

HOUSE OF ASSEMBLY.

Thursday, August 30, 1951.

The SPEAKER (Hon. Sir Robert Nicholls) took the Chair at 2 p.m. and read prayers.

WAR SERVICE LAND SETTLEMENT AGREEMENT.

Mr. O'HALLORAN—Has the Minister of Lands any further information to give in reply to a question I asked on August 16 about a communication from a Commonwealth Minister to a South Australian Senator, indicating that the War Service Land Settlement Agreement between the South Australian and Commonwealth Governments had recently been invalidated?

The Hon. C. S. HINCKS—The Leader of the Opposition's question did not, at the moment convey to me just what information he sought, and I regret that the reply I gave on August 16 was not entirely correct. Since then I have perused the letter he handed to me and desire to state that as the result of a case, *Magennis v. the New South Wales Government*, the War Service Land Settlement Act, 1945 (Commonwealth) and the agreement dated November 28, 1945, between the Commonwealth and New South Wales, was declared invalid by the High Court late in 1949 on the grounds that it provided for the compulsory acquisition of land on other than just terms. The Commonwealth Government received advice that, although the court decision was only given on the New South Wales case, it applied equally to the agreement with all States. New agreements are being negotiated between the Commonwealth and States, but no finality has yet been reached. In the meantime, the invalidity decision has not caused any hold-up so far as South Australia is concerned, as the money for war service land settlement has been provided by the Commonwealth.

MOTOR CYCLISTS.

Mr. BROOKMAN—On Tuesday I asked the Minister of Lands a question about motor cycle fatalities, desiring to know how many of the cyclists were under 21 and what were their exact ages. The Minister stated that it was not possible to give the information desired. As, according to the Minister's reply, only about 111 people are concerned, surely somebody in one of the Government departments has the figures and could supply them. Will the Minister obtain the ages for me? If he

cannot obtain them can he say why, for it is the sort of thing the Government ought to know?

The Hon. C. S. HINCKS—To ascertain the information required by the honourable member is not so easy as one would expect. It would mean a complete check with the Registrar of Births, Marriages, and Deaths. However, as the honourable member is particularly anxious to get the information I will again take up the matter with the Chief Secretary.

AMPLIFYING SYSTEM IN TRAMS.

Mr. FRANK WALSH—Has the Minister of Works obtained a reply to the question I asked on August 15 regarding the installation of an amplifying system in trams?

The Hon. M. McINTOSH—I have obtained the following reply from the chairman of the Municipal Tramways Trust:—

Amplifying systems on trams have been tested both in Adelaide and Melbourne and have proved unsatisfactory. They were tried in Adelaide on a trolley bus on the Port Road in August, 1940. Some passengers complained that the constant announcing by the operators of stopping places throughout the journey was irritating and in addition the noises of the trolley poles crossing over frogs and other overhead special work were magnified. They were tried in Melbourne on trams on certain routes and after a short period the system was discontinued. The actual trials proved unsatisfactory both in Melbourne and Adelaide. It may be added that, apart from the objections referred to, the cost of installation and maintenance would be disproportionate to the limited assistance that would be derived by passengers.

WALLAROO AND MOONTA BAY BOAT HAVENS.

Mr. McALEES—I have previously asked questions about boat havens at Wallaroo and Moonta Bay, but so far got very little satisfaction. I do not know whether the Minister of Marine realizes that there is a fishing fleet at Moonta Bay valued at £31,000 and the same at Wallaroo, which could disappear in one night because there is no protection provided by a boat haven. Can the Minister indicate how long it will be before something is done in the matter?

The Hon. M. McINTOSH—Perhaps it would be better if I gave a general reply, because after all Wallaroo and Moonta Bay are only two of the places where the Harbors Board is trying to construct boat havens. It is not a question of the provision of funds for the purpose, but the physical inability to get enough men, plant, and materials to do the work which has been authorized by Parliament, and

which the Government is anxious to do. In a recent report the Harbors Board notified me that surveys have been carried out at Moonta Bay, Coffins Bay, Streaky Bay, and Thevenard where facilities have been requested, and designs of suitable structures are in hand. Attention will be given also to Kangaroo Island. At Robe, where there is a rougher and more severe coast, substantial improvement has been made. At Port Adelaide and other places work of this nature is in hand. I ask the honourable member to bear with the board and realize that there is only one bottleneck: it is the physical inability to get enough manpower and materials that is holding up the work. The board will go ahead with it as soon as they are available.

SUPERANNUATION FUND PAYMENTS.

Mr. MACGILLIVRAY—I have received a letter from the head teacher of a country primary school in which he says:—

I hear that old age pensioners are soon to have their pensions increased, and it seems only right that those who pay for their annuities should also have theirs raised. In 1927 a unit of pension was worth 10s. per week, and since then there has been only one rise of 2s. 6d., bringing it up to 12s. 6d. per week. The annuities are not even subject to cost of living adjustments. I was 63 when an increase of about £99 was granted in my salary and out of that I paid £153 11s. per annum into the South Australian Superannuation Fund. Not all contributions are compulsory, but by paying them we are saving the Commonwealth the expense of paying us old age pensions. Therefore, the Commonwealth should subsidize our fund.

Will the Minister representing the Premier take up this question and see if it is possible to help those who have done so much to help themselves in their old age?

The Hon. C. S. HINCKS—I will be pleased to take up the matter for the honourable member.

SEARCH FOR OIL AND COAL IN SOUTH-EAST.

Mr. FLETCHER—The Director of Mines says in a report that the investigation into the prospects of oil in the South-East is nearing completion. Can the Minister of Lands state how far these investigations have advanced and what progress has been made by the companies that were granted rights to prospect for oil in the South-East? Has any prospecting been done, and what is the position regarding the search for coal in the Comaun and Penola districts?

The Hon. C. S. HINCKS—I will be pleased to take up with the Minister of Mines the numerous questions asked by the honourable member and let him have a reply.

SHIPPING FACILITIES AT KINGSCOTE.

Mr. BROOKMAN—Can the Minister of Marine say what steps the Government is taking to improve shipping facilities at Kingscote?

The Hon. M. McINTOSH—Pending the development of a major scheme to improve the port facilities at Kingscote the Harbors Board has submitted four proposals to overcome difficulties now being experienced. These proposals are:—

(a) To enlarge the superphosphate shed to give additional area of 60ft. x 30ft. and extend rail tracks as requisite.

(b) To provide 2,000 sq. ft. storage platform for petrol and oil drums on north side of superphosphate shed.

(c) To regrade and re-surface northern approach road to uniform grade of 1 in 25. Construct new approach road to superphosphate shed.

(d) To re-site Harbour Master's and shipping company's offices just north of cargo shed to give additional working space near jetty entrance.

The estimated cost of this work is £8,650, and I have approved of its being put in hand during the present financial year, pending a more comprehensive scheme.

PASSENGER BOOKINGS ON PORT PIRIE-ADELAIDE TRAIN.

Mr. RICHES—The Whyalla Town Commission, the Whyalla Combined Unions Council, and West Coast Motor Services Ltd., the organization most directly concerned with Whyalla-Adelaide passenger traffic, have requested that an inquiry be made into the possibility of arranging a system of passenger bookings for Whyalla passengers joining the Adelaide-bound train at Port Pirie. A letter from the West Coast Motor Services Ltd. to the General Traffic Manager of the Railways Department reads as follows:—

We have been approached by the Whyalla Town Commission and the Combined Unions Council of Whyalla to ascertain whether it is possible for a system of seat bookings to be arranged for Whyalla passengers meeting the train at Port Pirie. At present a scramble for seats usually develops which can be eliminated should we be able to issue seat checks to the passengers when they board buses at Whyalla. The Commonwealth Railways have adopted a system of seat checks on the Budd rail car and perhaps something of a like nature can be brought into operation at Port Pirie. Could we suggest that seat checks be made available to us and that on each night previous

to travel we telephone the Port Pirie Junction and advise them of the number of persons requiring reserved seats when the necessary action for reservations can be taken by Port Pirie station.

I understand that direct representations in this matter made to the Railways Department have not been received favourably. The organizations to which I have referred and the people of Whyalla feel there should be no difficulty in the way of ensuring that people having to travel such a great distance obtain seats on arrival at Port Pirie. Will the Minister of Railways investigate the possibility of meeting this modest request?

The Hon. M. McINTOSH—The question of the allocation of seats is a matter for the Railways Commissioner; but I agree in principle with the suggestion, which seems entirely reasonable. I can see no insuperable difficulties and I agree that long distance passengers should have, as far as possible, priority in travel. I will take up the request contained in the letter.

JACOB'S CREEK BRIDGE.

Mr. TEUSNER—My attention has been drawn by a district council and police officers to the dangerous situation which frequently arises in the vicinity of or on the Jacob's Creek Bridge on the main bitumen highway between Gawler and Tanunda. The position is all the more dangerous as the bridge is situated in a valley and its approaches are on a very severe downgrade. It is impossible for two motor vehicles to pass on the bridge. Will the Minister of Works investigate this question with a view to seeing whether the bridge should be widened in the near future so as to obviate the possibility of any danger when traffic is using it?

The Hon. M. McINTOSH—Yes.

BEDFORD PARK HOSPITAL.

Mr. FRANK WALSH—Has the Minister of Lands a reply to my recent question regarding additional hospital buildings at Bedford Park?

The Hon. C. S. HINCKS—Dr. Woodruff has not made any specific recommendation for the building of a new hospital at Bedford Park. He has, at the request of the Minister, furnished various reports. Increased accommodation is being provided at present by means of alterations to Chalet No. 2 which will, when completed, provide for an additional 11 beds. Estimates are being prepared for three other chalets to be similarly dealt with.

ALLENDALE EAST SCHOOL.

Mr. FLETCHER—Can the Minister of Works say whether tenders have been accepted for the erection of a new school at Allendale East?

The Hon. M. McINTOSH—The Architect-in-Chief has informed me that he has received tenders and that they are being examined and will be sent to Cabinet for approval or otherwise. I think it can be taken for granted that a tender will be accepted in the near future.

PETERBOROUGH SEWERAGE.

Mr. O'HALLORAN—Legislation passed some time ago provided for Government assistance to enable sewerage schemes to be established in country towns. I understand that investigations have been carried out by the Engineering and Water Supply Department at a number of places, and that certain proposals have been submitted to the Public Works Standing Committee. Has a scheme for the town of Peterborough been investigated and, if so, can the Minister of Works indicate when it is likely to be referred to the Public Works Standing Committee?

The Hon. M. McINTOSH—Contour surveys and contour plans have been prepared for the proposed sewerage scheme for Peterborough, but local investigations as to the reticulation aspect have not yet been made and it may be some little time before that is done. However, it is hoped that within the next few weeks the department will be able to do this, and as soon as possible thereafter plans will be prepared for submission to the Public Works Standing Committee.

ST. MARGARET'S HOSPITAL, PAYNEHAM.

Mr. MOIR—Has the Minister of Lands a reply to a question I asked on July 24 with reference to St. Margaret's Hospital, Payneham?

The Hon. C. S. HINCKS—Reports have been received and are now being dealt with by Cabinet.

Mr. MOIR—Has the Minister noticed the report in the press that the hospital has been sold to the Infantile Paralysis Welfare Association (Inc.) of South Australia for the after-treatment of poliomyelitis patients?

The Hon. C. S. HINCKS—No.

STATE TRAFFIC COMMITTEE PERSONNEL.

Mr. FRED WALSH—Has the Minister of Works a reply to the question I asked yesterday

regarding representation of the Transport Workers' Union on the State Traffic Committee?

The Hon. M. McINTOSH—As promised, I put the matter before Cabinet this morning and Cabinet is prepared to appoint a suitable representative. To that end I shall be glad if the honourable member will arrange for a panel of names to be submitted from which a choice agreeable to all parties may be made.

PROCEDURE AT INQUESTS.

Mr. FRANK WALSH—Has the Minister of Works anything further to report regarding the question I asked on August 21 relative to procedure at inquests?

The Hon. M. McINTOSH—Yes, the Attorney-General supplied me with a report from the Crown Solicitor, as follows:—

I have obtained a report from Mr. Scarfe from which it appears that the incident was not of great moment. Mr. Scarfe had gone as far as the coroner would allow him to go in examining a particular witness. The coroner's decision not to allow Mr. Scarfe to proceed with his examination was final. Mr. Scarfe was aware that the motorist concerned did not intend to give evidence, and also that any other witness could only give similar evidence. Therefore, it appeared to Mr. Scarfe that he could not do anything further that would be useful and he said to the coroner, "With Your Honour's permission I shall retire." There was no heat or feeling upon the part of the coroner or Mr. Scarfe. Mr. Scarfe's withdrawal did not prejudice the Commissioner of Police or the Crown in the consideration of the question of whether any charge should be laid. The fact that the coroner does or does not commit a person for trial is not final. It is for the Attorney-General to decide whether an information will be filed in the Criminal Court. With regard to the Commissioner of Police being represented at inquests by Crown Law officers, that is almost the invariable practice where an officer is available. When such an officer attends an inquest it is his duty to endeavour to obtain all evidence that may be useful in considering whether a criminal offence has probably been committed. That evidence may be useful to the coroner in deciding whether he will commit any person for trial. It may be useful to the Crown Law officers in advising the Attorney-General whether to proceed with a charge or not, but the Coroner does not give verdicts. The final decision whether a person shall stand his trial in the Criminal Court rests with the Attorney-General.

I emphasize that, although it may have appeared that there was some heat in the matter, it was just a formal and courteous statement that, the decision being final, he would withdraw.

OVERSEAS BUILDING TRADESMEN.

Mr. RICHES—I have received the following letter from a Mr. F. Donders, of Eindhoven, Holland:—

As a combination of building contractors we intend to emigrate to Australia. These contractors are relatively small firms, but all of them are hard-working men and experts. We have as many skilled workmen as are wanted. If possible, we would like to contract on joint account for the building of dwellings and shops, the making of interiors of houses and shops, and the making of furniture. We would like to know if there is a need and possibility of establishing an enterprise of this nature in your town. If the answer is in the affirmative, would you be willing to grant your co-operation? Of course, we would be glad to furnish any further information on request.

I understand that an officer of the Government is at present on the continent recruiting labour for the railways. I ask the Minister acting for the Premier whether he would bring this letter before the Housing Trust and any other State Government authorities that might be in a position to arrange for the transfer of these skilled building contractors and tradesmen to this country to build houses in areas where Government departments have been unable to secure workmen or contractors for house building?

The Hon. C. S. HINOKS—I shall be most happy to carry out the honourable member's request.

LEAVE OF ABSENCE:

MR. L. S. DUNCAN.

Mr. TAPPING moved—

That two weeks' leave of absence be granted to the honourable member for Gawler (Mr. L. S. Duncan) on account of ill-health.

Motion carried.

INDUSTRIAL CODE AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 28. Page 445.)

Mr. FRED WALSH (Thebarton)—The main feature of this Bill is the proposed increases in the salaries of the President and Deputy President of the Industrial Court. Another feature is the widening of the definition of "metropolitan area" to include the municipality of Walkerville. It seems incredible that this area was overlooked when municipalities were substituted for certain State electoral boundaries in order to include the Metropolitan Abattoirs and other outlying parts of the metropolitan area. Strangely enough, an organization with which I am associated had

some members working in the municipality of Walkerville. I suppose that legally they would have been excluded from the provisions of the code. As regards salary increases I agree with the Minister that it would have been embarrassing to ask the President to make a recommendation as to his own salary, and probably he would not have agreed to make any recommendation. The Government has adopted the correct procedure in applying the increases to the President and Deputy President in the same manner as increase to other judges. Every man is worthy of his hire and if increases to everybody are adjusted equitably there can be no objection. In adjusting wages as a result of increases in the cost of living, in accordance with the "C" index series, it is provided that the amount of increase must be to the nearest 3d., in other words, 2s. 8d. would become 2s. 9d. Where the increase is, say, 1½d., 4½d., 7½d., or 10½d., the next highest 3d. would be paid. That practice has been abolished for years on the wages board with which I am associated. Prior to its abolition there were a number of conflicts as regards the amount of wages to be fixed. For instance, the rate in a determination I have with me is fixed at 2s. 6⁶⁵/₈₈d. I do not understand how it is mathematically arrived at. The provision in the Bill will clarify the position and I do not object to it.

The Government has made an innovation on this occasion as regards representation on the Board of Industry. Ever since the Industrial Code has been in force the Employers' Federation has been the sole representative of employers on the employers' side, with the Trades and Labor Council representing the employees. The Government has recognized the claim of the Chamber of Manufactures and has decided to give it equal representation on the board with the Employers' Federation. The Chamber of Manufactures has become the best organized and most powerful body of employers in the Commonwealth. Because of this development the Employers' Federation has more or less gone out of existence, and I do not think it will be long before it ceases to exist. The Chamber of Manufactures is entitled to full representation on the Board of Industry and the Government could well follow the practice which was originally set out in the charter of the League of Nations and later adopted by the United Nations in respect of the International Labor Office Organization whereby the representatives came from the organization which was most representative of employers and the organization most repre-

sentative of employees. If that practice were adopted we would eliminate the conflict which usually arises where more than one body is recognized. It could be possible for another body representing employees to be represented on the Board of Industry, but if that were done I can envisage the conflict which would follow. The Bill clarifies the position for filling vacancies on the board.

The question of increased fees to be paid to commissioners on the Board of Industry should be considered together with remuneration which is paid to others. The fees paid to representatives on the board today are not commensurate with the services they render. They are required to attend inquiries whenever their services are required and have to hold themselves in readiness at all times. Because there is an automatic application of quarterly adjustments in the Federal basic wage to the State living wage the commissioners do not now receive the same amount of remuneration, because in the past inquiries were held by the Board of Industry to determine the living wage for the State. This involved weeks and even months of evidence, consideration of which was given by the commissioners in camera before making their declaration. As a result they were able to get a reasonable remuneration. To meet the present change in the value of money their fees should be increased. I support the Bill.

The Hon. S. W. JEFFRIES (Torrens)—My experience of administering the Act showed me what immense value the whole system was to industry in South Australia. Because of the organized set-up under the Industrial Code we have enjoyed comparative peace in industry for many years. I regret that many unions are tending to transfer to the Commonwealth arbitration scheme instead of staying within the State organization. I was Minister of Industry when Mr. President Morgan was appointed, and I have the greatest confidence in him. He is ably assisted by his deputy, and to both of them South Australia is indebted. Since this Bill was introduced I have spoken to both gentlemen and told them that for reasons I have mentioned on other occasions I would oppose the proposed increase in their salaries. I think they understand the position. I do not oppose the increase because of any lack of confidence I have in those gentlemen or in the work they perform. For the reasons I am now tired of mentioning I should accept every opportunity to draw attention to my belief that by increasing the spending capacity of

any person we are increasing the evils of inflation. I do not oppose the second reading because other provisions in the Bill are essential, and are fair and reasonable, but I shall oppose clause 4.

Bill read a second time.

In Committee.

Clauses 1 to 3 passed.

Clause 4—"Salary of President and Deputy President."

The Hon. S. W. JEFFRIES—I oppose the clause.

Clause passed.

Remaining clauses (5 to 10) and title passed. Bill read a third time and passed.

PORT PIRIE PARK LANDS ACT REPEAL BILL.

Adjourned debate on second reading.

(Continued from August 29. Page 483.)

Mr. DAVIS (Port Pirie)—I have no objection to this Bill, which hands back to the Crown land taken over by the Catholic diocese in 1932. It has no further use for the land, which can be made available for use by other people and for school purposes. I have pleasure in supporting the measure, which will be of benefit to the town.

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

LOAN ESTIMATES.

Grand total, £41,166,000.

In Committee.

(Continued from August 28. Page 454.)

Mr. CHRISTIAN (Eyre)—In furtherance of my discussion of the railway items in the Loan Estimates, with particular reference to the complete lack of any provision for the narrow gauge system other than 100 ore trucks, I have looked up some information in the 1940 report of the Public Works Committee on the broadening of the South-Eastern railway system, particularly in regard to the proposed disposal of the South-East narrow gauge rolling stock. These proposals were set out by the railway authorities in their evidence before the committee, the matter having been given very careful scrutiny by a sub-committee, of which Mr. Anderson, the then Railways Commissioner, was chairman. Their proposals in 1940 were as follows:—To retain on branch lines rolling stock the original cost of which was £99,566; to convert and use on broad

gauge rolling stock the original value of which was £20,670; to scrap rolling stock of an original value of £60,671; transfer to other systems rolling stock the original value of which was £55,305. From those figures members will see that only a small proportion was proposed at that time to be transferred. There is a further reference in the subcommittee's statement, from which I quote as follows:—

A survey of the age of the rolling stock shows that 400 out of approximately 600 vehicles on the narrow gauge system in the South-East are over 50 years old.

Farther on the report said that much of that rolling stock was of wooden construction, which makes it clear that its life would be much shorter than that of rolling stock made of steel. Although it was expected that £55,000 worth of rolling stock would ultimately be transferred, 11 years have elapsed since then, so that now a considerable proportion of that total would undoubtedly be fit to join the other stock which was scrapped; so the actual number of trucks and engines we can expect to be fit for transfer to Eyre Peninsula or any other narrow gauge system must be very much fewer than was originally expected. The other aspect of the story is that the broadening of the South-Eastern railway system is not nearly complete and no-one knows when it will be. The railway authorities have no means of computing the position, but I am not blaming them for that. The prospects of getting relief on the narrow gauge systems is remote.

The Hon. M. McIntosh—The Railways Commissioner expects that considerable help might be given in that direction.

Mr. CHRISTIAN—If he can say as much as that, he should be in a position to say just how many trucks and engines the narrow gauge systems will get by next February. There is a shortage not only of trucks but also of engines. Of the nine engines operating on Eyre Peninsula great difficulty is experienced in keeping about five in service. The railway authorities on Eyre Peninsula have great difficulty in performing the tasks required of them. Tens of thousands of tons of grain cannot be shifted by rail. Some of it is being transported by road from the sidings to the seaboard. This state of affairs may continue for years.

Mr. Macgillivray—It shows the necessity of good road transport.

Mr. CHRISTIAN—I do not believe that either roads or road transport for the movement of heavy goods have yet been designed.

Railways are the only means of economically transporting grain and other heavy commodities. I want to see the railways in a position where they can handle their job efficiently with the minimum loss of time. Time is the essence of the contract with regard to the removal of the grain harvest to the seaboard for export. Unless rolling stock can be transferred from other divisions or new rolling stock built, even greater transport difficulties may be experienced on Eyre Peninsula. Some effort should be made even at this late stage to revise the proposed list of rolling stock and build some rolling stock suitable for the narrow gauge system. The construction of the truck need not be altered greatly. Today we have on the narrow gauge systems rolling stock originally built for broad gauge. The capacity and width of those trucks conform to broad gauge requirements. Instead of using all the rolling stock in this list on the broad gauge system, some of it might be converted for the narrow gauge, even if only temporarily. It would be necessary only to fit the trucks with narrow gauge wheels and axles. That would help us out of our present difficulties. I hope the trucks being constructed for the carriage of grain will be constructed so as to be suitable for carrying it in bulk. This would mean simply increasing the height of the sides by about 11in. above the usual height. If that is not done now and bulk handling is adopted later, we may be involved in the additional cost on converting that rolling stock for the carriage of grain in bulk. The cost of that conversion would be considerably more than that involved if at the outset the trucks were built for the carting of grain in bulk.

Mr. Macgillivray—Is bulk handling ever likely to be introduced in this State?

Mr. CHRISTIAN—I cannot say at this stage; but I think the Railways Department should prepare for bulk handling whenever new rolling stock is built.

Mr. Macgillivray—What is the sense in building rolling stock for something which may never eventuate?

Mr. CHRISTIAN—The expenditure would not be wasted. It would merely mean building the sides a little higher than they have been built in the past. Three or four years ago the actual conversion of a truck for bulk handling would have cost between £100 and £180, depending on its size. The present cost would probably be between £200 and £300. If my suggestion were adopted, the cost might not be half that involved in the ultimate conversion. The expenditure would not be wasted,

for many other commodities carted in these trucks would be carted more safely because the sides of the truck would be higher than at present. I expect that ultimately bulk handling will be introduced in this State, although I would not care to say how soon.

Mr. Stott—You say the longer the conversion is delayed the more it will cost?

Mr. CHRISTIAN—That is a matter for debate. I expect that sooner or later we will come back to earth with regard to costs. Last year £21,000,000 was provided by the Loan Estimates, and that amount was spent. Many items in last year's Loan Estimates have not been commenced, and many are only partially completed.

The Hon. S. W. Jeffries—Yet the money was spent.

Mr. CHRISTIAN—Yes. What have we to show for it? I have the following list:—

Mannum-Adelaide pipe-line.—Last year we voted £950,000. I do not know whether that has all been spent, and I hope the Minister will be able to tell us later how much of the original programme has been completed. I have seen the work in progress and I would like to pay a tribute to what is being done. Many of the pipes have been made and carted and they are a credit to the people who designed and manufactured them. It is a great piece of work as far as it has gone, but I am asking how far it has gone.

Uley-Wanilla Water Supply.—Last year we voted £220,000. How much of that has been spent and to what extent was the contemplated programme carried out?

The Hon. M. McIntosh—I think, as the honourable member probably knows, that work is practically completed.

Mr. CHRISTIAN—Yes, but I am asking for this information for the benefit of the committee. Under the same head we voted £43,650 for mains and services in the district. I venture to say that little has been done under that heading.

Mr. Macgillivray—You have a satisfactory water supply now.

Mr. CHRISTIAN—We are well pleased with what has been done, but we are looking for more.

Parkside Mental Hospital.—This was one of the most urgent jobs which has even been before the Public Works Committee, and last year we voted £12,000 for a new female ward and admission block. As far as I know not one brick has yet been laid, but that sum of money has been spent somewhere else.

Schools.—Last year we authorized an expenditure of £24,000 for the following schools:—Ascot Park, Forbes, Hendon, Mitcham and Rapid Bay. All of the money has been spent, but I know that most of those schools have not yet been commenced.

Mr. Clarke—Has it all been spent?

Mr. CHRISTIAN—We have been told that £21,000,000 was spent last year and I am quoting items out of the list we authorized last year, so we must accept the fact that the money has been spent, but on work other than the works we authorized last year. The point I make is that costs are rising so tremendously that the £21,000,000 did not nearly meet the full cost of those authorized works which were computed to cost the figure then given in our Loan Estimates. I am not suggesting that the money was spent improperly or on unauthorized works.

Electricity Trust of South Australia.—Last year we voted £4,600,000, and I know the trust has something to show for it. The new power house at Port Augusta is making rapid strides, and the trust has done a great deal of country reticulation and, of course, increased the capacity of the Osborne works, but again I venture to say that the original programme which that £4,600,000 was designed to cover has nowhere near been completed, although I expect the full amount has been spent.

Railways.—Last year we authorized the building of 300 four-wheel waggons for the 5ft. 3in. gauge, and may I point out again that not one item of rolling stock was provided for the narrow gauge system, as is the case this year with the exception of the ore trucks already mentioned. Those 300 waggons were to cost £130,000. Have they been completed and has the whole of that money been absorbed in that item? Under the same heading we authorized an expenditure of £150,000 for new railway cottages. Have all the cottages contemplated from that expenditure been built? I have merely chosen those few items at random, as they are items on which I should like complete information. There were, of course, many more in the same Loan Estimates on which we should be fully informed so that we may know exactly where we stand on the huge expenditure we authorized last year.

The Hon. S. W. Jeffries—Of course, some of the works authorized last year may be in this year's programme.

Mr. CHRISTIAN—I appreciate that. All I want is information.

Leigh Creek Coalfield.—The time has arrived when the finances of the Leigh Creek coalfield undertaking should be put on a proper footing. Again, I am not reflecting on what has been done in the past. I simply mean that many hundreds of thousands of pounds from revenue have been voted for the project and it has also had the benefit of a number of free grants from the Federal Government, but they have never had to appear in the financial statements of the Leigh Creek undertaking, and they should appear in the balance-sheets so that we can correctly assess the actual cost of mining that coal. As it is we are not in a position to arrive at the actual cost and we should know it, for we are still selling coal at the price fixed some years ago when costs were very much lower. Therefore this Committee does not know to what extent we are subsidizing industries, or Government and semi-governmental undertakings using Leigh Creek coal. It was a good thing to initiate the undertaking and develop the field, for it has proved to be the saviour of this State, but we should know whether the price still being charged for coal—31s. 6d. a ton I think—covers to any degree the actual cost of providing that fuel. It must be costing more because I think that if we were to take into account all the capital sunk in the field, and make a legitimate charge against the coal, the price would be much higher than what is being charged today; as a rough guess, probably over £2 a ton. If that is the case we are making a subsidy to all industrial and domestic consumers of Leigh Creek coal. The Municipal Tramways Trust uses considerable quantities of Leigh Creek coal. All the large consumers of this coal are getting it at a rate lower than the cost of production. In the interests of proper financial practice we should know all the amounts granted for the development of the coalfield, and they should be taken into account in order that we may know where we stand.

Mr. HUTCHENS (Hindmarsh)—I express my appreciation of the very informative speech by the member for Eyre, although I disagree with some of his opening remarks. The members of the Public Works Committee, of which he is chairman, have made considerable sacrifices in examining and reporting upon proposed public works, but I disagree with his contention that the £41,000,000 proposed to be spent under the Loan Estimates is a colossal sum considering the circumstances of the time and the purposes for which the money will be spent.

Not long ago this country prosecuted a war, during which the people were prepared to forego public works programmes in the interests of defence. The member for Burnside referred to that fact and said that in 1927 the sum of £11,700,000 was approved under the Loan Estimates. In 1928 the total was £12,000,000 and the Minister of Works, by interjection, observed that the purchasing power of money was far greater then than it is today. Apart from that, the population of this State has increased by nearly 200,000 since 1927. In debating the amount to be voted we should consider whether the expenditure of the money is a good investment. We need a broad outlook because recently we were told by visitors from other countries at a social function that the British Commonwealth of Nations had to prepare for the preservation of democracy. It has been necessary for Great Britain to make defence preparations and undertake stockpiling. We were told that Great Britain had to depend for supplies on other countries, including Australia.

Yesterday some unjust criticism was levelled at the workers of this country. Members on this side of the House believe that we should be honest and just when speaking of any section of the community. South Australia has some excellent employers and many good farmers, who are not only as patriotic but as efficient as any in the world. When I was on holiday in Queensland recently I was pleased to hear people say that the farmers of South Australia were the best in the Commonwealth and that the Australian worker is second to none in the world. Australia has great opportunities but must exploit them to the full in the interests of democratic society and the principles of British justice. If we bear this in mind we must conclude that the expenditure of £41,000,000 will be a good investment, but whether this sum should be spent from Loan moneys is questionable. The Labor Party has always believed that all works should be financed by the use of national credit, and I am surprised that there has been some departure from this method. It is wrong for a young nation to saddle its people with a burden of heavy interest commitments. During the war years the Commonwealth, of which South Australia is a part, was able to spend the huge amount of £225,651,229 in one year for the prosecution of the war. The Labor Government of the day, in accordance with Labor policy, not only ceased borrowing money from overseas, but from December 1, 1941, to December 19, 1948, reduced our overseas commitments by about £100,000,000.

The Hon. M. McIntosh—But it borrowed money in Australia to pay off overseas debts.

Mr. Whittle—What do you mean by departing from the national credit?

Mr. HUTCHENS—I am endeavouring to show that in the final year the Labor Government was in office interest payments had been reduced to the extent of £7,200,000 as compared with its first year of office. The Government has failed to submit, in detail, a statement showing how the money approved by Parliament has been spent. I feel most strongly about it. Members should be supplied with a clear and concise statement at the beginning of a session showing how all money has been spent. The Leader of the Opposition requested that this should be done and was supported by the members for Chaffey and Eyre. I cannot imagine any company directors approving further expenditure unless they had full details of how money previously authorized had been spent. Mr. Christian pointed out that sums that had been approved for certain lines had been spent, but did not know on what it had been spent.

Mr. Macgillivray—The money was spent, but we do not know where or how.

Mr. HUTCHENS—Exactly.

The Hon. M. McIntosh—Members can get the information from the Auditor-General's report.

Mr. HUTCHENS—Yes, but they do not get the report until long after the Estimates are submitted to the House. Every member is elected to Parliament to represent his constituency and should not be called upon to approve of any expenditure until he knows how the previous amount approved had been expended.

Mr. Macgillivray—It is a member's biggest responsibility to see that money is wisely spent.

Mr. HUTCHENS—We shall be heading for catastrophe when the democratic rights of the people are taken away, and we shall head for a dictatorship when there is secrecy about facts. The practice that has been adopted seems to be creeping into the life of other public bodies. The Government is providing £4,763,868 as a loan to the Municipal Tramways Trust. This causes me great concern. Not long ago the trust started on the installation of a trolley bus service from Cheltenham to Largs North at great cost, but only a week ago began to dismantle the poles and overhead wires. Under existing legislation councils can be called upon to make good any tramway losses. The *News* of August 27 referred to the "hush hush" policy that seemed to be adopted by the committee that is inquiring into the administration

of the trust. It is only right that the people's representatives on councils should be supplied with information on every item of expenditure and Parliament should not be asked to approve of such huge sums being granted without full knowledge of the facts. The member for Mitcham said that in these days of Party politics the responsibility of rank and file members was not nearly so great because they were not given the opportunity to make full investigations into the facts. I urge the Government to make available to all members full information on all its monetary undertakings before they are asked to approve of additional expenditure.

Mr. HAWKER (Burra)—The Leader of the Opposition, in dealing with the Loan Estimates, said he thought that the Treasurer had succumbed to the prevailing fashion of dealing in astronomical figures, and quoted figures showing that our loan requirements had grown from £2,286,000 in 1941-42 to £41,000,000 today. I do not know whether he was commending or condemning the Treasurer when he made the remark, but let me analyse the causes of this rapid rise. Although practically every member has commented on the increase, they point out that amounts have not been provided on the Estimates for certain works in their district and ask the Government to investigate those matters. When constituents get members to persuade the Government to spend money on certain works in their districts constituents should not complain about loan figures rising to astronomical heights. By far the largest expenditure shown on the Loan Estimates is for essential services, such as transport, housing, water supply and fuel and light, in fact, they account for £34,999,000 of the total. Many items that are included in the Estimates this year did not appear on the Estimates for 1942-3. Members are continually drawing the Government's attention to the bad state of housing and transport. The estimated expenditure this year for the item "Advances for Homes" is £1,200,000. This did not appear on the previous Estimates. The sum of £200,000 has been provided for roads. Expenditure on irrigation and drainage in the South-East has increased from £500 to £644,000; railways has increased from £504,000 to £4,480,000. The expenditure on schools was only £27,700, whereas today it is estimated at £1,100,000. The sum of £5,150,000 is provided for the Housing Trust and more than £12,000,000 for the Electricity Trust and Leigh Creek coalfield. These items

did not appear on the Loan Estimates previously mentioned. For temporary housing, £1,105,000 has been provided, and £2,500,000 set aside for the purchase of stores. We should have a further explanation of that item. The increase in the amount of these Loan Estimates is largely due to expenditure on work which has been advocated for many years. South Australia has experienced much prosperity in recent years, but a day or two ago the press said that if wool prices remained at their present level the Australian wool cheque would be reduced by about £200,000,000, which would be a serious matter. No-one can object to the proposed expenditure of £200,000 on roads and bridges.

Mr. Macgillivray—There should be greater expenditure on that item.

Mr. HAWKER—Yes. According to Mr. Stott bridges should be built over the River Murray. Although a large amount is concerned in these Loan Estimates members want greater expenditure. If everything they want were agreed to our loan expenditure would be increased by probably 50 per cent. Our roads are not standing up to the present heavy traffic. A few years ago the loose-top road was introduced and it proved satisfactory for a while. The ordinary macadam road was covered by a floating surface of fine gravel, and as the gravel was pushed off the road it was graded back again, with the result that at all times there was a loose surface on the macadam road. Traffic on those roads has increased tremendously. Seventy-five per cent of the road on which I travel mostly has no loose surface. Most of the loose surface has been thrown off and only the macadam road is left. There are places now where the grader has taken so much off the top of the macadam road that it has got down to the foundation. With the small amount of maintenance work that we have been able to do the loose surface roads have not been standing up to the traffic. We must find a road between the ordinary macadam road and the bitumen road. My views on the drainage of the western division of the South-East have not altered in any way, but in the near future if the drainage work is continued we will have expenditure on irrigating the division. Before the drainage work was commenced Mr. Ryder, of Conmurra Station, used to irrigate his property. I do not know how much of the proposed expenditure on irrigation and drainage will be spent, but the Government should consider postponing the drainage work in order to ascertain whether benefits cannot be achieved more cheaply and

effectively by the laying down of pastures. We must have our railways to carry heavy traffic. I know what has been done in other States with the railways and I think South Australia has done very well. Much of the success is due to the appointment of Mr. Webb as Railways Commissioner some years ago, and the rehabilitation work he introduced against much opposition. The expenditure at that time was considered great, but it is now paying dividends. He introduced large engines and trucks which are still in operation. We should have air-conditioned carriages on our railways. Anyone who has been to America knows the advantages of having them, especially over long distances, but I do not agree with the push-button conveniences. It would be better to have them operated by hand.

I agree with Mr. Christian that we should have more information given to us about the financial position of the Leigh Creek coalfield. Coal from that field has been advantageous, but it may be costing too much to produce, and more figures should be given to us on the matter. The proposed expenditure by the Electricity Trust is £6,750,000 greater than the Adelaide Electric Supply Company obtained for its assets. I know that the activities of the trust have expanded greatly, but I wonder what the Adelaide Electric Supply Company would have done if it had the money which is available to the trust. There have been several complaints that houses are being built on good market gardening land around the metropolitan area. Adelaide has been fortunate in having land close to the city suitable for the growing of vegetables. Recently I heard a talk by a soil conservator about conditions in England and he said that no town could expand on agricultural land without first getting permission. Before permitting building to take place inquiries were made to see whether land other than good agricultural land was available. Farming in Great Britain has been in the doldrums for years because cheap food could be obtained from America and Australia. Consequently, she has not the background of agricultural production that Australia has, and she has had to take drastic steps to improve her food production. She has done a good job in this direction. She has had to make herself self-sufficient as far as possible in the production of food instead of depending upon overseas countries for it. Under the country town planning legislation in Great Britain permission has to be obtained before any

building can take place on good agricultural land. The authority to give the permission is the local council, but it is really the Minister. Before any large building programme is contemplated in South Australia our Minister of Agriculture and the Town Planner should be consulted as to whether the building is to take place on fertile land. We do not want to find ourselves in the same position as Great Britain. We should be able to feed our people, and at the same time export food to other countries.

Mr. PEARSON (Flinders)—I have never been fearful about borrowing money to enable me to increase production. Those in business have to decide for themselves whether the financing of their enterprise by loan is justified or not. Although the Loan Estimate figure is a record, provided it is soundly based on experience and what increased production will result, and what improved ways and means of marketing that production will follow, it will be justified. The provision of homes, hospitals, and schools is possibly of lesser importance than increased production. If production is increased and thereby the wealth of the State also, then we shall be the better able to take care of the other aspects I have mentioned. Mr. Christian dealt effectively with the question of our narrow gauge railway systems and particularly referred to Eyre Peninsula. I feel that the major railway problem there is the shortage of engine power. Criticism has been levelled at the users of railway transport on Eyre Peninsula on the ground that statistics do not reveal the efficient use of truck capacity. It is impossible to secure the economic usage of rolling stock unless sufficient prime movers of sufficient capacity in a good state of repair are in existence to haul the trucks at reasonably frequent intervals. On the line which passes through my property there is one regular goods train up and back each week, although when grain is being loaded on ships there is a much more frequent movement. On the line from Yeelanna to Mount Hope there is only a fortnightly service, and at some seasons even less. On the outward journey a truck may be dropped at a siding and remain there for a week or fortnight because no engine is sent to remove it. In those circumstances how can we get a comparable degree of efficiency in truck-ton movement compared with lines with a more frequent service?

The Australian Wheat Board has frequently complained that it is not able to move wheat

from points it most desires to move it. Prior to the war and to the commencement of the Wheat Board merchant houses, some of which I represented, were able to say to the superintendent of railways at Port Lincoln, "We want to move so many thousand bags from such and such a siding." Provision was then made for that movement. Owing to the exigencies associated with the war that procedure was departed from and it was the railways which began to tell the Wheat Board what it intended to do, and therefore became the controllers of the movement of wheat. That position has continued since the conclusion of the war. I have the definite assurance from a Wheat Board authority that although the board desired to move wheat from one siding, as it was being damaged by weevil, the railway superintendent stated that the best he could do was to provide one 16-ton truck a week. The question of whether the railways can handle the tonnage offering is not a matter of dividing the total tonnage of wheat to be moved by the capacity of the trains to move it. Some consideration must be given to the requirements of the authority owning the wheat, and that complicates the problem to some degree. The production of grain on Eyre Peninsula has increased enormously in recent years. Barley production has advanced from 600,000 and 800,000 bushels in the years up to and including 1945 to 2,700,000 bushels this year, an increase of about 2,000,000 bushels. That production is likely to be still further increased.

Mr. Riches—Is it at the expense of wheat?

Mr. PEARSON—No. The wheat figure has slightly decreased over the period, but not comparably with the increase in barley production. The carriage of stock and superphosphate is also increasing. The conditions for passengers on the Eyre Peninsula railways are most primitive. I understand that the Railways Commissioner intends to visit Port Lincoln to investigate railway matters, including improved passenger transport. In making these comments I am in no way reflecting upon our railway personnel, particularly on Eyre Peninsula. I know the local superintendent and many members of his staff, including those who operate the trains and believe that were it not for their co-operation the position would be much worse. They need more and better tools and I believe they deserve them and would make good use of them.

Eyre Peninsula is in the happy position of having greatly improved water supplies. The trunk main from Tod River reservoir is in good condition and when the east coast main is completed we shall have the nucleus of an excellent water system in that area. Owing to the exploitation of the Uley-Wanilla basin, we now have a water supply which is likely to meet needs for many years. There are about 20 small branch reticulation mains awaiting commencement. As some materials are now available I hope steps will be taken to proceed with these schemes as fast as possible. A small amount has been placed on the Estimates for extensions and alterations to the Port Lincoln hospital. In addition, a very much larger scheme has been proposed and I understand that evidence by the Public Works Standing Committee has been completed. If the committee's report is favourable I was wondering whether it would be possible to do anything about this proposition during the present year, although I realize provision is not made on the Estimates. I have a letter from the clerk of the Port Lincoln district council in which he says that they are anxious to know what is happening about the hospital. He said that they had a contractor ready to tender and proceed with the work and it was hoped that something would be done.

Mr. MICHAEL (Light)—This year's Loan Estimates total the colossal sum of £41,000,000. The Loan Council's reduction of 25 per cent will reduce this figure to just over £30,000,000, and, when one considers today's state of inflation, the total does not appear as great as it may have at first sight. In introducing the Loan Estimates the Premier said:—

Apart from those fiscal and other controls which I regard as a last resort, the best manner of attacking the present inflation is by ensuring both more production and more efficient production. In this the Government must make its contribution by ensuring it can meet all demands upon the essential public utilities of coal, electric power, water, and transport, and by taking all practicable steps to assist both the local production and the overseas acquisition of essential materials.

I agree with that statement and feel that the Government's plan is the best means of assisting production and the acquisition of overseas materials. The record of this Government shows that much has been done in this respect. From investigations I made only this week I learned that South Australian transport approaches nearer the requirements of the public than transport in at least two other States.

The member for Chaffey said that he regarded fiscal policy as being of first importance. I was rather surprised to hear such a statement from a member who claims to be independent and opposed to Government control, because fiscal policy is Government control of the country's finances. The honourable member referred to my statement on the issuing of notes. I was really referring to the use of the credit of the nation, a policy he has advocated for many years. Such credit must be used with great caution in either a boom or depression. It is being used in this country in the only safe way it can be used—by means of bank credit. With regard to the honourable member's statements on the revaluation of the pound, I maintain the opportunity for revaluation was missed when England was forced by America to devalue its pound. At that time we should have brought our pound into line with the pound sterling. Conditions today are not so favourable as they were then for that action. The fact that the honourable member could get little indication from New Zealanders he met as to the effect of the revaluation of their pound would seem to prove that such action had been a success, because New Zealand, like the rest of the world, is living in an inflationary period. My attitude toward the 40-hour week has been criticized. I have never criticized people receiving good wages. Higher wages are in the best interests of the country. However, the introduction of the 40-hour week has had an inflationary effect. The best way to overcome inflation is by increased and more efficient production. Our people are looking too much to the Government for help and are demanding all sorts of things they could provide for themselves. The work of the Government should be confined to the provision of public utilities and those services mentioned by the Premier. Certain necessities and amenities should be provided by the public themselves.

Mr. Macgillivray—What should the public provide for themselves?

Mr. MICHAEL—They should be prepared to contribute more directly to their social services which are at present provided from taxation. For instance, in their working years people could contribute to a national insurance or similar scheme rather than expect the Government to provide old age benefits in return for a very small contribution on their part. The member for Burra expressed some doubt whether the drainage scheme in the western

division of the South-East was worthwhile, and suggested the Government should slow up the work there and inquire whether it was really necessary. I do not agree with that view. He mentioned that one landholder in that district had carried out irrigation, but that is not unusual in drainage schemes. There are a number of drainage schemes—some of them in Western Australia—where it is necessary to drain in the winter and irrigate in the summer. If the drainage in the western division of the South-East is carried out by means of wide and narrow drains with weirs, it will be drained in wet seasons and in seasons when the rainfall is below average it will be possible to keep the weirs closed so that the country will not be over-drained. Not until this area has been drained will it be possible for it to be settled under a closer settlement scheme.

An amount of £300,000 under the Crown Lands Development Act is to be used mainly in the development of an area out from Meningie which has been reported on by the Land Settlement Committee and which unfortunately the Federal Government has not yet seen fit to accept for a soldier settlement scheme. I believe that area has great possibilities and that there is no danger in preparing it for closer settlement. I am glad the Government intends to proceed with the development of other large areas. The Australian Mutual Provident Society is tackling a big scheme and, on my latest information, is making good progress. Other people are developing various areas, but large areas are still untouched. East of Meningie is a large area with a doubtful water supply, and little is being done about it. I urge the Government to continue with its investigations in that area, and, even if it is not possible to arrange for the provision of water for domestic supplies, its development should not be ruled out, for it would be practicable to take water there from Lake Albert. Practically nothing has been done on a large area between the Tailem Bend-Bordertown and the Tailem Bend-Pinnaroo railway lines, and I urge the Government to survey that area so as to ascertain its possibilities. I believe its development could add considerably to the production of the State.

A good many hard things have been said about the railways and we do not always seem to be getting the efficiency we would like, and believe we have a right to expect. However, I appreciate the fact that the department is endeavouring to give good service to the community, and at least it is doing it better than

some of the other States. Despite what some may say we cannot do without our railways.

Mr. Macgillivray—What member ever suggested it?

Mr. MICHAEL—I think I could find something which the honourable member has said to the detriment of the railways.

Mr. Macgillivray—No-one ever suggested it.

Mr. MICHAEL—I was not thinking of the honourable member, but if the thing I am prepared to leave it at that. We will need our railways for a long time to come. If the price of wheat falls the farmers will not be able to bear the cost of carting wheat by road, and I urge the Government to do everything within its power to make our railways as efficient as possible and keep them so. Largely through the inability of the railways in other States to cope with the traffic, we are having an influx of road transport which is playing havoc with our roads. If we cannot evolve some way of lessening it I fear that the damage to our roads will involve great expense and much time to repair. I therefore stress the necessity of making our railways as efficient as possible so that, at least within the borders of our State, they will be able to deal with the freight available. I support the Loan Estimates.

Mr. WHITTLE (Prospect)—A great deal of criticism has been levelled at the method of presenting the Loan Estimates, and particularly the fact that they were presented before the Loan Council meeting, notwithstanding that the Treasurer gave the Committee a personal assurance that there were many things which probably would not be possible of accomplishment during the ensuing 12 months, apart from the fact that the money might not be made available by the Loan Council. The Loan Estimates were prepared as a basis for work essential for the State, and he went to the Loan Council meeting to present as good a case as possible for South Australia. I think members could not have been very much surprised to learn that the Loan Council had cut down the overall estimates for Australia, but it was suggested by some that the whole debate should be postponed until the Premier returned and told us to the last farthing the amount which would be available for Loan works. The completion of Loan works has never been brought before us in the Loan Estimates ever since I have been in this Chamber. Consider the estimates for the railways. One item is 100 four-wheeled cattle trucks at £1,299 each, but only £50,000 is provided in

the Estimates. A grade II. schoolboy knows that 100 times 1,299 is considerably more than £50,000. Another item is 10 locomotives at £30,000 each, and yet only £30,000 is provided in the Estimates. I do not claim to be an economist or a mathematician, but it is simply arguing for the sake of argument to suggest that the Loan Estimates are prepared to cover the whole of the work contemplated in this year's works programme. They cover only a start. Those who prepare the Estimates are often fully aware that the work cannot be completed in the ensuing year and therefore it is my opinion that much of the criticism has little foundation.

Mr. Macgillivray—The honourable member missed the whole essence of the criticism, which was that there is nothing to show how the money has been spent.

Mr. WHITTLE—The honourable member has been here nearly 14 years and he should know that the Loan Estimates have never shown the amount spent in the previous year.

Mr. O'Halloran—A return used to be provided, but it has not been since 1945.

Mr. WHITTLE—The Auditor-General's report will show it. A sum of £2,000 is provided as a further advance for the Enfield General Cemetery. I find upon inquiry that this represents only a further payment under the amending Act passed, I think, last session. However, it brings to mind the widespread agitation in the early thirties for more adequate cemetery accommodation. The then Lord Mayor of Adelaide called the councils together to deal with this very urgent situation, as it was held that before long there would be no place in which to bury the dead. Now we find that although a beautifully situated cemetery has been laid out at Enfield it is very little used and the trustees are finding difficulty in paying their way.

Mr. Davis—Are you suggesting that it is a dead loss?

Mr. WHITTLE—I am simply instancing it to show that the outcry which was raised about 15 years ago must have been, like the report of Mark Twain's death, greatly exaggerated. The board of the cemetery, with the very best of intentions, laid down the ideal method, in its opinion, of running the cemetery. It adopted a custom followed in large cemeteries in America, where there is simply a large open space of lawn with no headstones. After a burial the lawn is replaced and only a small plate, about 9in.

by 5in., marks the grave. However, there is evidently a feeling of dissatisfaction on the part of people who might otherwise use the Enfield cemetery as a burial place because of the lack of identification such as there is at other cemeteries, notably the Centennial Park Cemetery, and I trust that the board will realize that it cannot necessarily impart its ideals to the man in the street.

Mr. Macgillivray—What line are you talking about?

Mr. WHITTLE—The sum of £2,000 for the Enfield General Cemetery. If it is not soon paying its way there will be further demands on the Government for more money. The situation of the cemetery is ideal. However, if one visited the cemetery every six months he would find there had not been many more burials. Sections are set apart for various religious denominations and returned soldiers and nothing in regard to the original layout could be improved upon, except for the embargo on headstones. If headstones, such as are allowed at Centennial Park Cemetery, could be erected in one part of the cemetery I would bet long odds that very soon that section would outstrip the present burial area. It takes much money to keep the staff at the cemetery for occasional burials, whereas the same staff could cope with four or five times the present rate of burials.

The Hon. S. W. Jeffries—Is there a Government member on the board?

Mr. WHITTLE—I do not know, but there is a council member and representatives of several churches.

Mr. Frank Walsh—Is blasting necessary in opening graves?

Mr. WHITTLE—No, it is ideal ground for a cemetery. I understand that the large open space was retained for the ultimate purpose of providing a playground. That might be a good idea from the American standpoint, but I think sentiment in this country would lead to a protest. The Nailsworth primary school is listed on the Loan Estimates. I do not know of any other school where the playing space or accommodation is more congested. I realize that a prefabricated school will be provided at Enfield and a number of scholars at present attending Nailsworth will be accommodated there. However, the boys technical school should be removed from the Nailsworth primary school yard. I notice that £38,000 is provided for the Norwood and Nailsworth boys technical schools, but the Nailsworth primary school should be enlarged. Of course, when the boys technical school is removed there will be a greater playing area for the large number of scholars attending the primary school.

Progress reported; Committee to sit again.

ADJOURNMENT.

At 4.52 p.m. the House adjourned until Tuesday, September 4, at 2 p.m.