

**HOUSE OF ASSEMBLY.**

Thursday, July 31, 1952.

The DEPUTY SPEAKER (Mr. Dunks) took the Chair at 2 p.m. and read prayers.

**QUESTIONS.****THIRD PARTY MOTOR VEHICLE INSURANCE.**

Mr. O'HALLORAN—It has been reported to me that insurance companies are trying to avoid insuring for third party risk as required under the Road Traffic Act and that in certain parts of the State insurers have had some difficulty in negotiating this type of insurance. Has this matter been brought under the notice of the Treasurer and, if not, will he make inquiries to see if there is any substance in the allegations?

The Hon. T. PLAYFORD—I have not heard of any such allegations, but I will make full inquiries, and let the honourable member have more information next week. I know of no reason why third party insurance should not be readily effected. The rates are adjusted by a premiums committee which is fairly constituted. Periodically the committee assesses the amount of profit being made by the companies and all the reports I have seen show that the companies have had reasonable profits assured to them.

**GEOPHYSICAL SURVEY OF SOUTH-EAST.**

Mr. FLETCHER—Can the Treasurer say whether a report has been issued by the Mines Department in reference to the geophysical survey undertaken in the South-East some considerable time ago? If so, what did the survey disclose?

The Hon. T. PLAYFORD—I will make inquiries for the honourable member.

**HOSPITAL AND AMBULANCE FACILITIES FOR RADIUM HILL.**

Mr. O'HALLORAN—Can the Premier say whether any finality has been reached regarding the provision of hospital and ambulance facilities for the settlement at Radium Hill?

The Hon. T. PLAYFORD—As far as I know, agreements have been reached in connection with the matter. The Chief Secretary has been discussing a proposal with one of the church societies that provide nurses for the inland and I think complete agreement has been reached. The building has not yet been commenced, but in due course a hospital will undoubtedly be established. In regard to ambulance services, I discussed with the Flying Doctor Service the establishment of a new base in South Australia, which will probably be established at Port

Augusta and serve all the northern towns, including Leigh Creek. Various sites were under discussion for the new base. For several reasons Port Augusta was favoured, principally because of the medical facilities available there, but on the other hand the problem of an aerodrome had to be overcome. At present there is no suitable aerodrome at Port Augusta and so far the civil air authorities have not been prepared to establish one. They say they would be prepared to take over an aerodrome and run it if services were regularly maintained there, but whether that will happen I cannot say at this stage. There are one or two factors about that that have not yet been cleared up. Undoubtedly, a Flying Doctor Service will be established in the northern part of our State, either at Port Augusta, Whyalla, or another northern town, but most likely at Port Augusta, and would cater for ambulance cases from Radium Hill.

Mr. O'Halloran—I was more concerned about a road ambulance to meet immediate needs.

The Hon. T. PLAYFORD—I understand that some arrangement has already been made in connection with that, but that would be much slower than the service mentioned.

**ADDRESS IN REPLY.**

Adjourned debate on motion for adoption of Address in Reply.

(Continued from July 30. Page 234.)

Mr. TAPPING (Semaphore)—I associate myself with the sentiments uttered by previous speakers in expressing their sympathy at the passing of our late King, a man who I consider endeared himself to the people and was loved by every person in the British Empire and respected by his own. His passing was a severe blow to the Empire, but I feel that Queen Elizabeth II., through the grace of God and the blessing of good health, will do justice to her high position. I also subscribe to the sentiments expressed at the departure from the State of Sir Willoughby Norrie and his good lady. I cannot recall a couple who have done such a marvellous job in forming that link between the Sovereign and the people of South Australia. Wherever they go they will endear themselves to those with whom they associate. Like other members of my Party, I was pleased with the selection of the Speaker, Sir Robert Nicholls, to attend the Empire Parliamentary Association's Conference at Ottawa. I have visited various parts of Australia and listened to Parliamentary proceedings in other States, but I have never found

a man who equalled Sir Robert in dignity and impartiality. He should worthily uphold the prestige of this State and Parliament at Ottawa. I assure you, Mr. Deputy Speaker, that you will have our allegiance and co-operation in carrying out your important and onerous duties whilst Sir Robert is overseas. Like others I regret the passing of our comrade, Les. Duncan, who served this Parliament and the people of South Australia with credit to himself and the Australian Labor Party. His loss is severe, but we on this side, and I believe all other members, will appreciate that we have in the man who has taken his place, Mr. John Clark, a member with the integrity and ability to represent Gawler worthily. I have always been an optimist and forecast he will be the next Minister of Education in the O'Halloran Labor Government of 1953. His maiden speech was a very fine one and provided us with much food for thought; his delivery was excellent and I wish him every success in the important work that lies before him.

Mr. Shannon made a number of points to which I shall refer, but one that concerns me seriously is his suggestion that, for economic reasons, the Housing Trust should build only homes for sale in future; in other words, that the policy of building rental homes which the trust has pursued for years should be abandoned. That may seem to be right from an economic point of view, but let us consider the people to whom this Parliament owes a duty—the people on the lower rung of the ladder. The trust requires a deposit of at least £600 or £700 from a home purchaser and I cannot believe that any person on the basic wage can afford that sum, so if the policy the honourable member advocates were put into effect such people would be debarred from ever having a house allotted them. I trust, therefore, that the Government will not heed the honourable member but, on the other hand, continue to build homes for those who desire to purchase them whilst at the same time providing houses for people who cannot afford to pay even a deposit of £50. Although many have been housed in the last 12 months through the trust's activities or their own initiative some 8,000 families still require decent homes. It is almost incredible, but it is reported by the Government Statistician that for the year ended June 30, 1952, 563 divorces were granted in South Australia. I do not suggest that all of them were brought about through bad housing conditions, but I can say from my own observation that many were caused by the shocking conditions under which people are

living. One can visualize the lot of a woman, who spends most of her time in the home, who has to live with her husband and three or four children in a shed or shack. She becomes desperate and discouraged and very often the finale is the divorce court. I hope, therefore, that the trust will continue to build homes as quickly as possible. I have heard members and people outside condemn the emergency housing scheme, but as one who represents an industrial area I at least express my gratification that homes have been built expeditiously in order that people living in shacks and hovels may be housed as quickly as possible. I give the assurance that those people who have been enabled to move from such squalid surroundings into these emergency homes are most appreciative of them.

Members on both sides are concerned about homes for aged people. When people reach the evening of their lives they are sometimes not wanted, or have no relatives and consequently no home, so I believe the Government should face realities and do something tangible in order that the aged and infirm may live in decent surroundings prior to their departure from this earth. I have on many occasions commended the Reverend Mr. Forsyth and the Reverend Mr. McCutcheon and other organizations doing something in their private capacity and on their own initiative to provide homes for people, particularly the aged.

Mr. McCutcheon has sought from the people of South Australia money to enable him to improve the home he is conducting at Semaphore and enlarge it in order that more old folk may be domiciled, and it is pleasing to note that religion is no barrier in the work that this gentleman and others are doing; if a case has merit it has consideration, and that is the spirit we should endeavour to emulate. Mr. McCutcheon, like others, has asked the Government for financial aid, but has met the reply that because the work is denominational the Government cannot assist. That is entirely the wrong spirit. If anyone is doing something to uplift any section of the masses it is the Government's duty to give financial aid, and encourage people prepared to make sacrifices for the class to whom I refer. I asked the Premier a question earlier in the session regarding his policy in respect of homes for the aged and received the reply that the Housing Trust had plans to build a block of flats, to be known as Goodman Court, adjacent to the Morphettville racecourse, and he said that a reasonable number of these flats would be allotted to elderly folk. In a letter dated July 1, 1952, I have been advised by the trust that

the first block will consist of 200 two-storey flats, and that a contract has been entered into with a builder not generally engaged on home building. I sought further information regarding the probable rent and last week was informed that the rent for two rooms would be from £2 15s. to £3 5s. a week which, it must be admitted, is beyond the resources of any pensioner or any person on the basic wage. I am therefore convinced beyond doubt that the Government has no sincere intention of assisting the people to whom I refer. Other members must be just as much concerned with that aspect as I am. If the rental is based on capital cost we should depart from that principle; the Government should forget about the capital assets and let these flats at, say, £1 a week, which is burdensome enough. I trust the Government will forget the idea of economies when it comes to be applied to the old people.

Reference is made in the Lieutenant-Governor's speech to the proposed electrification of our railways. From time to time I have advocated the electrification of the Adelaide-Outer Harbour section and I believe that with modern transport available on this line railway patronage would increase considerably. The present service is very slow and is no attraction to passengers. Most of the traffic to Port Adelaide is confined to buses and consequently the railways run at a severe loss, whereas if this line were electrified I feel it would pay. I now come to the important question of the co-ordination of South Australian transport services. In 1950 the New South Wales Government introduced a Transport and Highways Commission, but it is too early yet to analyse how this scheme is working. In that State the various transport services are controlled and I consider we would be better off if a similar practice were adopted in South Australia. We have in certain areas the Municipal Tramways Trust and the railways competing for patronage against one another. Trains running to Semaphore often have only 15 to 20 people on them, whereas buses are well patronized. If transport services were co-ordinated we could have a timetable which would suit the people and also have an economic service. It puzzles me why our tramways have not made more progress. In the last three or four years its activities have given the people of South Australia a severe shock. Although I have no desire to attack personally members of the trust I feel it is time we had in control the most capable men available. At the moment on the trust is a Government representative and five representatives of municipal

councils who are elected on a popular vote and not on their capacity. I therefore consider that this huge undertaking is not in the most capable hands. I do not want the House to misunderstand me, as I pay a tribute to those engaged in municipal council work because of their devotion to duty and their sacrifices. However, the management of the trust is beyond their capacity. We want the best men in the land, men with knowledge of engineering and economics. However, some of the members of the trust fail miserably in this connection. I agree with Mr. Pattinson who said in effect that he favoured the third proposal submitted by the Premier to the councils for the tramways to be taken over as a State concern. It is a grand idea. It amounts to co-ordination of services. It is not fair to thrust tramways trust deficits on ratepayers in any one particular district. It should be a State instrumentality like the railways. One has to remember that the people living in the metropolitan area help to meet the deficits of the railways.

Mr. Christian—Trams do not run at Port Augusta, Peterborough or Streaky Bay.

Mr. TAPPING—I am trying to tackle this problem from a State angle.

Mr. Christian—The tramways are not a State activity.

Mr. TAPPING—The honourable member knows of the deficits recorded by the railways for a number of years. Does any honourable member expect that the railways can ever pay? We cannot assess their true value to South Australia, but their indirect value amounts to millions of pounds a year.

Mr. Christian—Who meets the deficit?

Mr. TAPPING—The people of South Australia. The activities of an important system like the railways cannot be divorced from the tramways. If the councils agreed to work under proposal No. 3, I feel that the trust's problems would be overcome. It is true that the tramways have spent much money on rolling stock, but when one compares its activities against those of the railways, it is at a decided advantage. The railways have to maintain stations and station personnel, control points and have heavy maintenance. Although the tramways certainly have maintenance, they have no stations to maintain and not half the staff employed by the railways. If private enterprise undertakes the running of a bus route and shows a profit the tramways take it over and therefore enjoy the cream of the traffic. Despite the heavy charges imposed upon the public, the tramways still cannot balance its budget. A person who wishes to attend races

at Morphettville on Saturday afternoons is forced to pay 1s. 6d. for a single trip or 3s. return from the city. Although the tramways do pay overtime rates to employees under certain conditions, I am still puzzled why the system does not make greater headway. If we had the New South Wales system of co-ordination, which I know we will have eventually, we would get somewhere.

Mr. Dunnage—The New South Wales railways lost £10,000,000 last year.

Mr. TAPPING—It must be remembered that it is a big State. If the honourable member considers the millions of pounds we have lost on our railways and makes a comparison with New South Wales he will find that the other State is in a far better position. In saying that I am taking the population of the two States into account. The existing system of transport in South Australia has failed miserably, so I recommend to the Government that we try the system introduced in New South Wales, worked out on economic grounds. The New South Wales system is not perfect by any means, but at least an improvement on our system. Some of the extensions made by the Tramways Trust have proved to be uneconomic. One is from Tasmore to Beaumont: it is definitely a losing proposition. In my district we have agitated for some time for an extension of the Largs North bus service to near the I.C.I. works and the Electricity Trust plant at Osborne. In the district thousands of men are working and many homes have been built, but we cannot get the service extended. It goes as far as Largs North, but no further. It shows a handsome profit, and all we want is an extension for about a mile, but we cannot get it. The Lieutenant-Governor in his opening speech referred to the pyrites mine at Nairne, which is a worth-while project.

Mr. Heaslip—Essential.

Mr. TAPPING—Yes, because it will assist both the Commonwealth and the State. The plant is to be constructed in the Semaphore district at a cost of £2,000,000, of which £1,700,000 will be provided by the Commonwealth. The works are to be in the hands of three leading fertilizer companies in South Australia. When told that an application for a building permit had been made the residents in the Semaphore district raised a hue and cry. For years Birkenhead residents have had to contend with cement dust, in addition to all types of fumes from industries in the area. They do not want any more nuisances of this kind. The Adelaide Cement Co. has done a magnificent job in the last three or four years towards eliminating the emission of cement

dust. From reports I have had in the last week or so it seems that the plans of the company will soon be an established fact and that the emission of cement dust will be very small indeed. The residents of the district are disturbed about the possible emission of sulphur fumes. They feel that their homes will be damaged and plant life killed. When the member for Wallaroo spoke in this debate he said he would like the works established at Wallaroo. I am prepared to give them to him, because in my district there is already much industry, and the establishment of the works at Wallaroo would mean a lot to that town. I suggested to the Port Adelaide Council that the project should be placed on the eastern side of the Port River, which will be an industrial area under the big harbour development scheme. The present site of the works is adjacent to a housing area. From the reply given yesterday by the Premier I understand he has been assured that the emission of sulphur fumes we fear will not eventuate. I hope that will be the position and that residents in the area will not be bothered by them.

Recently the Premier said that the rent increases had played an important part in raising the basic wage by 13s. a week. Last session we passed legislation giving landlords the right to recover an extra 22½ per cent on the 1939 rent level. I have been amazed that in some instances tenants have been called upon to pay an extra 40 to 45 per cent. When the matter was before the House last November it was said that there would only be the 22½ per cent increase on the 1939 rent level, but because of the way the Act is worded the Housing Trust can decide on a rent which it thinks should have been paid in 1939. Here is an illustration of my point. A lady was paying 10s. a week in 1939 and continued to do so for a number of years. Recently the Trust granted an increase in the rent of 22½ per cent, but had added 5s. to the 10s. rent which had been paid in 1939. We thought that a 22½ per cent increase would be reasonable, but in some instances tenants have been called upon to pay an increase of as much as 45 to 50 per cent.

Mr. Teusner—That covers increases in taxes.

Mr. TAPPING—Increases in water rates and council rates are in addition. We were wrong last year in deciding the matter as we did, and I hope this session there will be some adjustment of the position in favour of tenants. There is a weakness in our workmen's compensation legislation, particularly where a man is injured at work and is laid aside for a con-

siderable period, during which he receives weekly payments. In the last four or five weeks I have learned of the cases of two men who were employed on the waterfront at Port Adelaide. They both received leg injuries and the amount of compensation payable was limited to £1,150. For 2½ years each received weekly payments and now the £1,150 has gone. They cannot get anything extra, and all that can be done is to endeavour to get invalid pensions for them. They have rendered yeoman service on the waterfront, but now they can get no more remuneration. For years the Labor Party has endeavoured to have this position remedied, but without success. The matter should be given consideration by the Government. I think the £1,150 should have been the compensation payable at the time of the accident and the weekly payments should have been in addition. The men are suffering because of our poor workmen's compensation legislation.

Last night the Premier made a long statement about uniform taxation. I advocate that form of taxation because I believe it is one the Australian people appreciate. The Premier showed a fine piece of teamwork in linking up with the member for Glenelg over the statement made by Mr. Calwell in 1941. Mr. Calwell is alleged to have said:—

Uniform taxation means that the States cannot exist as States and will be forced on to the dole.

I believe that that was Mr. Calwell's personal opinion. He did not, as suggested by the Premier last night, desire to see the abolition of any State Parliament. He gave his personal opinion about uniform taxation and never suggested that it would be the end of State Parliaments.

Mr. Whittle—Did he vote in favour of uniform taxation?

Mr. TAPPING—Yes.

Mr. Whittle—And still thought that the States would be on the dole?

Mr. TAPPING—Yes, that was his personal view.

Mr. Whittle—He said he wanted the States wiped out.

Mr. TAPPING—He did not. The Premier wrongly accused Mr. Calwell last night and said that the Labor Party's policy was the abolition of State Parliaments, but I do not know anything about that.

Mr. O'Halloran—We want more State Parliaments; that is Labor's policy.

Mr. TAPPING—We realize the virtue of State Parliaments and I agree that State

Parliaments are nearer to the people. It is a mis-statement for the Premier to suggest that the Labor Party stands for the abolition of State Parliaments. He admitted that uniform taxation had made the States. I agree. I have been a member of Parliament since 1946 and have heard the Premier boast about having made South Australia and brought many new industries to the State. He has had success by reason of money which floated in from the Federal arena. The Government proposes to spend millions on a greater harbour scheme in my district, but the money for that came from uniform taxation.

Mr. Whittle—That expenditure will come from Loan moneys.

Mr. TAPPING—The State has progressed under uniform taxation. Under the set-up prior to 1942 the people of South Australia did not appreciate the rates they had to pay. In 1928 one of the biggest motor body building industries in the State, General Motors-Holdens Ltd., threatened to leave South Australia because we were the highest-taxed State in the Commonwealth. When the Government found that it meant business the firm was granted concessions as regards shipment of its bodies over our wharves, and today General Motors-Holdens is paying 1s. 6d. a ton as against 3s. by other people; also half wharfage rates. It is charged on a dead-weight basis for its cargoes and not on a cubic foot basis. Those concessions still operate. They were handed out in 1921 because it was realized that the biggest industry in South Australia would transfer to Victoria where taxation was lower.

I think I heard the member for Burnside say that uniform taxation was a negation of Federation. My belief is that uniform taxation brings the people together as real Australians. In the days when six States were collecting taxation they became like foreign States. Before 1941 a certain jockey came to South Australia and rode the winner of the Adelaide Cup, but before he left the State by aeroplane the Taxation Department was after its pound of flesh. Artists who visited South Australia were taxed in the same way and had to pay taxation before crossing the border. That is not uniform taxation. I can understand how the Prime Minister felt when he told the Premiers that he would hand back to them their taxing powers.

Mr. Quirke—Do you feel sorry for him?

Mr. TAPPING—No, I think he is trying to do a job for the people.

Mr. Macgillivray—He may be trying, but he is not succeeding.

Mr. TAPPING—South Australia has made marvellous strides in the industrial world, but because of a shortage of money some plants will have to reduce their activities or close down. I have read reports that when it was attempted to float loans in England and Australia recently they were under-subscribed. Uniform taxation will be the best thing for this State. Returning to 1942, I have never heard the Premier or members of his Party condemn uniform taxation, but the moment that something eases in the financial world they want South Australia to collect its own taxes.

Mr. Macgillivray—Didn't South Australia appeal to the courts against uniform taxation?

Mr. TAPPING—Yes, but I have not heard anything more from the Government about it and thought it was satisfied. In 1941 when both Federal and State Governments were collecting taxation the South Australian Government made no allowance to the primary producer for depreciation on buildings, fences and improvements, whereas today provision is made by the Commonwealth Government for allowances in respect of expenditure on improvements such as wells, tanks, dams, and bores and on the prevention of soil erosion. Under the pre-1942 set-up even overseas ships coming to our shores were required to render to the South Australian Taxation Commissioner a return showing the freight earned and the number of passengers carried—a regulation that applied in every State. The old system was antiquated and uniform taxation is desirable. If it is left to the States to collect taxation it may well be that South Australia, being one of the less populous States, will have to impose a higher rate of both company and income tax, which, rather than inducing industries and individuals to come here, will tend to send them to other States where the taxation rate is more attrac-

tive. If companies are given concessions in order to attract them to and keep them in South Australia it will be the worker who, by way of increased taxation, will have to pay for those concessions. Uniform taxation is a more equitable system of taxation, under which every Australian gets a reasonable go and is not subject to class discrimination, which is contrary to the true Australian spirit.

The member for Glenelg complained of the lack of a jetty at Glenelg, but I point out that the condition of our outports generally is bad. From time to time I have complained to the Harbors Board and the Minister of Marine about the shocking condition of the Largs and Semaphore jetties, which, although they are supposed to be maintained by the Harbors Board, are almost in a condition of collapse. I have been told that the cost of putting those jetties into a satisfactory state of repair would involve thousands of pounds, and I am afraid that, if I push the matter any further, those two fine jetties will be demolished, which would be a terrible blow to the people who enjoy fishing and crabbing from them. I ask that those jetties be retained and put into better condition.

The Port Adelaide City Council is being penalised because under the Harbors Act it may collect from the Harbors Board or its tenants no more than £4,000 in rates. In his report for the year 1950-51, the Mayor of Port Adelaide (Mr. H. J. Moore), referring to property owned in Port Adelaide by the Commonwealth and State Governments, said:—

Non-rateable properties . . . . . The Australian Council of Local Government Associations has presented a case to the Commonwealth Government setting out local government responsibilities and resources, with the request that more funds be made available to local governing bodies for road maintenance. Advice was sought as to this council's loss of revenue through exemption from rating of Government properties, and as a matter of interest I give the figures hereunder:—

	Assessed Land	Loss of Rates.		
	Value.	£	s.	d.
Commonwealth Property—				
Used for non-revenue producing, Government purposes	20,075	950	16	6
Used for revenue producing purposes . . . . .	13,376	686	13	0
State Property—				
Used for non-revenue producing Government purposes	26,317	1,370	13	3
Used for revenue producing purposes . . . . .	120,230	6,261	11	8
S.A. Harbors Board . . . . .	396,608	14,872	16	3
Other Exempt Properties—				
Such as Municipal Tramways Trust and religious bodies, etc. . . . .	28,068	1,387	15	4
	<b>£604,674</b>	<b>£25,530</b>	<b>6</b>	<b>0</b>

The Port Adelaide Council is losing over £25,000 a year in rates, and the position has been accentuated in the last year by the Government's purchase of so much property in the Largs Bay and Largs North areas. The intention of the Government to proceed with its Greater Port Adelaide scheme is commendable, but, while homes are being built, industries established and garden suburbs created, the council is being penalized, and I appeal to the Government to amend the Harbors Act so as to meet the position. Section 39 of that Act states:—

As regards any such properties situated within the municipality of the city of Port Adelaide, the total amount payable for rates of all kinds declared in any one financial year of the council thereof shall not exceed the sum of four thousand pounds.

Although rates for this year have been increased from 1s. 4d. to 1s. 6d. in the pound on unimproved values, the council's loss will be even greater than that stated in the mayor's report, and the council should be given some relief. Last week the Leader of the Opposition asked the Premier a question regarding the advisability of persons desiring to purchase high powered firearms being required to submit some good reason for owning them before being issued with a licence for their use. I have here a copy of *The Messenger*, a newspaper in my locality with a weekly circulation of 10,000. Under the heading, "How many New Australian are armed?" it states:—

A police officer told *The Messenger* that in nearly every case, where new Australian held guns they were new and powerful weapons. Of the one-third of gun licences issued to Australians a big majority went to farmers and sporting clubs where the other two-thirds issued to new Australians went to metropolitan residents.

Like other members, I am concerned about this matter for I believe that some new Australians, because they have been persecuted in European countries, become over-exuberant and it is wrong for them to be able to carry firearms. They can go to a police station or Government department and after answering a few questions obtain a licence to use a firearm. In the last two or three years firearms have been used indiscriminately on many occasions, resulting in fatalities. I appeal to the Government to seriously consider this matter. The Leader of the Opposition was on the right track in urging that something be done about it.

Mr. Moir—I brought it up 12 months ago.

Mr. TAPPING—Yes, but nothing has been done. *The Messenger* is concerned that even greater tragedies might result unless steps are taken to control the use of firearms. On the opening day of the session I made certain charges against the Harbors Board because of their stacking charges and the exorbitant charges imposed on people using the Port Adelaide wharf sheds. I do not apologise for that because I felt the charges were far too severe. They have been examined by the Joint Committee on Sub-Legislation, which was told a fortnight ago that certain dispensation had been made. I referred to the position obtaining when cargo was imported from overseas. Licences could not be obtained on account of the import embargoes and the cargoes were left in the shed and could not be cleared. I am glad that the Harbors Board has decided that in such circumstances the owner has the right to transport the cargo to the Harbors Board sheds and whilst it remains there pay 6d. a ton a day. My constituents and the merchants appreciate this relief.

Swimming instruction is a matter that is very near and dear to me because at one time I was associated with the Swimming Association and some of its clubs. In South Australia we do not give as much tuition in swimming as in other States. Swimming is taught during school hours here, but it does not form part of the curriculum. However, loss of life has been so frequent that it should. In the last five years 172 lives have been lost through accidental drowning. When a person is taught to swim he becomes a potential lifesaver as well as ensuring that he will not drown in an emergency. I appeal to the Government and to the Education Department to encourage swimming tuition in school hours. In Victoria this forms part of the school curriculum. Scholars are taught in all schools where there is access to pools, the beach, or a river. That State has a full-time staff of 66 engaged in teaching swimming from November to April. Instruction is continued during the winter at heated pools in Melbourne. Victoria is doing a marvellous job in this direction and we should follow their example. In Queensland swimming forms part of the physical education of the children. From October to April they are taught for half-hour each week by experts who are engaged full-time during the summer. The Education Department meets the cost of transporting the children to the pools. Each year more than 10,000 scholars are taught to swim. If a class is sent to the city baths from my

area the parents have to pay the cost of transport. Further, they have to pay 3d. for their children to be instructed, each time they attend the baths. That is only a minute sum for parents to pay, but the Government should meet the cost and thereby encourage parents to have their children taught to swim. I thank members for their attentive hearing, and I hope the Government will consider my complaints and suggestions.

Mr. BROOKMAN (Alexandra)—On behalf of my constituents I express loyalty to Queen Elizabeth II. and hope that her loyal subjects will not expect her have too arduous a life of public duties. One cannot but realize the enormous strain placed on Royalty in these days. Let us hope that we shall have sufficient understanding to allow the Queen ample relaxation so her health will not deteriorate. When we have a Royal visit we should reduce the number of the Queen's public appearances to a minimum so as to give her a few days off each week from public duty.

We have heard several interesting speeches during this debate on the problems facing the nation, but I point out that we are not altogether ruined yet. To support my view I shall quote a few remarks from an article published in yesterday's *Advertiser*. It was written by a famous author and journalist, Alan Moorehead, who has visited this country again. Under the heading, "I want to come back," he gives his reasons for wanting to live in Australia and says:—

I will pay less income tax here, less for my rent, clothing, entertainment and travel. The food here will be better and much more plentiful (though not so well cooked and served). In Europe I pay up to 9s. a gallon for petrol, over 4s. for 20 cigarettes, and about £2 for a bottle of gin—so on those items alone I will make a substantial saving. Same thing with school fees for my children. They would not get such a good education in Australia, but it would be cheaper and I think they would be healthier here. Certainly they would have better holidays.

He gives other reasons why Australia is not such a bad place in which to live. We should remember that when discussing the serious problems facing us. My few remarks will be devoted almost entirely to the acknowledged need for an increase in primary products. I made a list of the various things I could think of which are necessary before we can fully develop our primary-producing resources, but I will not go through them all. I jotted down about 12 items, some of which could be provided by the Government and some of which could be provided only by those living in the country. The first necessity is an extension of

water supplies in country districts. If the Government could supply cheap water to areas suffering a long, dry summer, production would be increased immediately. It is noteworthy that in the Adelaide Hills many farmers have provided their own water supplies, either by impounding water in dams or by sinking bores.

An extension of electricity supplies to country districts would also increase production, though some people may not agree. I do not think that electricity would increase production very much on an average farm, but it would be a welcome amenity and make life more attractive for the farmer and his family and consequently assist production in an indirect way. Wheat farmers usually get their power from a truck, motor car, tractor, or utility, or from a stationary engine which can be used in any part of the farm to turn a chaff cutter, shearing machine or sawbench, but those machines may be used for only a few hours each year. If such a farm were supplied with electricity production may not be aided to any extent, but the farmer would be glad of the convenience. On the other hand, a poultry farmer would greatly benefit from an electricity supply. Nowadays, they are using artificial lighting in the winter to stimulate egg production and would probably instal automatic electric feed hoppers which work continuously, drawing feed mash through the sheds. Another modern device is the electric brooder for rearing chickens. It would be safe to say that the poultry farmer depends more than any other type of farmer on the efficiency of his labour. If he has to spend much time in running a few fowls his profits are either seriously reduced or disappear. The dairy farmer also will be affected, not merely because he needs some means of turning his machines, for probably he already has a small kerosene or petrol engine which will do that just about as well; it is only the difference of throwing an electric switch or starting an engine, but there are other factors. First, he has to get up a little earlier because he has to light his lamps, which wastes a few minutes; he must have hot water to thaw his machines and if he had an electric heater that could be warming up while he was getting the cows in, and that would make quite a difference. I visited an area this morning where a group of farmers are badly wanting electricity. There are 17 in this group, 16 of whom are dairy farmers, the other being a sheep farmer. The 16 dairy farmers have numbers of cows varying from 10 to 60, but the average would be about 35. In discussing the problem with them we

thought that almost immediately after the provision of electricity a dairy farmer would be able to run five more cows. My point is that in considering the urgency of extending electricity to the farm there must be some priority to farms which will be able to show a direct increase of production over farms where electricity would be little more help than an appreciated amenity. I do not deny that this is a good thing, but we should put first things first.

Roads are another self-evident need, particularly in the dairying districts, for the collection of milk is a daily occurrence. In my own district Kangaroo Island provides a special transport problem. It enjoys a good rainfall, and although the soil is not especially fertile it is capable of carrying a heavy growth of pasture, yet the farmers are battling against a serious transport problem. It can be, perhaps, more clearly demonstrated when I say that Kangaroo Island is equivalent in almost every respect to parts of the mainland nearby; it has a slightly lower rainfall, but the chief difference is that dairying and the raising of beef cattle cannot be carried on, and the raising of fat lambs is under a serious handicap.

Mr. O'Halloran—Why cannot dairying be carried on?

Mr. BROOKMAN—It will be later possible, but it is a question of transporting the cream, as the steamer service is bi-weekly. No doubt in future there will be local processing plants. Beautiful beef can be produced, but the difficulty is to get it to market, so there are few people with beef cattle and there will be few for some time. In most cases fat lambs are bought by buyers from the mainland, and the cost of transport is reflected in the price. Something is being done in the way of air transport of lambs, but we must not form the idea that this is the complete and immediate solution. The Government has been particularly aware of this problem lately, for it is concerned with its settlement of returned soldiers which makes the problem more pressing, and it has been brought under notice in other ways for many years. Considerable satisfaction is felt locally because of the proposed extensions of the wharves at Kingscote, but the problem will not be solved by this alone. It is hoped that another ship or a new ship will be put on that run as soon as possible. I am not able to offer a solution, but the matter has been considered by Royal Commissions and Committees from time to time. The position gets worse each year and it is a more startling instance of where production is

being held up by poor transport facilities than perhaps can be shown in any other part of the State.

The demand for primary products will inevitably increase the demand for labour on farms, for the more intense cultivation cannot be carried on without more labour. That, in turn, may bring some serious problems. The technique of farm management is very much under-developed in this country. It is fairly highly developed in countries in the northern hemisphere, but in Australia, traditionally, we have not been accustomed to employing men on farms. I mean that in a fairly general way. The farmer has generally started off on his own, and by his own initiative and ingenuity has concentrated on providing himself with machinery and inventions of his own which will allow him to do more and more work with his hands, and when he finds that, instead of employing simply himself and perhaps a member of his family or one employee, he has to take on more men, the problem of farm management will become very serious indeed. The accountant is coming into farming more and more in these days and the question of farm management needs a good deal of ventilation through our channels of information. The other big thing is farming technique, although this is being improved from year to year. I listened to Mr. Quirke last night when he was discussing the dangers of over-stressing the need for wheat production. I feel that this danger will be avoided because farmers will have learned a great deal and so will have their advisers, and I think that the Agricultural Bureau, which he praised, will probably have a great influence in promoting better soil management. We have a wealth of scientific information in this country; indeed, for the size of our population we have a wonderful team of scientists, yet the scientific information reaches the farmer very slowly and haphazardly. I listened recently to a wireless talk by T. K. Ewer, Professor of Animal Husbandry, University of Queensland, and he expressed the difficulty of passing scientific knowledge on to the farmer. He quoted the famous instance of the Austrian monk, Gregor Mendel, who made his scientific discovery, which was really the foundation of the science of genetics, 20 years before any heed was taken of it. Professor Ewer said:—

As I see it, there is one of the problems that we have to solve at this moment—the problem of reducing the time by which results obtained in the laboratory can be put to use in our fight to increase primary production.

Later he said:—

I suspect that the weakest link in this chain from discovery to practice is the first one—the one between the man in the laboratory and the extension officer.

The Commonwealth Scientific and Industrial Research Organisation, which is liberally endowed with money, is doing research work in every State of the Commonwealth and in Canberra, and publishes quarterly a tremendous amount of scientific information. Is there any system whereby this information is being made available to the farmers, for I do not know of any regular channel? In our own State we have the Waite Research Institute, and the Department of Agriculture has a small research organization of its own, and their discoveries are ventilated through the *Journal of Agriculture*. However, that does not get away from the big problem of promulgating scientific discoveries. I have four volumes of discoveries made during the last half of 1951 and the first half of 1952. They are all works by scientists of the Commonwealth Scientific and Industrial Research Organization on their experiments. They are written in English, but it is technical English and not easily understood by a layman, so that one has to work pretty hard to get the full benefit of them, yet they contain a large amount of absorbing information. Already some of it is a year old and I had not heard of it through any other source but the index to these pamphlets. The scientists cannot be blamed for writing in technical language; they have to pack all this information with complete accuracy into their pamphlets and the only way to do it is to use highly technical language and many mathematical formulae, which are probably incomprehensible to the ordinary person. What will happen to this information? It is all right if it happens to be sensational, such as the discovery of the use of trace elements on the Coonalpyn Downs and in the Upper South-East. However, there are many other discoveries which have not the same sensational appeal and are not noticed. The Commonwealth Scientific and Industrial Research Organisation is doing something to record the extension of information to farmers by publishing a series of pamphlets in non-technical language. I have one here dealing with infertility diseases in sheep grazing on Subterranean Clover. These pamphlets contain many reports on the work being done on this disease, but very few people have read them all. In one pamphlet, written in non-technical language, one could get much practical benefit within a few pages. Anyone who can read can

understand it. The cure for the disease is to change the diet in certain ways. The Waite Research Institute is also doing work of extraordinary value, but normally one does not find this information except in annual reports and occasional publications. Sometimes it is published in Royal Society editions.

I have great admiration for the work of officers of the Department of Agriculture which is done so willingly. Any farmer with a problem who approaches the department is quickly helped by the departmental advisers. They are extraordinarily courteous and a model to officers of other Government departments. The Department of Agriculture has a valuable publication in the *Journal of Agriculture*. I want to see this journal publishing the results of various scientific experiments. The department does not have to endorse everything published in this journal and guarantee it as correct or as a solution. If it did it would have to guarantee everything from Agricultural Bureau cures for sore shoulders on horses to jam recipes. The department should have a trained officer who could go through the various scientific pamphlets and condense them in non-technical language. The department will give anyone all the information it has on certain problems which it can guarantee, but that does not say it will supply information that other people have discovered but which it has not yet proved.

Recently a young man I know who is going in for poultry farming received a copy of an English pamphlet dealing with the deep litter system of poultry keeping, under which the litter is not cleaned out from one year to the next. It has been found under this system that if certain general principles are followed production is improved and the enormous amount of work involved cleaning out the poultry sheds is eliminated. If one goes to the Department of Agriculture and asks for literature on this system he will be told that it has nothing at the moment, but that it began an experiment at Parahfield sometime ago, and that shortly an article will appear in the *Journal of Agriculture*. I should like reference to such problems to be published in the journal before any actual experiment so that anyone interested could also try it. Very few poultry farmers in South Australia know anything about this system, but if reference had been made to it in the journal some years ago it would by now have had a trial.

Mr. Macgillivray—It was referred to some years ago in a book by Louis Bromfield.

Mr. BROOKMAN—That is so. Deep litter poultry farming has been practised in England and America in a big way for a number of years, but has not yet been adopted here. Some farmers would be only too keen to give it a trial by erecting a shed holding perhaps only 100 birds. They would thus learn something about the new system.

Then there is the question of the superphosphate shortage. We are short of superphosphate because there is a shortage of sulphuric acid, not because of a shortage of rock phosphate. I should like to know whether there is any scope for the use of this rock phosphate in agriculture. There have been many experiments on certain phases of its use. I suggest that there is the opportunity for a trained officer to undertake a literary research into these experiments, collate the information and write an article for publication in the *Journal of Agriculture*. Rock phosphate is not a quick-acting fertilizer, and neither will it do the same job as superphosphate in pasture production on new land, but do we know whether it is of any use on old land? We know that pine trees need phosphate in phosphate deficient soils. The question arises whether pine trees could be grown successfully with rock phosphate instead of superphosphate, which could then be made available for growing other things.

The member for Stanley mentioned the need for lime in crop growing. Surely here is a case for the collation of all the available information on the use of lime. If something on these lines were published, keen farmers could then experiment. If a new farming technique is to be promulgated among farmers it cannot be done by lecturing them. The best way is to get one good farmer to become interested and experiment and then others will follow. It is only commonsense that if one man is successful his neighbours will follow suit, whereas they are inclined to be sceptical about something which has not been proved in practice in their locality. I hope the Minister of Agriculture will consider my suggestion—not a criticism—for the extension of scientific knowledge from the laboratory to the farm. The Department of Agriculture has a wonderful reputation in the country, one which should be jealously guarded. It is held in high regard everywhere in the State. Let us get a trained officer to do this work I have suggested, collating the information obtained from the laboratories, and putting it before farmers in the least possible time. I support the motion.

Mr. GOLDNEY (Gouger)—I associate myself with other members in expressing deep regret at the untimely death of King George VI. During practically the whole of his reign the nation experienced great trouble and stress which no doubt hastened his death. We hope the reign of his daughter, Queen Elizabeth II., will be long, prosperous and peaceful. I also agree with the remarks of other honourable members concerning the wonderful services rendered to South Australia by Sir Willoughby and Lady Norrie. I do not suppose South Australia ever had a Vice-Regal pair who endeared themselves more to the people. During their term here they travelled extensively over the State and met people in all walks of life. I, with other members, regret the passing of Mr. Les. Duncan, whose electorate bordered mine. He was a man of honesty and sincerity of purpose, and I had a great personal respect and admiration for him.

For some time there has been dissatisfaction over the allocation of superphosphate supplies. The method is based on a formula fixed several years ago, but conditions have changed since then, with the result that the present allocation is not satisfactory, particularly in cereal growing areas. Some people believe that in the last few years too much superphosphate has been used for topdressing purposes in the higher rainfall areas. During the 1950-51 season 3,251,559 acres were sown to wheat, barley, oats and other grain, on which 153,802 tons of superphosphate were used. At the same time 101,970 tons were used for topdressing purposes on 1,859,400 acres. It will be seen that the superphosphate used for topdressing purposes was greater per acre than for cereal growing. I know of two instances within a few miles of my place where the allocation of superphosphate for cereal growing is less than one ton per annum for each 100 acres of the farm, so we cannot wonder at the dissatisfaction among cereal growers at the distribution of superphosphate supplies. Because of the higher prices obtained for wool and other primary products, wheatgrowers have gone in more for the sidelines, as we used to term them. This has lessened the drain on superphosphate supplies. In cereal growing superphosphate is used only once in three years. In one year there is fallow, and in the next year the land is used for pasture purposes, and no superphosphate is used. It appears that within the next year or two superphosphate supplies will be difficult and that

will continue to be the position until we can manufacture the chemicals needed for superphosphate.

Since the establishment of the Electricity Trust there have been a number of extensions to country areas, but I know of places, not far from the city, where applications for extensions were in for about 20 years before the extensions were completed. In one area within 15 miles of Adelaide many people are still without electricity. Their applications have been in for years, but nothing has been done for them. I refer to the area known as Waterloo Corner, where a number of people have considerable herds of cattle on highly productive land, but they cannot get electricity for the pumping of water for growing lucerne, etc., or the working of milking machines. They are entitled to recognition. They have improved their properties, but their activities are limited because of the lack of electricity. I know finance comes into the matter of extensions, but facilities should be made available at Waterloo Corner as soon as possible to enable the area to be more productive than it is now.

I do not think our railway system is out of date. The railways are needed for the transportation of heavy goods, such as wheat, machinery, superphosphate and ore from Broken Hill. I commend the policy of the Railways Commissioner and his officers in improving freight and passenger services. There has been an improvement in the facilities available for persons travelling to other States, but many of our country lines are not being patronized because of the poor passenger services. People living within 150 miles of Adelaide do not use the railway service because of the slow travelling: they travel to and from the city by motor car. If there were better passenger services they would prefer the railways, particularly in the winter.

In the Salisbury area there has been great activity in the building of houses and the establishment of industries. Amongst the residents the question of sewerage facilities is a live one. In the last few years we have heard much talk about country sewerage schemes, but although there have been some references to the Public Works Committee many proposed country schemes have not got far. Some country towns have been told that the residents should install septic tanks because under present conditions it will be some years before sewerage connections can be made. It is difficult to install tanks in some areas because of the nature of the soil. I understand that septic tanks in the Salisbury area have not been

a success. The other day the Minister of Works said that a scheme was being considered for the area, but as it would cost more than £30,000 it would have to be referred to the Public Works Committee. I hope the matter will be expedited because the need is urgent.

The demand for housing is still great, despite the many houses which have been built in recent years. I hope the building programme will not be curtailed any more than is necessary. The lack of a home is an important factor in the disruption of domestic life. We all know of instances where the husband has to live near his place of work, with the wife and children living some distance away, which is not helpful to domestic harmony. I join with other speakers in supporting the motion.

Mr. DUNNAGE (Unley)—I have listened with much interest to the various speeches on the Address in Reply. I join with other members in their expressions of regret at the death of King George VI., and endorse their good wishes regarding the accession of our young Queen, Elizabeth II., to the throne. She has had a great responsibility thrust on her shoulders and I believe that there is little possibility of her visiting Australia in the very near future. I deeply regret that Sir Willoughby Norrie, who is one of the finest Governors South Australia has had left this State. He takes with him the good wishes of all the people of South Australia in his new appointment. I also regret the passing of the former member for Gawler, Mr. Leslie Duncan, whom I always looked upon as a close personal friend. He was most easy to approach and very highly respected by every member.

I did not expect to see you, Mr. Deputy Speaker, occupying the Chair of this House at this stage of the session. I was extremely pleased that the Speaker, Sir Robert Nicholls, was chosen to represent South Australia at the Empire Parliamentary Conference to be held at Ottawa. He is held in high regard by all members and thoroughly deserves the honour of representing this State and the trip overseas. Even if nobody else is pleased, I am—almost as much as if I myself had been chosen. I had the pleasure of representing this House on another occasion on a similar mission. You, Mr. Deputy Speaker, have been a personal friend of mine for many years and I am sure that you will give of your best during your occupancy of the Chair. Let me get down to a few details connected with matters mentioned in the Lieutenant-Governor's Speech.

Mr. Davis—There is nothing in it!

Mr. DUNNAGE—That is typical of some remarks I have heard here. His Excellency's Speech is full of the good things that this State has enjoyed and is to receive in future. I cannot understand the outlook of certain Labor members who apparently merely desire to criticize the Government and are not prepared to give it credit for the many things it has done. I deeply regret their remarks. In saying that, I do not include the member for Wallaroo, whose speech was most constructive. Much to our regret, certain public works have had to be curtailed. There is no suggestion, however, that thousands of workmen will be thrown out of employment. The curtailment of these works is not the fault of the Government or the Premier, but doubtless he will get much of the blame. He said last night that our public works could not be expanded, but would have to be curtailed and levelled off. It means that we will have to carry out the most urgent works first. Members must remember that the works still have to be paid for and that somebody has to produce the money from somewhere, somehow.

I have heard you, Mr. Deputy Speaker, say that it was only by a reduction in our primary production that we find ourselves in our present position. We have heard much about secondary industries. As chairman of the Industries Development Committee I am proud of the development that industry has made here. During the last five or six years I, with other members of the Committee, have helped considerably in the advancement that has been made by South Australia. When I read about the curtailment of public works I recall the time when there was a dearth of workers for secondary industries through their employment on public works. Many public works could have been held over for times such as the present. Had that been done we might have been able to engage many of the unemployed who, I believe, are tramping through the country looking for work.

Mr. Fletcher—What works do you suggest could have been held over?

Mr. DUNNAGE—Quite a number, the electrification of our suburban lines being one. We are not desperately in need of that work. Either the South Para reservoir or the Manum-Adelaide pipeline could have been held over. We do not need all these things at once.

Mr. Fletcher—Wait until we get a dry year.

Mr. DUNNAGE—We are always being told to wait for something to happen, but if we get

a dry year something can be done—either the pipeline or the South Para reservoir could be gone on with. By carrying out these works at the same time we are merely using up the available manpower. It is tragic that these works might have to be held over, but neither the Government nor the Premier can help it. Last night I listened to one of the most magnificent speeches I have heard since I have been a member. The Premier's speech was a revelation to me, especially his remarks about the advance that South Australia has made. I commend him for his speech. He pointed out many wonderful things that are occurring in South Australia. We have never had a longer chapter of progress than since Tom Playford became Premier in 1938; South Australia has not looked back since. He has received most loyal support from all members of his Party. All must agree that not one person on either side of the Chamber could fill his position with such distinction. We have never seen a man like him and never will.

Mr. Davis—Is he a Mandrake?

Mr. DUNNAGE—He is mighty close to being a Mandrake. The Leigh Creek coalfield, a shop-soiled product, according to certain members, came into being through the efforts of one man—Tom Playford.

Mr. Davis—No.

Mr. DUNNAGE—Members of the Labor Party howled him down and disagreed with his proposals, but he has done the greatest thing that South Australia has ever known. The Leigh Creek coalfield was founded by this progressive man. It could have been opened in 1890, but it was only developed recently through the energy of one man. That is my opinion and I firmly believe in it. Another so-called shop-soiled article referred to by members opposite is the Morgan-Whyalla pipeline—a brain child of the Premier. Where would the northern primary producer have been without the pipeline during the 1944 drought? The Premier has also been responsible for the development of the Nairne pyrites deposit, and before long South Australia will be assured of adequate supplies of superphosphate through his action in this regard. Can Radium Hill be called a shop-soiled article? There we have the finest deposits of uranium in Australia, and, if the Premier were responsible for nothing else his name would go down in history as being responsible for the development of that field. Although I do not always agree with the Premier, I am always amazed to hear the dignified, unruffled way in which he

addresses the House, as he addressed it last night. Although he receives a lower salary than any other Australian Premier, he gives more time to his duties and makes more trips to Canberra, Melbourne and Sydney for the good of the people than does any other Premier. Do we ever see Mr. McLarty, Premier of Western Australia, coming through on such trips?

The Hon. Sir George Jenkins—Yes.

Mr. DUNNAGE—I say that Mr. McLarty does not visit other States to the same extent as our Premier does.

Mr. Lawn—Who does the Premier's job while he is away?

Mr. DUNNAGE—His loyal Ministers and supporters. I regret that the Tramways Trust has been criticized so much by Government members—many of them ex-mayors and members of local councils. I especially deplore the attack made by the member for Glenelg, for he has been a member of a council which has had more to do with putting members on the Tramways Trust Board than any other metropolitan council. I do not blame the board for the condition of Tramways finances today, but rather the prosperous times in which we are living, for most people have motor cars and will not ride in the trams. I have a free tramways pass, but ride on the trams no more than three times a year. Passing the Tramways barn at Hackney on Wednesday of last week I counted 60 motor cars parked there, motor cars belonging to tramwaymen who get a free pass, so how can the ordinary man in the street be expected to ride in the trams when he must pay his fare? I understand there are more motor cars per head of population in this State than in any other. Opposite my home is a taxi cab stand, and people whom I know to be worth only "two bob" frequently jump in a taxi and ride away.

Mr. O'Halloran—Where do they find the money to pay the taxi driver?

Mr. DUNNAGE.—I often wonder, but it is typical of the trend of the times, and the tramways will not pay so long as we remain as prosperous as we are today.

Mr. O'Halloran—The Federal Government is dealing with that.

Mr. DUNNAGE.—The member for Glenelg should not have said that we had put the wrong type of men on the Tramways Board, for his council has been responsible for putting on more members than any other.

Mr. Hutchens—He may have been pleading for mercy for past errors.

Mr. DUNNAGE—Possibly. The group of councils, which includes Unley, nominated Mr. Jack McLeay, a business man, for appointment to the board, and I know of other experienced business men who have been appointed, but the fact remains that the Tramways Trust can try to get its money back only by raising fares or shortening sections. I commend the Tramways Trust Board for the work it has done. In this place we have sometimes heard Sir William Goodman condemned because, it has been said, he was retained by the trust far too long, but I consider that he was the finest tramway man in Australia. Frequently he was invited to New Zealand and other States to reorganize tramway systems, for he was a man of outstanding ability. The trams paid their way until five years ago. The member for Prospect was a member of the Tramways Trust Board.

Mr. Whittle—Before 1938.

Mr. Dunnage—I have heard that he was a most effective member of the board. I am looking forward to the day when the organization will be taken over by the Government. I am sure nobody expects people in the metropolitan area to meet tramways deficits because that would create serious anomalies.

Mr. Macgillivray—Who would meet the deficits?

Mr. DUNNAGE—The State Government; that is part of its responsibilities. I, and the Unley corporation, have always said that the Government should meet the losses and that a State authority should be established to control all transport. The corporation sent the mayor and engineer and surveyor to give evidence before the Royal Commission on State Transport Services of which Judge Paine was chairman. There should be a co-ordinated system of transport through the State under the control of a Minister of Transport.

Mr. O'Halloran—Hear! Hear!

Mr. Lawn—You are stealing our policy again.

Mr. DUNNAGE—I know it is not quite in line with the policy of my Party, but that is my opinion.

Mr. Whittle—We are allowed to think on this side of the House.

Mr. DUNNAGE—Certainly. I understand that the best-paying tramway line is that between Unley and Prospect. If losses are incurred on the Kingswood, Fullarton, Glen Osmond or Hyde Park lines, in areas that are not so thickly populated, should the ratepayers of Unley have to share the burden, or the cost of developing new lines?

Mr. O'Halloran—Any charges on ratepayers should have been levied years ago when the trust was developing new areas.

Mr. DUNNAGE—I agree. The population of Mitcham is scattered and the people in that locality are more likely to own motor cars than those in some other suburbs. Should those who own motor cars and do not use the trams to any extent have to meet tramway losses?

Mr. Christian—You want to create greater anomalies by forcing people in the country to meet them.

Mr. DUNNAGE—People in the metropolitan area help to foot the bill for providing water supplies and electricity to country people. All sections of the State are playing their part. I hope that this problem will be solved in a statesmanlike manner. We should forget parochial interests. The railways are in the same parlous financial position as the tramways. Both organizations are faced with similar problems. Many farmers and country businessmen take their goods from the city by their own transport, thus depriving the railways of revenue. We cannot blame them, but the railways suffer as a result. I do not suggest that railway services should be curtailed because I think in future they will have to be extended and improved, especially in the district of the member for Newcastle. A line should be constructed from Marree to Birdsville and up into the channel country. The railway system should also be extended in the upper Murray district.

Mr. O'Halloran—Don't you think the line from Alice Springs to Birdum should be completed, too?

Mr. DUNNAGE—Yes, but that is outside South Australia. One of the first jobs should be the extension of the line to Alice Springs. In spite of the remarks of the member for Stuart, I agree with the recommendations of the Royal Commission which dealt with the route for a line between Stirling North and Brachina. I expect that in the future more than one line will have to be laid in this area to cater for future developments. People may not think today that this area will produce very much, but with atomic power and cheap water just around the corner there is no limit to what can be done there. I hope that the Premier will make a statement to the House or have a private session to tell members what he learnt in the United States of America. In conversations I have had with him I have learnt with amaze-

ment of the possibilities of atomic energy, and I think he knows much more than he has told us yet. The Premier should again visit the United States to become informed of the latest developments and take some of his senior officers with him, as he did before.

Mr. O'Halloran—I would send him home on a purchasing mission.

Mr. DUNNAGE—I would too.

Mr. Shannon—Only a few hundred million pounds would be involved!

Mr. DUNNAGE—I believe the Premier could tell us where the money could be found. American experts on atomic energy have been arriving in this country. I believe atomic energy will be available to Australia in the not far distant future.

Mr. Geoffrey Clarke—The Premier will still be in office.

Mr. DUNNAGE—I think so, and I hope we will all be here because we shall be happy to visit Fitzgerald Bay to inspect the atomic pile. Our railways have been greatly improved in the last year or two. The new Overland running to Melbourne is drawn by a modern diesel-electric locomotive and if any members have not travelled on that train they should take a trip to see how comfortable it is. The train is probably one of the best in the world.

Mr. Macgillivray—Haven't you ever been outside Australia and travelled in the trains of other countries?

Mr. DUNNAGE—No, but I do not have to go out of Australia. This Parliament has a wonderful library to inform members what is happening in other parts of the world.

Mr. Pearson—The West Coast trains are not the best.

Mr. DUNNAGE—No, the West Coast is one of the forgotten regions of this State. It is high time that something was done to improve the railway system there. I ask leave to continue my remarks.

Leave granted; debate adjourned.

#### PORT ADELAIDE GIRLS TECHNICAL SCHOOL.

The DEPUTY SPEAKER laid on the table the progress report of the Parliamentary Standing Committee on Public Works on the Port Adelaide Girls Technical School.

Ordered to be printed.

#### ADJOURNMENT.

At 4.45 p.m. the House adjourned until Tuesday, August 5, at 2 p.m.