. The Legislative Council members who retired included the Hons. Sir Lyell McEwin, Sir Arthur Rymill, Gordon Gilfillan, Frank Knee-bone, A. J. Shard, Victor Springett, and Ross Story. Once again, I should like to pay a tribute to the work of those men and the contribution they made to this Parliament, and I wish them all well in their retirement.

The recent election has resulted in a state of affairs that is obviously not as pleasant as the members of the Australian Labor Party and the Government would have liked. The A.L.P. is indeed (and I mean no reflection whatever when I say this) in a very shaky position. It has lost three seats; we, on the other hand, have gained three members in this House—yourself, Sir, and two very good members on our side, too. The South-East has indeed given South Australia the lead and we have now solidly tied up that area. I believe that the Minister of Works saw the writing on the wall and managed to get out just in the nick of time.

The Hon. J. D. Corcoran: Thank you for being so generous and kind.

Dr. TONKIN: I am always. Without any doubt, the major issue in the minds of the community is and has been for a considerable time the financial situation of this country and the effects that inflation is having on it, the unemployment that is resulting, and the serious depression of the private sector. When the Commonwealth Government last faced the electorate and was successful, although with a greatly reduced majority (a majority which has been reduced still further by the recent Bass by-election) it made certain promises. These promises were to cut inflation, to ensure full employment, to keep interest rates low, to reduce housing costs, and to prevent strikes. Government members had the temerity to use as one of their themes the statement that unemployment went out when the Whitlam Government came in. Those must be the most hollow sounding words one could possibly imagine. "Full employment has been restored," was the comment of the

Prime Minister at that time. I can only say that he is not at all fitted for that high office if he believed what he said. I quote what he said at that time:

The Budget for 1971 created Australia's worst unemployment for 10 years. We promised to restore full employment. We have restored it.

As you, Sir, know and as I know only too well, the rate of unemployment is at an all-time high. People are unemployed now who have only heard about unemployment during the depression days and have not experienced it previously. All this time the Labor Party has tried to cover it up. Dr. Cairns said that the general level of unemployment was not serious in October, 1974, and he also said on the same day that the Federal Government knew that its economic policies could lead to 180 000 people being thrown out of work. That was on the same day. How could he reconcile those two statements?

Mr. Cameron, in August, 1974 (12 months ago), said that the Australian Labor Party would rather resign than preside over the unemployment of 250 000 people. All I can say is that it is high time it resigned. If that is the Government's true attitude it should live up to its promises and get out and let someone who can manage the economy take over. In his policy speech in 1974, Mr. Whitlam said that in Australia alone unemployment and inflation did not march side by side. He also said he was sure there would be fewer industrial disputes under his Government. He also said that price increases were slowing down as Government policies took full effect, and that this trend would be confirmed in coming months. The only thing that was confirmed in the following months, in recent months, was that Mr. Whitlam was totally and absolutely wrong in every prediction he made. This country is in the worst position it has been in for decades. We see no firm economic plan or attitude taken to do anything at all about the problem, and that is frightening.

Mr. Mathwin: They say we've got to live with inflation.

Dr. TONKIN: The Government tries to pass off inflation as something that does not matter, so I suppose that is living with it. We on this side do not believe that people should have to live with inflation, and believe that firm measures must be taken to stop it. In the Commonwealth sphere the Liberal Party has a firm policy and plan that should be adopted. The Labor Party has copied many of our financial policies before, so we do not mind if they wish to take them up again. Let it do anything, but let us get this country back on the rails and get our economy soundly based again. The sooner the Labor Party adopts our policies the better. Hundreds of workers are losing their jobs each day, and have been doing so for a long time. Unemployment has hit its highest level on record.

Mr. Mathwin: Even with the assistance of the Regional Employment Development scheme.

Dr. TONKIN: Yes. That scheme was designed to cover up the rate of unemployment.

Mr. Max Brown: Didn't you hear about unemployment when you were in power?

Dr. TONKIN: A bleak outlook faced school leavers last year. I do not know what will be the situation facing those school leavers who went back to school this year because of the unemployment situation. What will they do at the end of this year? They will be in dire straits, because they cannot keep going back to school. The Commonwealth Government announced a reduction in the education allowance deduction for income tax purposes. New taxes have been placed on the thrifty in terms of

unearned income, whatever that means. People who work and save, putting aside the money they have earned, earn that money just as well as people who spend the money they earn straight away. Those people deserve the benefit of their thrift. This iniquitous tax should be removed forthwith.

Mr. Dean Brown: Even the water rates are unjust.

Dr. TONKIN: Water rates come close to it, but both forms of taxation are iniquitous. Crippling interest rates that have broken an all-time record have been introduced. We have seen a dramatic slump in the number of houses being built, and have seen the average cost to build a house in South Australia reach the staggering sum of \$19 000 with the figure increasing almost daily.

Mr. Dean Brown: It was 34 per cent in the past 12 months.

Dr. TONKIN: Yes. So how on earth can young people aim to own their own homes with costs escalating at that rate? We have seen not only the dramatic increases to which I have referred but also a spate of small businesses and companies collapsing, and that is a tragedy. Some of those companies are not so small. Growth and job opportunities have been cut because of such collapses. Australia has experienced what even the Prime Minister admits is an appalling strike record, primary producers have been forced to walk off their properties, or are fast becoming bankrupt, and the inflation rate continues to rise. In fact, it has gone well over 20 per cent and looks like going even higher.

Still we see no action whatever being taken by the Commonwealth Government to solve the problem of inflation. Closer to home the Dunstan Government has done little to restore any sort of hope to the community. It has added its own little share of taxes, all of them inflationary.

Mr. Evans: You call it "little"!

Dr. TONKIN: I stand corrected on that. Perhaps the Government's actions have been forced on it by its close association with the Commonwealth Government. Perhaps because of the Premier's concurrence in everything the Prime Minister suggests to him in the financial field, the Premier has been forced into introducing these measures. Whatever the cause, one cannot get away from the savage tax increases that have occurred since the Dunstan Government came to office.

Mr. Mathwin: Do you think that when Dunstan and Whitlam leave the Party they will get severance pay?

Dr. TONKIN: I doubt that very much and sincerely trust that that will not be the position. For each dollar of State taxation that was paid when the Dunstan Labor Government came to office, we are now paying \$3.50. This Government imposed a petrol tax of 6c a gallon on motorists, but we are in the process of doing something about removing that tax, and a good thing, too. If it had been necessary to keep on that tax to get South Australia out of the financial mess we had been led to believe it had got into, the Liberal Party, if elected to Government, would have retained the tax but would have removed it at the first opportunity. In spite of the restructuring of the land tax assessment system, there have been astronomical increases in land tax revenue, and there have been increased water charges, which I believe affect almost everyone in the metropolitan area.

Mr. Russack: The equalisation plan hasn't given any relief, either.

Dr. TONKIN: We heard so much about how that scheme would relieve everyone from the savage and sudden imposts, but that scheme has turned out to be not much help at all. The State is still paying the same sum but that sum is spread out a little. It seems that the Government believes that, by introducing such a scheme, that is another way in which it can pull the wool over people's eyes. Gas charges have increased because of the 5 per cent levy on the South Australian Gas Company. We have seen an increase of 25 per cent in motor vehicle registration fees, an increase in the sum paid for drivers' licences—

Mr. Evans: Stamp duties.

Dr. TONKIN: Yes, and registration fees for trailers, and an increase from 45 per cent to 50 per cent in the sum the State Bank must contribute to the Treasury. We have also seen an increase from nothing to 50 per cent of the profit that the Savings Bank of South Australia must pay into Treasury funds. Stamp duties are paid on cheques, conveyances, general and life assurance, and third party insurance policies. Pay-roll tax has increased from 4½ per cent to 5 per cent, and rail freight charges have gone up. At the other end of the spectrum a 5c tax has been imposed on a packet of cigarettes under the provisions of the Business Franchise (Tobacco) Act. These are all matters to which the Dunstan Government has turned its attention. The Government has been able to increase State taxation to such an extent that that taxation has contributed significantly in its own way to the influence of inflation on South Australia.

Mr. Olson: Haven't there been any increases in Liberal States?

Dr. TONKIN: Of particular importance is the influence of inflation on the private sector. I have already referred to that matter, but it is of extreme concern to everyone in the community. The Commonwealth Government is at last beginning to wake up to the fact that it cannot survive without private enterprise: it is beginning to take notice of some of the problems facing private enterprise. Among the major conclusions drawn from the 1975 survey conducted by W. D. Scott, Management Consultants (the same consultants who said something about the appearance of the Premier and gave him some sort of rating), it is slated in the summary to that survey that the overwhelming concern is focused on the rate of inflation, which was revealed in a number of different responses, the first of which was that inflation was rated as the most pressing national problem area and was selected ahead of 11 other choices. Of the respondents interviewed they were 99 to 1 in rating Australia's performance adversely in the sphere of inflation during the past 12 months. Just under 9 out of 10 of those interviewed indicated that the performance was extremely poor. The survey indicates that few people are against the Commonwealth's activities in some spheres of social welfare. The performance in the field of aged pensions receives general approbation, as it does in education. The establishment of the Industries Assistance Commission and the Trade Practices Commission have received a good deal of support. Medibank did not get on too well. This is not surprising, as the reports from Sydney are that even now, at this early stage, the scheme is starting to bog down. More than 19 out of 20 people rated the performance in respect of the economy in the last 12 months as very poor.

Mr. Goldsworthy: It restores your faith in human nature, doesn't it?

Dr. TONKIN: It does indeed. In summary, the survey states that the replies of the respondent cannot fail to add weight to the view that the private sector of

the Australian economy is in deep shock. Such strong withdrawal symptoms seem evident that the private sector cannot be relied on to lead any recovery in the economy. It is absolutely typical that the Commonwealth Government is only just waking up to the importance of the private sector at a time when it may not be able to do what it is asking it now to do, and that is to lead the way in economic recovery. The survey states that, for its part, the Government clearly wishes the private sector to expand; it recognises that no thorough recovery is possible without such expansion, and the Government could still introduce a Budget which draws in the horns of the public sector and leaves expenditure scope for the private sector. What if the private sector does not respond? Then the Government would have helped to hold back inflation, but possibly at the cost of further serious under-employment of resources. The outcome of this survey is somewhat against the probability of a surge in private sector spending in response to an encouraging budget for business. The survey states:

Yet we believe—and this is our opinion only—but I might add that it is a very influential and well informed opinion—that business might respond more vigorously than the survey's evidence suggests, that is, if Government-induced conditions were to change then more resilient attitudes could well appear in the business community.

That is a fairly scathing indictment of the present economic situation and of the present Commonwealth Government's activities. I sincerely hope that this belated recognition of the role of private enterprise is not too late. I believe that, even if a more favourable Budget is introduced later this month (and I believe it could be—the scope is there), the whole attitude of the Government in regard to the welfare state and so-called social welfare must also undergo some change. The spirit of incentive that was so valuable in establishing this country in the pioneering days has been slowly and systematically destroyed.

Mr. Evans: Rapidly!

Dr. TONKIN: Rapidly is right. Just lately, over the last four years, it has been more than rapid. The imposition of welfare state objectives, regardless of whether they are in the true interests of the people of this country, are taking away that vital initiative and incentive which we must have, which has typified the expansion of the private sector, and which has made this country what it is.

I was appalled (and I have said this before) to hear there was a statement made at the ANZUS conference last year relating to the use of marihuana, lysergic acid diethylamide, and other drugs. Someone there implied that drugs could improve society by helping to make the Australian character less aggressive; if the fear element was reduced the drugs could help produce a better society. As that is a totally irresponsible statement, I sincerely hope that the man who made it has seen how irresponsible it was, but I am gravely disturbed at any suggestion at all that it should be necessary to change the Australian character. The Australian has a reputation that includes aggression in his makeup; it is part of that drive and desire to get on.

All I can say is that, if an element of aggressiveness is one of the characteristics of the development of an independent character and a spirit of enterprise, I sincerely hope that we never lose that spirit of aggressiveness. I think that is one of the things that Australia cannot afford to do

without at present. Yet not only is the present Government encouraging and aiding this present financial crisis but it is also taking every step it can to destroy incentive, initiative, enterprise, and determination, the very things that we may need to pull us out of this financial morass.

Mr. Keneally: Five minutes ago you were saying that the Government was supporting private enterprise; now you're saying it's destroying it.

Dr. TONKIN: I wish that the member for Stuart would perhaps wake up a little more regularly, because then he might hear my speech in some continuity and not miss some of the vital points. He has obviously totally missed a good part of it. He might have been outside; I did not notice. The welfare state is just as dangerous (it may be insidiously so) and disastrous to the future of the people of this country as are any of the drugs of dependence, the things which are giving us so much concern in the community and which lead to the destruction of individuals. The Liberal Party believes in social welfare—we always have, we always will. We are concerned for the welfare of the individual, but we believe in giving help in such a way and form that the individual can take back the responsibility for his own affairs as soon as he possibly can.

In other words, we believe people should be helped to help themselves, and our policies must be directed towards that end of restoring and maintaining individual independence and dignity. Social welfare services must be available adequately where and when they are required. However, recent work is showing quite clearly that they must be provided in a form that will give the maximum possible good. They must be provided in the right form and at the right time, and that help must no longer be given when it is no longer necessary. Not only is this an economic principle, but it is a very vital principle for the true application of social welfare measures.

Continued community welfare assistance given to people when they no longer require it encourages a degree of dependence. It encourages people to keep on being dependent and it stifles the development of independence. Ultimately those individuals will lose all sense of responsibility for their own affairs; they will not be able to cope with their own problems. If social or community welfare is applied in a general non-selective and unlimited way, social welfare services may have the reverse effect to the effect that it is intended they should have. In other words, to use an example, someone with a problem may go to a social worker and ask for help in solving that problem. The social worker may say, "Just a moment; I will telephone and speak to someone else." The social worker, on returning, may say, "I have solved your problem. Just go, and everything will be fine."

When that person has the same sort of problem again, the only thing he will know to do will be to go back to the social worker. However, if the social worker does the job properly and says, "Why don't you take these steps?" and if the individual follows that advice, he sorts his problem out for himself. Then, the next time the problem comes along he knows what to do about it; he becomes independent and does not have to seek help. That is a most important principle. The present Commonwealth Government has shown a complete lack of insight into and understanding of the problem. There have been a few flashes of Ministerial insight, and in this connection I am disappointed that the Hon. Clyde Cameron no longer holds the portfolio that he once held. At least he was

honest about unemployment relief and about the way it was abused. He was certainly going to do something about it.

Mr. Mathwin: He made a mess of immigration.

Dr. TONKIN: The very term "social security", a name brought in by the present Commonwealth Government, implies a state of mind in which everything is taken care of by the Government, regardless of any effort on the part of the individual. This is what the Government is offering to provide: it is offering to provide a state of mind, a state of total security. There are many unpleasant corollaries to this attitude, but the most significant corollaries relate to the acceptance of various attitudes to work and to concern for others. Inevitably, the "why bother" situation arises in these circumstances: some people say, "Why bother? The Government will look after it. I will be all right." That attitude extends not only to oneself but also ultimately to other people in need of help, and it will lead to a total abrogation of the sense of responsibility that one should have toward one's fellows. Concern for others in these circumstances could become a matter entirely for the professionals and the Government; this is a very bad thing. Another development of the "why bother" attitude has already become noticeable under the present regime. This, again, is one of the major problems facing our country in its present economic state. People with this attitude say, "The welfare State provides all your needs, so why bother to do any more work than you have to do, provided you can get away with it?" That is exactly what is happening.

The welfare state taxes people at a higher rate if they earn more by working harder. Therefore, some people say, "Why bother to work harder?" Indeed, as we know, some people say, "Why bother to work at all?" Under the present system, living collectively, they do very well living on the welfare state. This is another facet of human nature coming to the fore, and human nature is something that, by and large, Socialist Governments do not take into account. The acceptance of this situation, where the welfare state takes more and more responsibility for individual well-being and frequently decides for all individuals what is best for them, results in the gradual loss on the part of individuals of any sense of gratitude or responsibility, in return, to the State. The idea of giving a fair day's work for a fair day's pay as part of the total community responsibility, so that the state may prosper, seems to be almost completely lost in many sectors. The benefits handed out by the welfare state are no longer seen as benefits or concessions; rather, they are regarded as rights that cannot be taken away.

The term "welfare state" sounds wonderful in theory, but in practice it destroys independence, initiative, enterprise, concern for one's fellows and, ultimately, individual freedom. It is vital to provide necessary social services, and I applaud such social service programmes, but they must be provided in a positive form. Hand in hand with that positive form, they must be provided in a good economic context. One of the major and most positive forms of help that the Commonwealth Government could give at present is patching up and repairing the economy of this country. The present Commonwealth Government is quite incapable of doing this. The sooner we get a Liberal Party-Country Party coalition Government in Canberra the sooner this country has a chance of going ahead again.

Mr. Venning: It won't be long. It will happen at the next election.

Dr. TONKIN: I agree. I am pleased to see mention in His Excellency's Speech of measures to improve the workmen's compensation legislation, which is a significant area

in which there needs to be much improvement. There are many instances that bear out the point previously made by the member for Davenport and me that people who suffer injury at work frequently take considerably longer, clinically, to recover than do people suffering the same sort of injury on the sporting field. I make clear that I do not refer to people who are consciously malingering: I refer to a state of mind that comes about. It is a wellknown clinical entity called "compensation neurosis". There is no doubt that workmen's compensation should be tied to effective rehabilitation programmes. There should be a package deal, whereby compensation is payable, provided the patient himself takes every step to recover and rehabilitate. That can be done, and I believe it should be done. The present situation, where we are paying average weekly earnings to disabled people, is doing nothing more than encouraging them psychologically to remain disabled, and we should not be surprised when that happens.

Mr. Keneally: By how much would you reduce the payments?

Dr. TONKIN: The Woodward report was right in saying 85 per cent. I would reduce the payments to 85 per cent, with other tied-in conditions, to ensure that adequate treatment and rehabilitation facilities were available.

Mr. Keneally: Are you referring to average weekly earnings or to a flat rate?

Dr. TONKIN: We will have every opportunity to debate this subject when the appropriate legislation is introduced. However, I am glad that the member for Stuart has woken up again. At this stage I can only say that I am looking forward to this legislative programme, because I believe it will be debated thoroughly. I believe that the session will bring forward interesting legislation that is well worth our attention. I hope, Mr. Speaker, that you will not find the onerous position you now occupy too much for you. After your first two days of office, I congratulate you, Sir, on the grasp you have shown of the procedures of the House. I should also like to thank the electors of Bragg for returning me to this Chamber.

Mr. Gunn: A wise decision.

Dr. TONKIN: I should like now to do something that the member for Millicent and the member for Davenport cannot do: I should like to thank my wife and family for the support they gave me during the election campaign. I support the motion.

Mr. WOTTON (Heysen): I express my support for the motion and add my personal respects to the expression of sympathy made on the passing of the late Sir Norman Jude and the Hon. Mr. Densley, past members of another place.

I take this opportunity of congratulating you, Mr. Speaker, on your election to the highest office in the House. I also take this opportunity of expressing my appreciation to all members of the House and the House staff for their courtesy, guidance and assistance to me, a new member. I congratulate all new members on both sides of the House.

I am indeed proud to have been elected by the people of Heysen to represent them in this House, and to follow on from Mr. Bill McAnaney who served the district so well for some 11 years, first as the member for Stirling and then, after the redistribution, as the member for Heysen. Bill was particularly respected throughout the district for the personal way in which he tackled people's problems, and I hope that I may be able to carry on this tradition. On behalf of the people of Heysen, I officially record, in this House, our thanks for his contribution and his fine representation and we wish him well in his retirement on the

bowling green. I know all honourable members have appreciated his magnificent contribution to the South Australian Railways. He sought every opportunity of bringing it to the attention of the House.

I now refer to part of the Governor's Speech, concerning the preserving of the character and amenity of rural areas and the protecting and enhancing of the environment. At the expense of making my remarks sound like a geography lesson, I wish to apply these remarks to my own electorate. Heysen is a district which can boast of being one of the richest primary producing areas in the State, and has a unique environment which must be protected at all costs. Since the earliest years of this State, the district which is now Heysen has been the source of much of the dairy produce, fresh fruit, vegetables and meat consumed by the metropolitan population. Heysen adjoins the heavily-populated metropolitan area of Adelaide and the two complement each other in many ways.

The variety of relief, rainfall and soils in the district is reflected in a diversity of all of these rural industries. As the member for Heysen, I am particularly concerned with the well-being of these industries along with all those who work in them. This district has led the way in agriculture, horticulture, and viticulture for a very long time. This point is emphasised by the fact that wheat farming was an important industry in the Adelaide Hills in 1840, when it was generally believed that good farming land was confined to a small area already explored and occupied. It was only on the invention of the grain-stripping machine, in 1843, which was introduced to overcome the shortage of labour, due to the Victorian gold rush, that the area around Strathalbyn and, in particular, the flat plains around Milang became important wheatgrowing areas.

Large-scale capital intensive cereal farming has been carried on in this area ever since. There is considerable potential for more intensive land use in the area south of Strathalbyn where soil fertility is continually increasing with the better use of subterranean clovers and general pasture management. Subterranean clover was first identified near Mount Barker in 1889. It can be expected that the trend to prime beef and dairy production will continue in this area, while in other parts restoration and increase of soil fertility, amalgamation of small holdings and better management will increase production.

The advent of refrigeration, which enabled the export of frozen mutton, was an incentive to the conversion of Hills farming from wheatgrowing to stock raising. Productive pastures were established through the sowing of clovers and the increase in the use of superphosphate. Prior to 1971, the number of sheep in the district had been increasing steadily. Since then, there has been a substantial decrease. The increasing preference shown to beef at that time, and footrot prevalence, were the main causes for the lower sheep numbers. Since then, we have seen, and continue to see, vast problems associated with the beef industry, with regard to killing costs and the need for new markets, etc.

The Langhorne Creek area has for a number of years been recognised for its contribution to the wine industry. The first vines were planted in this area in 1859 and now produce grapes suitable for excellent dry reds and ports, and, while the wineries located in this area are reasonably small, they produce high-quality products. I am particularly concerned with the protection of this industry and especially the protection of the grower organisations associated with this industry. The massive increases in taxation levied on the wine industry have brought about grave consequences

and will continue to do so. The situation has arisen whereby wine industries are incapable of finding resources to purchase grapes from private blockers at the same level as in the past. All industries are suffering from a poor cash flow position made up of increased taxation, generally by increased wages, quarterly taxation payments and by heavier stock replacements, as inflation careers out of control. The first businesses to go to the wolves under these conditions are small businesses such as privately-owned family wineries, which can hardly generate the extra funds needed to pay taxation at rates frequently above 60 per cent of taxable income, and in some cases much higher than that.

In Heysen we have seen a decrease in the number of dairy farms in recent years. Generally, the farms remaining have tended to become larger and more efficiently managed. The dairy industry is one of the rural industries which at this point is firmly based, and total milk production is increasing at a healthy rate. Recently within the district of Heysen we have seen the merger of Southern Farmers with Jacobs Dairy Produce. Eventually this will mean a centralised fancy cheese factory and at present there are signs of expansion in the Mount Barker plant. Once again centralised manufacturing will mean rationalisation for the collection of milk and less overhead in business. For many years, this factory was the only one in the State exporting South Australian Gouda cheese.

Heysen can boast of having some of the finest horse studs in the State, if not in Australia. This is an area ideal for horse breeding, which industry is firmly entrenched in the Hills region. I believe there is a danger, however, of over-absorption within the industry.

Heysen, as I have already stated, can boast of being one of the richest primary producing areas in the State. The rich soils, adequate rainfall and close proximity to the Adelaide markets have made it extremely valuable land for rural industry. Much of Adelaide's vegetables, apples and pears are grown in Heysen North, in an area following the hills face zone. This is an area of extreme importance and one on which I will comment further. There are problems associated with these industries and, in particular, the apple industry. I believe that a great deal of assistance needs to be given to this industry to help in research for the processing of this fruit. Recently we have seen the lack of a suitable outlet for juice fruit which has caused immense problems in local marketing along with the loss of export markets.

The timber industry is also becoming a rather large industry within the district. The Woods and Forests Department will continue to expand its activities in relation to the availability of land and the demand for timber. Pines in some areas are becoming, and I believe will continue to become, suitable alternative crops because of the increased demand for softwoods, and it is possible that we will see an increase in the number of privately-owned woodlands.

Secondary industry within Heysen is limited. Many of these industries, namely, smallgoods and dairy factories, wineries, and flour and poultry food mills process primary products that are grown locally or in neighbouring districts. In Mount Barker, where about one-quarter of the district's work force is employed in industry, plumbing materials are manufactured and a tannery, which has been operating in this district for over 70 years, expects to spend \$250 000 on further expansion during the next two years. With assistance and co-operation from the Government, this tannery will build up its export of hides and fine leathers.

It is now exporting semi-processed hides to such countries as Singapore, where the hides are used for fine-leather shoes, which then find markets in countries such as Germany and Russia. I believe it is extremely important that industries like these should be encouraged in every way.

Much of the countryside from the hills face zone through to Langhorne Creek and the lakes area provides magnificent scenery, all within a day's drive of Adelaide. This area is used extensively by the people of Adelaide and by people from other States for recreation purposes. Facilities in these towns, such as restaurants, folk museums, art galleries, recreation grounds, and annual festivals, whether they be the Schutzenfest at Hahndorf or the Easter picnic race meeting at Oakbank, are designed to attract day visitors. So much for the industries within Heysen, a district which I am proud to represent.

I now refer to some of my concerns for this area. I referred earlier to the importance of preserving agricultural land in the Mount Lofty Range in the north of the district, and following the Hills face zone in an area taking in such towns as Meadows, Echunga, the Picadilly Valley, Uraidla, through to Lenswood, Lobethal, and Woodside. The Governor, in his speech, made special mention concerning the preservation of certain rural areas and the protection of the environment. As most of this land is within a relatively short travelling distance of metropolitan Adelaide, many towns within this area are attracting city workers, who would like to live in a pleasant hills environment.

If residential development is allowed to continue uncontrolled, the invaluable agricultural, scenic and recreational qualities of the Adelaide Hills will rapidly be lost. At the expense of being shot down in flames, I feel so strongly about the preservation of this land for rural purposes that I would suggest that I would prefer to see certain sections of the hills face zone, part of which is in my district, built on, if need be, in preference to having this area of valuable land covered with housing estates. This section of the Mount Lofty Range serves as an important source of food, water, and building materials, and also as a recreational outlet for Adelaide's increasing population. The demands of urban development, agriculture, water and nature conservation, recreation, and and the preservation of scenic beauty can often be in conflict. By controlling and guiding these aspects, so that the conflicts between them are reduced to a minimum, those attributes within the region upon which the well-being of the people of the range and the surrounding urban areas depend can be preserved and enhanced.

Within this area many farming properties have been subdivided into small land holdings which are of insufficient size to support individual farm units. In many cases this has come about because farmers have been forced into selling very productive properties that have been farmed for generations. A large proportion of these properties has been purchased by "hobby farmers", people who wish to live in rural surroundings and who derive either a proportion or the whole of their income from employment in metropolitan Adelaide. This life style is increasing in popularity. Demands for the subdivision of rural land are likely to accelerate because of the relatively convenient travel time for residents working in Adelaide or the proposed city of Monarto. In time I see the undesirability of Heysen becoming a buffer zone for the city of Adelaide and the proposed city of Monarto.

Difficulties of managing these properties on a part-time basis are causing an increase in noxious weeds, the bushfire hazard and disrepair of fences, buildings, etc., on these properties. This type of land subdivision primarily for residential use diminishes the rural character of the land, creates an uneconomic provision of public services and increases land values, rates and taxes, for the genuine primary producer, and thus promotes further subdivision of rural areas and smaller allotments. It is in the community interest that as much rural land as possible be retained in primary production within this area. The protection of this agricultural land, natural beauty, water resources, and the rural separation between the metropolitan area and the proposed city of Monarto should be the main consideration governing all decisions relating to the development of rural land in the area.

Consideration should be given to introducing joint Government financial incentives including taxation deductions and rating concessions for the purpose of reorganising land holdings into more economic farm units and discouraging the clearing of bushland, thus improving the productivity of established under-utilised agricultural areas of the range. I believe consideration could be given by the Government to introducing the following financial incentives. Good agricultural land should be zoned to prevent its further development for urban use. Although this would mean no subdivisional projects for housing on such land, it should not prevent houses from being erected on a farm for son and/or workman. Suitable housing is necessary to ensure that a farm has a permanent work force. Such zoning should bring about reduction in land values, because of the loss of subdivision potential. Strict land use would solve existing problems for both the short and the long term.

A further way to ensure the retention of good agricultural land, especially for dairying, orchards and market gardening and for farming purposes, is for the Government to purchase such properties, when they come on the market, at market value. Such land could then be leased back to nearby farmers to be retained in agricultural production. This would allow scope for local farmers to expand the size of their holdings without having to purchase land at existing prohibitive values. Such a move would encourage the amalgamation of units into more viable holdings. Agricultural land should be preferentially assessed, the assessed value reflecting existing agricultural productivity. It follows that such land would receive preferential rating and tax treatment. The purpose is to provide an incentive for a farmer's son to continue the family business. Death and succession duties assessed at the productive value of the farm rather than at market value, would give this incentive. It is not intended that these concessions would be available to the so-called "hobby farmer".

However, if the use of the land changes, land now receiving preferential tax treatment would be subject to a roll-back penalty of an additional tax equal to the taxes that might have been assessed for up to 10 prior years, had the land been valued without regard to farm usage. District councils should be compensated for any loss of income by way of Government financial grants. To compensate landowners for the loss of subdivisional potential this land should not be subject to levies for the provision of such residential services as sewage disposal and a reticulated water supply. An alternative to this section would be for the land to be assessed at its market value as exists at present, and that a rebate

on council rates and taxes be made to landowners deriving greater than 50 per cent of their income from rural production.

People already owning small allotments, which are uneconomical for farming, should be encouraged by the Government to plant these blocks to timber, particularly radiata pine. The continued planting of this timber is necessary as a means of reducing the State's dependence on imported softwoods, and should be encouraged by "hobby farmers", subject to adequate safeguards against fire, as a way of associating forestry with recreational activities. I understand that there are taxation problems in this regard, but in New Zealand discussions have overcome this problem.

As I have already pointed out, this area within Heysen adjoins the heavily populated metropolitan area, and the two complement each other in many ways. Its planned development must, therefore, be considered with regard to the best interests not only of the people living within it but also of those living in the metropolitan area. It is in the community interest that as much of this rural land as possible should be retained in primary production and that the environment be protected.

Mr. WELLS secured the adjournment of the debate.

ADJOURNMENT

The Hon. R. G. PAYNE (Minister of Community Welfare) moved:

That the House do now adjourn.

Mr. SLATER (Gilles): I take this opportunity of bringing to the attention of the House a matter of concern that affects some of my constituents. I refer to the waiting period that is now involved in obtaining a housing loan, particularly in respect of an established house, from the State Bank of South Australia. I should like to refer to the case of a certain man and wife who have 15 children. The family originally lived at Whyalla. These people moved from there to Hampstead Gardens and purchased a house, on which they paid a deposit of \$10 000. To make the point, I should like to quote from a letter that I wrote on April 1, 1975, to the then Minister of Housing (Hon. D. J. Hopgood), as follows:

I write to you in your capacity as Minister of Housing to seek your assistance on behalf of constituents—and I will not name these people—

They are formerly from Whyalla and are purchasing a home at the above address, and made an original application to the State Bank for a housing loan about six months ago. They have provided a deposit of \$10 000 on the home and are currently on temporary finance pending the loan from the State Bank. They have 15 children. Three of the children are married, and 12 are still resident at home; with such a large family some financial difficulty is being experienced in relation to the repayments on the temporary finance at the interest rate currently being charged, and a housing loan from the State Bank at a lower interest rate would greatly assist the family in their purchase of the home.

I will not read the rest of the letter. The reply which I received from the Minister and which is dated April 18 is as follows:

I refer to your letter of April 1 concerning the persons you named. The General Manager of the State Bank has advised me that these people were listed for an established home on July 17, 1974. At that time he was advised that there would be a waiting period of approximately 35 months to call-up for a bank loan and was issued with a letter stating that his application to the bank would not be jeopardised if he arranged temporary finance from another source.

On present indications, it is estimated that a further 18 months to two years will elapse before this person is called on to lodge a formal application with the bank, although this could vary depending upon the response by those people listed prior to their application. Current experience is that no-one is refusing the State Bank loan when it is offered to them and consequently the waiting period is extending. While I can appreciate the problems facing this family it would be a dangerous precedent for them to be granted a loan out of order and I regret that it will be necessary for them to take their turn on the waiting list as originally advised.

I make the point that this is one of a number of references I have had regarding the waiting period to obtain a loan from the State Bank. I believe the Housing Minister might try to pursue the matter to ensure that families such as the one to which I have referred have an opportunity of purchasing a house without paying excessive interest rates on temporary finance. I appreciate the difficulty of establishing a method of priority but, nevertheless, I believe that certain cases are worthy of consideration, and this is one of them. It is also appreciated that the State Bank is subject to factors that determine the amount of money available for loans to clients, and my comments are not a reflection on the activities of the bank. I am requesting that consideration be given to some priority situation on the basis of need rather than assessing the situation in respect of loans in strict chronological order.

I refer now to the Klemzig and Windsor Gardens bus service, which previously was privately owned and is now controlled by the Municipal Tramways Trust. The service requires upgrading and, as I understand that transport services are being reviewed, I make the plea to the Minister that, when the review is made, that service be considered in relation to providing an evening and weekend service for residents of that area. At present there is no service in the evening or at the weekend, and many people living in the district are elderly and have difficulty regarding transport in those periods.

The final matter that I draw to the attention of the House is that I consider that the Electoral Act should be amended to provide that positions on the ballot-paper for House of Assembly elections should be drawn by lot rather than be set out in alphabetical order. Alphabetical order may help those whose names begin with B or C, but it does not help those whose names begin with W or Z, and I think it unfair that, if a person's father's name was Adams, that person's name should therefore be first on the ballot-paper. A person may, of course, change his name by deed poll, but not all people would like to do that. My suggestion is not new: it was provided for in a Bill introduced by the Minister for Services and Property in the Commonwealth Parliament in 1974, and I am of the opinion that the matter is worthy of consideration. Section 106 of the Commonwealth Act provided for alphabetical order, and the relevant provision in the Commonwealth Electoral Laws Amendment Bill to which I have referred, under the heading "Printing of House of Representatives ballot-papers", states:

The order of the names of the candidates on the ballot-papers shall be determined as follows:

- (i) the Divisional Returning Officer shall, at the place of nomination, immediately after the close of nominations and before all persons present, make out in respect of each candidate a slip bearing the name of the candidate, enclose each slip in a separate blank envelope of exact similarity and deposit the several envelopes in a locked ballot-box;
- (ii) the Divisional Returning Officer shall then shake and rotate the ballot-box and shall permit any

- other person present, if he so desires, to do the same;
- (iii) the ballot-box shall then be unlocked and an officer of the Australian Public Service, other than the Divisional Returning Officer, shall take out and open the envelopes from the ballot-box one by one; and
- (iv) the candidate whose name appears on the slip enclosed in the envelope first taken from the ballot-box shall be placed first on the ballot-papers, the candidate whose name appears on the slip enclosed in the envelope next taken from the ballot-box shall be placed next on the ballot-papers and so on until the placing of all the names has been determined.

This is the system that has been used in elections for Upper Houses, both the Legislative Council in South Australia (where the grouping positions on the ballot-paper are now drawn for) and the Senate. An amendment was proposed in respect of elections for the House of Representatives, and I hasten to point out that the amendment was not carried, because other factors were involved, but I suggest that this system should be applied to House of Assembly elections in South Australia.

I should now like to draw the attention of the House to another matter that I have referred to previously in a grievance debate. I could almost call this an appeal against the light. I previously pointed out that the light globes in this Chamber are of no advantage to me, and I am sure that they are of no advantage to other members. Therefore, I again strongly request that attention be given to this matter at the earliest possible opportunity.

Mr. BECKER (Hanson): The matter I now wish to bring to the attention of the House concerns the failure of this State Government to do anything in relation to noise control and noise pollution. This issue will be highlighted by the visit to Australia of the Concorde aircraft. I point out that Adelaide Airport has been chosen as an alternative emergency landing site. Much has been said and many wild allegations have been made about the Concorde and its effect on the environment. I can go to one extreme and refer to the February, 1972, *Paddington Journal*, which stated:

... (Concorde) will spread a sonic boom 40 to 60 miles wide on the ground along the whole of its flight path, which will abort young in humans and animals, stampede farm herds and wild life, crack buildings, to say nothing of the nervous state it will produce.

Of course, that sort of statement goes to the extreme concerning the effect of the Concorde. However, it is statements like that which worry people who live close to airports. Dense population surrounds the Adelaide Airport, and most of the houses in that area were built before jet aircraft were operated in South Australia or even before that airport was contemplated. People in my district are greatly concerned that the Concorde may be allowed to use Adelaide Airport not only in an emergency: once the precedent is set, it remains for all time.

It is planned that the Concorde will fly to Australia, making three return trips a week from Melbourne to London. The Concorde is currently capable of travelling from Singapore to Melbourne in 3 hours 55 minutes. On its first flight, it travelled at about 2 200 km/h for over 2 hours 20 minutes. On that flight it used 75 tonnes of fuel. The need to introduce supersonic aircraft between London and Melbourne, we are told, is based on economic reasons, although I find it hard to justify the \$1 000 000 000 that has been spent on developing the aircraft. The plane now in use is valued at \$46 000 000. When one considers that the Concorde carries only 136 passengers, one cannot but help ask whether those who advocate its

use between London and Melbourne have really considered those it will affect, especially people living close to airports. The Premier said this afternoon, in reply to a question, that the State Government had no control over a Commonwealth Government decision if Adelaide Airport was to be used. Technically, that may be correct. This argument has been used previously, when public meetings have been held and in discussions between local government authorities and the State Government. However, if the State Government wishes to protect the environment, as it claims, and wishes to protect the rights of the people, it can make strong representations to the Commonwealth Government.

In December, 1971, when it was expected that jumbo jets would first visit Adelaide, the Minister for the Environment informed me that his department took noise level readings in the vicinity of the Adelaide Airport, one at each end of the main runway and one about .8 km south of the south-western runway. Noise level readings were taken there of 727, DC9, and Fokker Friendship aircraft, while the noise level readings given by the Communication and Public Relations Department in New South Wales in promoting the Concorde proved that the Concorde, under certain conditions, could have an increased noise level reading of more than 10 decibels. It has admitted that to the human ear a 10-decibel increase is twice the normal loudness. That is a scientific fact published by the organisation which is promoting the Concorde and which is trying to convince the public that the Concorde is not as harmful as has been claimed.

The 727 jet on take-off has a noise level reading between 105 and 108 decibels; the noise of a DC9 on take-off varies between 97 and 103 decibels; the Concorde on take-off has a noise level reading of 114 decibels, but the 10 decibel difference, according to information supplied by various scientists, registers twice the loudness on the human ear. We must consider people living in the vicinity of the airport, remembering that they were there before jet aircraft came into operation and certainly before supersonic aircraft came into operation. We must also consider the age of the people and the weather pattern at the time of arrival and take-off of the aircraft.

The noise level of the Concorde, according to figures supplied by the manufacturers, is slightly higher on take-off than that of conventional jets (from about 10 to as much as 15 decibels higher). In 1971, when the take-off of the 727 jet was being officially tested, the decibel reading was 107, while that for the DC9, which takes off faster, was 97 to 100 decibels. The Concorde has a decibel reading on take-off of 114. The big problem is created at the side of the airport, and the Concorde noise level reading seems to be almost as loud at the side of the airport, whereas that effect is not apparent with conventional jets. The Concorde climbs quite rapidly and reaches Mach 1 within 10 to 12 minutes. When it reaches Mach 1, it travels for only a matter of seconds to reach twice the speed of sound. It can do that.

It takes several miles for the Concorde to reach the speed of sound, but it is the backlash of that sound that people in the vicinity of Adelaide Airport would hear, because sound travels down as the plane climbs and levels off to reach maximum speed. The route the aircraft will have to take, if coming into the Adelaide Airport in the case of emergency, has not been decided. It would take about an hour for the Concorde to reach Adelaide from Darwin, I can see no reason why the Concorde, when on a flight from Singapore and in about the vicinity of Darwin, should have to come to Adelaide

if it was discovered that Tullamarine Airport was closed because of bad weather. Surely the plane could in such circumstances land in Darwin or return to Singapore. If the plane were flying down the west coast and had to swing into the Adelaide Airport, imagine its rapid descent, cutback in speed and the effect it would have on the environment. For many years the greatest problem and worry facing people living near the Adelaide Airport is that the Commonwealth Government will not recognise or give an assurance in relation to property damage caused by aircraft vibration. If the Commonwealth Government accepted its responsibility like any other country, it knows it would face multi-million dollar claims.

The SPEAKER: Order! The honourable member's time has expired.

Mr. DUNCAN (Elizabeth): Before coming to the substance of the matters I wish to raise, I want to extend to you, Mr. Speaker, my personal congratulations on your elevation to your present position. I hope you are successful in your new role, and I assure you of my personal support for your activities in that position. I want to bring to the attention of the House a matter that involves the civil liberties of one of my constituents. I consider the matter to be extremely grave: it has involved the very foundations of my constituent's life and family. The matter does not involve directly the jurisdiction of this House or the Government, which is responsible to the House: it involves the question of my constituent's migration to Australia. The situation is so grave that I want to put on public record the name of my constituent because, by the time I set forth the details of the matter, the identity of the person concerned will be clear to those in authority.

The name of my constituent is Mr. Brian O'Neill, of 6 Lindsay Street, Elizabeth Downs. In about mid-1974 he decided to come to Australia from Belfast, Northern Ireland, because of the deteriorating security situation in that country. Accordingly, he went to the Australian immigration authorities and asked about the possibilities of coming to Australia. Receiving some encouragement, he decided he would bring his family to Australia, and chose to come to South Australia. During his inquiries he discovered that if he paid his own fare he could come to Australia virtually immediately, but if he wanted an assisted passage it would take some time for such passage to be approved, because more restricted categories were involved in that type of migration. Because Mr. O'Neill had insufficient funds to bring his whole family to Australia, he decided to pay his own fare, set up a life here by buying a house, etc., and bring out his family in about six or eight weeks. He was told by Australia House in London that it would take that time before an assisted passage was granted to his wife and children.

Mr. Mathwin: When was this?

Mr. DUNCAN: He arrived in Melbourne on October 22, 1974. In November, 1974, not having heard any further from the migration authorities in Australia or in the United Kingdom concerning an assisted passage to Australia for his wife and children, he sought my assistance. I wrote to the responsible Minister, as follows:

Dear Minister, My assistance has been sought by Mr. Brian O'Neill, of 6 Lindsay Street, Elizabeth Downs, who migrated from Northern Ireland recently, arriving in Australia on 22 October. Mr. O'Neill had originally applied for an assisted passage for himself and his family consisting of his wife, Elizabeth, and four children; however, due to the deteriorating situation in Belfast he decided

to come to Australia and set up home so that when his wife and children's assisted passages were approved they could come on. Mr. O'Neill's application was submitted in the first week of February this year but the applications have not as yet been approved. In these circumstances I would be very grateful if you would look into the following matters:

1. Are Mr. O'Neill's family's applications to be approved, and if so, when is this likely?

2. If Mr. O'Neill was eligible for assisted passage, is it possible to refund to him the cost of his passage to Australia?

Mr. Mathwin: Your Commonwealth Government made a mess of that one.

Mr. DUNCAN: As I proceed, the member for Glenelg will see that he is not justified in interjecting in that way when I am dealing with such a serious matter in the limited time available. I received an acknowledgment of my letter from the Minister, and on February 11, 1975, I again wrote to him, as follows:

I refer to the representations I made on behalf of Mr. Brian O'Neill ... As I have not heard further in this matter, I would be very grateful if you would advise what the present position is.

I received a further letter from the Minister on February 26, portion of the letter being as follows:

I have directed that my department report to me on this matter as quickly as possible.

On March 11, I received a further letter from the Minister, as follows:

I am writing again concerning your representations on behalf of Mr. Brian O'Neill ... This matter has been under close examination in the department since your first letter to me ... Its inquiries are still continuing, and I regret I am unable at this time to let you have a definite reply. Please be assured that I am watching developments closely and will write to you as soon as I have some information for you.

Following that letter, I made my own private investigations by telephoning the department in Canberra to find out what was holding up the matter. I found out that there had been an unfavourable security report entered by British security authorities against Mr. O'Neill. On following up this line of inquiry, I ascertained that one Brian O'Neill had been wanted by the British security forces in connection with a bombing in, I think, Coventry, England. This Mr. Brian O'Neill was being mistaken for the person who was wanted by the British security forces. When I ascertained this information, which was classified information and not available to me or anyone else acting on behalf of Mr. O'Neill, I immediately put the facts before the Minister. I produced for the Minister Mr. O'Neill's passport and other documents referred to in a letter of May 15. I made further representations by telephone, and on May 23, I received the following urgent telegram from Canberra:

As Mr. Brian O'Neill of 6 Lindsay Street, Elizabeth Downs, S.A., claims his application on behalf of his family has been prejudiced because of mistaken identity, the Chief Migration Officer in London is undertaking a full reinvestigation of the case as a matter of urgency. I am awaiting his report and will advise you immediately I have something definite to tell you.

On June 17, I had heard nothing further from Canberra, nor had Mr. O'Neill. I therefore sent a telegram to the new Minister, Senator James McClelland, as follows:

Seek your urgent intervention on behalf of Brian O'Neill, of 6 Lindsay Street Elizabeth S.A. on whose behalf I have previously made representations to your predecessor. Mr. O'Neill subject of bungling incompetence on the part of British and Australian security forces who have apparently confused him with another person. As this has now I understand been sorted out and has caused long delays in the processing of Mrs. O'Neill and family's application to join her husband in Australia, ask that you take urgent action to expedite the reunion of this family.

Following that, further telephone conversations took place with Canberra and I suggested to Mr. O'Neill that he write to the Chief Migration Officer in London. He did that, and received a reply dated July 16, which stated that the central office in Canberra was making further investigations. As a result of a mistaken identity in the United Kingdom, my constituent has been separated from his family for the period from October last year to the present, and this matter has still not been sorted out. This is a scandalous breach of his civil liberties that I

wanted to bring to the attention of the House in the hope that the ensuing publicity would help Mr. O'Neill obtain the necessary rights to get his wife and family to Australia. This is one of the worst examples of a breach of civil liberties that I have come across. Not only has the delay frustrated his natural desires but also the situation in Belfast has caused him even greater anxiety.

Motion carried.

At 5.12 p.m. the House adjourned until Tuesday, August 12, at 2 p.m.