

HOUSE OF ASSEMBLY.

Thursday, August 7, 1952.

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

QUESTIONS.**SALES TAX REDUCTION.**

Mr. GEOFFREY CLARKE—Because of the reduction in the sales tax on a great number of goods some shopkeepers have almost every line in their shop affected; chemists, for instance, have from 2,000 to 3,000 lines which will need to be re-priced. Will the Premier instruct the Prices Commissioner to allow some latitude to shopkeepers in re-pricing their goods, provided they are immediately making a genuine attempt to bring their prices into line with the reduction in the sales tax?

The Hon. T. PLAYFORD—I have not yet had an opportunity to study the schedules of sales tax as they affect the goods mentioned by the honourable member. I believe many of the lines he says will be affected will be exempt goods and not be subject to sales tax. I will examine the position and see if there is a need for any action.

PRIORITY ON QUESTIONS.

Mr. O'HALLORAN—Can you say, Mr. Deputy Speaker, what priority, if any, the Leader of the Opposition holds in this House as regards a call to ask questions?

The DEPUTY SPEAKER—I find nothing in the Standing Orders which instructs me to give priority to any member. This afternoon the Leader of the Opposition did not rise as quickly as the member for Burnside—

Mr. O'Halloran—Yes, I did.

The DEPUTY SPEAKER—Consequently I called on the honourable member for Burnside. I was expecting to see the Leader of the Opposition. It has been the practice to call on him first, but on this occasion he did not rise from his seat—

Mr. O'Halloran—I did rise, Mr. Deputy Speaker.

The DEPUTY SPEAKER—Order! I prefer that the honourable member should not argue with the Chair. I want to be fair to everybody and I will state that I did not notice the Leader of the Opposition. If the House desires I shall be happy every time the House assembles to call on him and give him first opportunity to ask a question, but I do not know that that is the actual procedure.

Mr. O'HALLORAN—I thank you for the explanation, Mr. Deputy Speaker. I think it was an oversight on your part, but I assure you I did rise to my feet as soon as you called on questions.

TRAMWAYS TRUST FINANCES AND CONTROL.

Mr. O'HALLORAN—Can the Premier say if it is a fact that the metropolitan councils have again failed to reach agreement on proposals for the future control, management and financing of the Municipal Tramways Trust? If so, has the Government decided what steps will be taken to deal with the position that has arisen in the trust's finances and particularly what proposals he has for the future control of the tramways system?

The Hon. T. PLAYFORD—The member for Norwood attended a meeting of councils' representatives at the Adelaide town hall last night and afterwards reported to me that the councils did not reach agreement on any of the proposals submitted to them by the Government. He said that at present the majority favoured No. 2 proposal, which was slightly modified from the original No. 2, that several councils favoured No. 3 proposal, with some modifications from the original No. 3, and that the Adelaide City Council favoured No. 2—outright, I think. The member for Norwood also informed me—and this was confirmed in the press—that three council representatives proposed to discuss the matter with me again in the near future. Where there is a considerable number of councils, each with very definite views on any proposal, it is very hard to get unanimity. When the original Tramways Trust was formed I think it took several years of negotiations before the Bill was drawn up to the satisfaction of everyone. Although it is disappointing that we have not yet been able to reach an agreement on a workable proposal, I do not despair of reaching one. It will be a matter of negotiation and, I presume, some compromise, between the various schools of thought on this matter. The Government has not yet considered the latest disagreement among the councils, but I have no doubt that it will continue to negotiate with the object of reaching some agreement.

SOUTH ROAD—CROSS ROAD INTERSECTION.

Mr. FRANK WALSH—Has the Minister of Works a further reply to the question I asked earlier this week regarding his reply to the deputation which waited on him concerning a

grade separation at the South Road-Cross Road intersection, and has he any comment on the alternative which I suggested?

The Hon. M. McINTOSH—I referred the matter to the Commissioner of Highways, who reports as follows:—

The congestion at the Emerson crossing, which has occurred during the past few weeks, is due to the necessity of closing one half of the road to enable work to be carried out on the rail tracks. It is similar to that which occurs when any pipe, culvert, or other utility is being placed under the road's surface and is of a temporary nature. The sign prohibiting right-hand turns under certain conditions was placed to assist in the prevention of accidents, and control by a police officer during rush hours is a similar measure necessary during the time the road width is restricted.

With regard to the suggested work on the Marion Road he reports:—

In respect to Marion Road, the long-range plans of the department envisaged the possibility of increased traffic in the future and some preliminary steps have been taken to meet the needs of this traffic when it develops. In comparison with other roads in the metropolitan area, it is unlikely that any major work on Marion Road would be warranted in the near future.

The Commissioner reports as follows with regard to the suggested grade separation:—

For some considerable time, negotiations have been proceeding for the permanent betterment of the Emerson crossing, and, as mentioned to the deputation at the time, the Railways Commissioner was importing several gates from America, which have operated very successfully in America, and two of which have been installed in South Australia, viz., at Ovingham and Croydon, and an elaboration of these gates will be installed at this crossing when the duplication has been completed. A case has not yet been established for grade separation at Emerson crossing in preference to others of at least similar importance. In fact the number of trains and road vehicles crossing the rails is greater in at least one other place than at Emerson. The Public Works Standing Committee, to whom all evidence hereon was presented, said "it cannot recommend that any action be taken in connection with this project." Apart from the cost, which would be in the vicinity of £250,000, a viaduct would restrict the loads that the locomotives could haul, would reduce the speed, and increase railway costs for haulage, plus, of course, a heavy interest bill.

A reason given against the gates was the difficulty to provide a satisfactory way of combining traffic lights with railway warning signals. This has been overcome in the installation which is proposed. The crossing will be protected by automatic gates and flasher light equipment which would be synchronised with road traffic signals which would operate to separate road traffic in the intervals between trains. It also envisages the introduction of

"arrow" signal controlling right-hand turns. It is also suggested that, to facilitate left-hand turns, a small amount of property should be resumed so as to free the main intersection from such traffic at all times. The Railways Commissioner considers the proposal a very sound one and that it will operate efficiently.

The Highways Commissioner concurs in that view. The Commissioner continues:—

The gates and complementary equipment are on hand and the work will proceed when the duplication is completed. I am prepared to meet the Unley Council and discuss the whole proposal as a relatively small portion of the cost, viz., road traffic signals is the responsibility of the local governing authorities and would be required at this point irrespective of the railway crossing. Such lights have been installed and paid for by local governing bodies in other localities unassociated with a railway crossing. The major cost which will be quite considerable will be paid for out of railways and highways funds.

EMERGENCY HOMES FOR MIGRANTS.

Mr. PATTINSON—Last year the Housing Trust, as the agent of the Government, erected about 75 emergency homes at Camden. Most of these homes were offered to British migrants at the Gepps Cross and other hostels, provided that they undertook to engage in important undertakings for the Engineering and Water Supply Department which was then short of local labor. They were obliged by the trust to sign agreements that they would vacate these homes if and when they left the employment of the department. Some months ago I attended a meeting of these migrants who asked me what would happen about their occupancy of the homes if through illness or other reasonable cause they were unable to continue their employment with the department, or what would happen to their wives and families' tenancy if they died. I took the matter up with the Housing Trust and the general manager, Mr. Ramsay, informed me by letter that the trust would view very sympathetically any such eventuality, but I find that owing to the unfortunate cut in the State's Loan funds the services of some of these men have been dispensed with by the department because there is not sufficient work for them. These men, and others who fear similar dismissals, are apprehensive as to what will happen about their occupancy of these homes. Can the Premier assure them, through me, that they will be allowed to continue to occupy the homes although their services have been dispensed with through no fault of their own?

The Hon. T. PLAYFORD—I will certainly make inquiries in connection with this matter.

It came as news to me that any persons had been dismissed from any of our Government departments. I will make inquiries to see what the reason is and will let the honourable member have a considered statement on the matter. I assure him that the utmost sympathy will be extended to anyone who, in the circumstances he has mentioned, cannot carry out his agreement with the trust.

ROAD FOR BERRI SETTLERS.

Mr. MACGILLIVRAY—From time to time I have approached the Minister of Irrigation regarding a road to the properties owned by Mr. Foreman and Mrs. Powell of Berri. Has the Minister any information he can give me today?

The Hon. C. S. HINCKS—A report and recommendation have been received which involve the construction of a bridge across the main channel, the repurchase of a portion of an irrigable section and the opening of a new road. Before final action is taken it is intended to discuss the matter with the lessees concerned and with the district council. This will be done immediately.

CAFETERIA CAR ON BROKEN HILL EXPRESS.

Mr. O'HALLORAN—Sometime ago, at the request of the Broken Hill Chamber of Commerce and other interested bodies beyond Terowie, I raised the question of the provision of a cafeteria car on the Adelaide-Broken Hill Express as far as Terowie. A rumour is now current in the north that the Commissioner proposes to do this in the near future. Will the Minister make inquiries and give me a reply at a convenient time next week?

The Hon. M. McINTOSH—Yes. It is the policy of the department to provide cafeteria cars for long distance passengers, but how far this has been carried I do not know.

LAND TAXATION.

Mr. SHANNON—Following the statement that the Commonwealth Government proposes to vacate the field of land taxation, will the Treasurer, if the State resumes it as it is fairly obvious it will have to do, instruct his officers to take into account the average productive value of the land instead of the boom values created by the exorbitant prices for wool and wheat, as pursuance of that practice caused considerable criticism of the Federal taxation authorities?

The Hon. T. PLAYFORD—I believe that the State land tax laws actually prescribe what the honourable member desires. They were not designed to push assessments up to high economic levels. In addition, taxpayers have the right of appeal to an outside board of valuers and recently I noticed that this board had made some very important adjustments in cases where the assessments were considered to be too high. The Budget generally is under consideration, but until the figures have been worked out much more closely I am not in a position to say whether, or to what extent, the State will come into the field vacated by the Commonwealth.

ERADICATION OF RED SCALE.

Mr. HUTCHENS—I thank the Minister for his informative reply to my question concerning the eradication of red scale. My only regret is that the reply was not given wider publicity in the press. Although some people in the metropolitan area will take the necessary precautions to eradicate red scale it is possible their neighbours will not. Will the Department of Agriculture provide metropolitan growers with instructions governing the eradication of red scale and arrange for inspections?

The Hon. Sir GEORGE JENKINS—Yesterday I indicated methods to be adopted for the eradication of red scale which have proved effective in metropolitan gardens. Those originally used were much more costly but the control of red scale is the responsibility of the householder. I will ascertain what inspectorial work is done to ensure that people take precautions and will bring down a reply in due course.

M.T.T. COMMITTEE'S REPORT.

Mr. MOIR—Can the Treasurer say when the final report of the committee which investigated the finance and management of the Municipal Tramways Trust will be available?

The Hon. T. PLAYFORD—It will be available as soon as it is printed. The report was forwarded to the Government Printer as soon as it was received by the Government but heavy pressure of work has prevented his printing it.

POWER HOUSES ON COALFIELDS.

Mr. McKENZIE—Can the Minister of Works say whether, instead of carting Leigh Creek coal to Adelaide, the authorities would consider taking water to Leigh Creek and

erecting a power house on the field? If one were provided at Leigh Creek and another on the Moorlands field there would be power houses in the northern and southern areas of the State.

The Hon. M. McINTOSH—I realize that the honourable member is interested in the Moorlands coalfield and assure him that the Government is pursuing every avenue to ensure that there is sufficient coal to justify its exploitation. That work is continuing and I hope one day the honourable member and I will have the opportunity to open a big plant there.

KAPUNDA HOUSING.

Mr. MICHAEL—This morning I had a message from the proprietor of a large engineering works at Kapunda concerning housing. He said that the biggest hindrance to the expansion of his business is the provision of housing for employees. The Housing Trust has built a number of houses at Kapunda during recent years but not sufficient for all the men who are prepared to work there. Will the Premier take the matter up with the Housing Trust and see if it is possible to have more houses built at Kapunda?

The Hon. T. PLAYFORD—Yes.

RAILWAY CRANE FOR LOCK.

Mr. PEARSON—Has the Minister of Railways a reply to my recent question regarding the provision of a crane at the Lock railway station?

The Hon. M. McINTOSH—A crane for Lock is being or has been forwarded and concrete foundations for it will be commenced almost immediately.

ELECTRIC LIGHT FOR TRURO RAILWAY STATION.

Mr. TEUSNER—In pursuance of the Government's policy to provide electric light and power to country towns, the Electricity Trust connected Truro about two years ago. While most of the townspeople have availed themselves of this amenity, it appears that the railway station and also three homes built for Railways Department employees have not been connected. Will the Minister of Railways go into this matter and see if the electricity can be extended to the station and the three homes mentioned?

The Hon. M. McINTOSH—I will make inquiries immediately.

HIGH SCHOOL BOOK ALLOWANCE.

Mr. DAVIS—During the Address in Reply debate I mentioned that the allowance for books for high school children amounted to £3, whereas the actual cost to parents was £8. Will the Minister representing the Minister of Education bring this matter under his notice with a view to having the anomaly rectified?

The Hon. M. McINTOSH—I will take up the question with the Minister of Education and bring down his reply.

ACCOMMODATION FOR SCOTTISH MIGRANTS.

Mr. HEASLIP—Recently I was approached by two Scottish immigrants, both married men with young families. They were employed at Yallourn, Victoria, but now have been transferred to the long range project establishment at Salisbury. They are unable to get satisfactory accommodation in South Australia for their families. At present they are living at an Adelaide hotel, paying more than they can really afford. They are skilled artisans and, I feel, an asset to South Australia. I understand there are vacancies at the Gepps Cross hostel. Will the Premier ascertain whether these people can be accommodated there?

The Hon. T. PLAYFORD—The Gepps Cross hostel is under Commonwealth control, but I will make inquiries and let the honourable member know the result.

CAPE TULIP AT TOD RIVER RESERVOIR.

Mr. PEARSON—A few days ago I received a letter from a farmer living adjacent to the Tod River reservoir reserve, complaining that the reserve had patches of Cape Tulip on it and he feared there was grave danger of this serious weed pest spreading into adjacent land, and possibly into the water supply system. Has the Minister of Works any information on the matter?

The Hon. M. McINTOSH—This weed has been recurring there over recent years, and lately an inspection of the area revealed that a considerable measure of success had been achieved in its eradication. After trials of various weedicides it was decided to use fuel oil and kerosene, and with this mixture encouraging results are being achieved. It now remains for persistence with spraying each winter to overcome this pest. Continued steps will be taken to eradicate it.

RIVERTON RAILWAY REFRESHMENT ROOMS.

Mr. QUIRKE—At present the Riverton refreshment rooms are not open to all trains, and this is imposing considerable hardship on railway travellers, who probably rise at 3 a.m. to catch the rail car at Spalding, and arrive in Adelaide about 10.30 a.m., having had no facilities whatever to obtain refreshments in the meantime. Will the Minister of Railways ascertain whether the labour position in relation to refreshment room staffs has eased to such an extent that the refreshment rooms can be re-opened for all trains?

The Hon. M. McINTOSH—I will obtain a report from the Railways Commissioner and bring down a reply early next week.

MINISTER OF AGRICULTURE INCORPORATION BILL.

The Hon. Sir GEORGE JENKINS (Minister of Agriculture), having obtained leave, introduced a Bill for an Act to create the Minister of Agriculture a body corporate.

Read a first time.

LOAN ESTIMATES.

His Excellency the Lieutenant-Governor, by message, recommended the House to make provision by Bill for the appropriation of such amounts of the revenue and other money of the State as are required for the following purposes, namely:—

(a) The repayment with interest of the sum of £27,019,000 to be borrowed for the purposes mentioned in the Loan Estimates for the financial year 1952-53 and of any other sums to be borrowed pursuant to the Public Purposes Loan Bill, 1952.

(b) To make payments from the Loan Fund of repaid loan money and surplus revenue for purposes mentioned in the Loan Estimates for the financial year 1952-53.

(c) Any other purposes mentioned in the Public Purposes Loan Bill, 1952.

The Hon. T. PLAYFORD moved—

That the Deputy Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the Loan Estimates for the year ending June 30, 1953, as set out in Parliamentary Paper No. 11.

Motion carried.

In Committee.

The Hon. T. PLAYFORD (Premier and Treasurer)—The Loan Estimates now before the House provide for an expenditure of

£29,019,000. Last year the expenditure from the Loan Fund totalled £31,204,000. When presenting the Estimates last year I stated that I did not expect that a programme of the magnitude presented could be completed within the year, but that it was desirable to have Parliamentary authority for such a programme so that if, owing to the shortage of material of one kind or another, it became impossible to proceed with one work, some other work in the programme, for which materials and labour were available, could be proceeded with. For the greater part of the year materials and labour were in short supply, but during the latter part of the year materials were more plentiful and more labour was available. During this period departments were able to make greater progress with various essential works. To enable the State to carry out urgent developmental and other capital works which are required today, adequate supplies of materials, labour, and money are essential.

The rapid increase in the population, and the necessity to increase food production, make great demands on the public undertakings provided by the State, such as railways, electricity, water, sewers, and harbour facilities. Unless these utilities are expanded from year to year to keep pace with the increasing demand we cannot hope to absorb an increasing population and provide for an increase in both primary and secondary production. Moreover, the Government believes that the drift of population to the city can only be effectively stopped by providing amenities for the country such as are enjoyed by those living in the metropolitan area. These works are financed with moneys borrowed from the public. Since 1924, under the States' Loan Act and from 1927 under the Financial Agreement Act, the States have ceased to compete with one another on the loan market and have borrowed through the Loan Council. The Commonwealth Government raises the moneys by the issue of public loans and the Loan Council allocates such moneys to the States. During 1951-52 only £72,000,000 was raised from public loans and other sources, the Commonwealth Government finding the remainder of the moneys required for the States' programmes, viz., £153,000,000. This State's share was £26,400,000.

Because of the poor support accorded public loans by the investing public and the inability of the Commonwealth Government to find anywhere near the amount provided last year the works programmes for this year have had to

be curtailed. The programmes for all States have been reduced from £225,000,000 to £180,000,000. Of the latter amount this State has been allocated £21,820,000 and in addition has been authorized to raise an overseas loan of £3,883,000 to finance the capital works and operating expenses of its uranium development. These two amounts, together with a small carry-over from last year, and repayments to the loan fund, provide the moneys available to carry out a programme totalling £29,019,000, details of which are set out in the Estimates.

The works programme has been prepared with a view to providing the maximum amount of employment, consistent with the works being essential and urgent. Very careful attention has been given to the employment angle, and, as a result of careful planning and a re-arrangement of the programme, it is not expected that any employees will have to be dismissed. Arrangements have also been made with the Loan Council for the Housing Trust and the Electricity Trust to raise moneys in addition to the amounts which will be available to them from the Government programme. Every effort has been made to continue the housing programme and it is expected that 3,700 homes of all types will be completed during the year. Funds are also being found for the provision of electricity and water for these houses, and for sewers where there are sufficient houses to justify the extension of mains. I have already mentioned that last year the State spent £31,204,000 on works. This year the amount available is £29,019,000, which is £2,185,000 less than was spent last year. With less funds available and higher costs honourable members will realize that some desirable and urgent works cannot be undertaken this year.

I point out that the figure of £29,019,000 as the amount available does not indicate the true position. Although these Loan Estimates cover an expenditure of £29,019,000 almost £4,000,000 of it has been allocated for a special purpose—the development of uranium deposits, to which I will refer later. The amount we will have available for our expenditure is about £25,000,000. However, a balanced programme of works has been planned and, although some works have had to be postponed for the present and others slowed down, such governmental projects as water, railways, electricity, housing, sewers, coal, hospitals, schools, and food production, have been given priority from the funds available.

The Government would have welcomed the opportunity to push on with many of the essential works not included in the programme, but the programme had to be planned in accordance with the money available, and, regrettable as it is, some works must be postponed. I am sure that the funds available will be spent and that the programme submitted will be carried out. Full details of the works proposed are set out in the Loan Estimates for the information of members, and I therefore intend to confine my further remarks to the main works and purposes for which provision has been made.

STATE BANK, £2,037,000.—Last year expenditure of loan money for the bank amounted to £1,842,000, as compared with an estimated requirement of £1,995,000. The amount for this year has been provided mainly for the following activities:—

	£
Advances for homes	1,050,000
Loans to producers	175,000
Advances to the State Bank ..	800,000

During 1951-52 the bank provided finance under the Advances for Homes Act for the completion of 356 homes, 51 of which were erected by the bank. In addition, 220 applicants were assisted to purchase homes and to discharge mortgages. This year the bank estimates that it will expend £200,000 on erection of group houses, will advance £450,000 to applicants to build their own homes, and will use £400,000 to finance home loans already approved. Under the Loans to Producers Act the bank makes advances to co-operative societies, fruitgrowers, and cheese, butter, and fishing industries.

ROADS AND BRIDGES, £300,000.—The sum of £270,000 is provided for the purchase of road-making plant and machinery and £30,000 for loans to local governing bodies for making roads in Housing Trust areas.

LANDS DEPARTMENT, £115,000.—Of this sum £5,000 is required for land repurchase for closer settlement and will provide for the purchase of land to create living areas pursuant to the provisions of the Crown Lands Act. For Crown lands development £110,000 is needed for soil and field surveys and preliminary developmental work on Kangaroo Island pending acceptance of the area by the Commonwealth authority under the provisions of the War Service Land Settlement Agreement. When this area is accepted by the Commonwealth the State will be recouped any expenditure made from State funds.

IRRIGATION AND DRAINAGE, £511,000 (Irrigation, £171,000; South-East drainage, £340,000).—Last year £466,000 was expended on irrigation and drainage works, namely, £181,000 for irrigation and £285,000 for drainage in the South-East. The main works contemplated this year are:—Irrigation. — Loveday - Nookamka comprehensive drainage scheme, which is estimated to cost £234,000, and on which £127,000 was spent up to June 30 last. It is estimated that a further £47,000 will be expended this year. Electrification of pumping plants at Berri, Loveday, Moorook and reclaimed areas. Except for Loveday, where £60,000 has been expended out of an estimated cost of £84,000 and £24,000 is provided for this year, preliminary work only has been carried out on these plants. However, contracts have been let and £30,200 is provided for this year's work; £12,190 is available for drainage work on various areas.

The drainage works in the South-East, south of drains K-I, and in the western division, are estimated to cost £2,320,000. Up to June 30, £466,000 had been spent on the western division construction works. This year it is estimated that £335,000 will be spent on works and £5,000 on construction of bridges over existing drains.

AFFORESTATION AND TIMBER MILLING, £1,110,000.—The total payments during 1951-52 from Loan works, afforestation and timber milling, was £984,000, the main items being:—

	£
Administration, investigation and research	58,000
Forestry—	
Building, plant and machinery ..	50,000
Housing	24,000
Establishment of new forests and maintenance of existing forest areas	179,000
Logging for departmental and private mills	80,000
Milling—	
Buildings, plant and machinery .	150,000
Housing	108,000
Mills working expenses, including freight and cartage outwards on finished products	294,000

Last year receipts amounted to £890,000, of which £45,000 was appropriated for interest and superannuation fund pensions, leaving a net credit to Loan Account of £845,000. The main items from which revenue was received were:—

	£
Log timber, poles, piles, firewood, etc.	292,000
Sale of wool, skins, etc.	9,000
Sawn timber, cases and veneer ..	538,000

The log production (in round figures) for the year was:—

	Super ft.
Sawmills, etc.—	
Private sawmills—mainly used for case production by private saw-millers	66,700,000
Departmental sawmills in production of housing timber and fruit cases	35,200,000
Plywood manufacture for the furniture trade	1,600,000
Veneers for match splints ..	1,400,000
Pulpwood	31,100,000
	136,000,000

In addition 3,300,000 sup. ft. of hardwood logs were produced for poles, piles, and posts, as well as 35,000 tons of firewood. The output during 1951-52 from the 35,200,000 sup. ft. of log supplied to departmental mills was as follows:—

Flooring and other dressed timber (lin. ft.)	15,700,000
Undressed timber (sup. ft.)	1,100,000
Veneer for match production (sq. ft.)	2,680,000
Fruit cases (cases)	2,100,000
Case flitches (sup. ft.)	2,000,000

During 1951-52 the establishment of 3,264 (gross) acres of 1951 plantations was completed and the preparation and planting of approximately 5,000 acres for the 1952 plantation commenced, as well as the maintenance, improvement, and protection of over 100,000 acres of existing plantations. During the year, operation of the new case line at Nangwarry mill was commenced from which it is estimated one million fruit cases will be produced during 1952-53. Satisfactory progress was made with the erection of houses for departmental employees and during the year 104 were completed. In 1952-53 it is planned to maintain production at Mount Burr and Mount Gambier mills at the same level as in 1951-52, and at Nangwarry mill production will increase as a result of bringing the new case line into operation. The estimated total log production from State forests for 1952-53 is as follows:—

	Sup. Ft.
Sawmills, etc.—	
Private sawmills—mainly used for case production by private saw-millers	42,000,000
Departmental sawmills	42,000,000
Plywood manufacture for the furniture trade	1,000,000
Veneers for match splints	1,500,000
Pulpwood	8,000,000
	94,500,000

In addition, it is estimated that 3,000,000 super feet of hardwood logs and 40,000 tons of firewood will be produced from State forest reserves. The estimated output during 1952-53 from the 42,000,000 super feet of log supplied to departmental mills is as follows:—

Flooring and other dressed timber (lin. ft.)	16,000,000
Undressed timber .. (sup. ft.)	1,000,000
Veneer for match production (sq. ft.)	-2,000,000
Fruit cases (cases)	3,000,000
Case flitches (sup. ft.)	2,000,000

Flooring and other dressed timber is used almost exclusively in connection with the housing programme and the undressed timber for furniture manufacture. Fruit cases are supplied mainly for use in the citrus, apple and dried fruit industries. Flitches are sold mainly for case production in the metropolitan area. The sum of £102,500 is provided for the preparation of land and planting of 5,000 acres of softwood plantation, and £105,500 for the maintenance and working of over 100,000 acres of established forests. The estimated cost for the year of processing logs through the department's sawmills is £423,000 and £57,000 will be expended on housing for employees; £106,000 is required for plant and machinery, and for felling and hauling logs from the forests the requirement is estimated at £105,000.

RAILWAYS, £3,050,000.—During 1951-52 the Railways Department spent £4,856,000 on track, rolling stock and increase in stores holdings. The department completed 253 residences for employees and 124 are in course of construction. On this work £669,000 was spent in 1951-52 and it is proposed to spend £433,000 during this year. A new servicing depot is being provided at Mile End for the Diesel electric locomotives, on which £51,000 had been spent to June 30. It is expected that this work will be completed this year at a total cost of £122,000, the estimated expenditure for the year being £71,000. Steady progress was made during 1951-52 on the widening of the line between Naracoorte and Mount Gambier. The third rail has now been laid for 32 miles south of Naracoorte. During the year £168,000 was spent from loan funds on the broadening of this line, the total cost from the loan account being £945,000. The Commonwealth Government is now providing the money for this work in advance and the State is not called upon to pay for the work, except that it recoups the Commonwealth three-tenths of the cost of the project, over a period of 50 years, in accordance with the

Railways Standardization Agreement Act, 1949, the amount involved being a charge against State revenue. Accordingly no provision is made in the Estimates this year in connection with gauge broadening. The Railways Department has contracted for the purchase of equipment for 10 diesel electric main line locomotives of 1,760 h.p. each. The equipment for these locomotives is coming from England and the Islington workshops are constructing and assembling the engines. Three of these locomotives were completed and in service at June 30, and the Railways Commissioner estimates that the remaining seven will be completed and in service during the present financial year. The 10 diesel locomotives are estimated to cost £1,229,000, of which £943,000 was expended to June 30 and £287,000 has been provided for this year.

During 1951-52 three air-conditioned cars for overland express were constructed at Islington, as also were 100 four-wheel open broad gauge freight cars, each of 16 tons capacity. To provide very much needed power on the narrow gauge system for the Leigh Creek coal and Broken Hill ore traffic, six secondhand Garratt locomotives were purchased from the Government of Western Australia. These engines are being reconditioned at Islington. The total estimated cost of purchase and reconditioning is £93,000; of this amount £60,000 was spent last year and £26,000 is provided on these Estimates. A contract has been let overseas for 10 Beyer Peacock Garratt type narrow gauge locomotives which are estimated to cost £705,000. Provision has been made on this year's Estimates for the payment of £440,000. Last year payments on this contract amounted to £265,000.

One hundred "O.N." narrow gauge bogie cars have been ordered. These will be assembled at Islington, and the estimated cost is £288,000. Payments in 1951-52 totalled £35,000, and £253,000 is provided for this year. It is expected that these trucks will be available by December, 1952, for the carriage of ore and coal on the northern narrow gauge system. One hundred four-wheeled broad gauge cattle vans are also on order, and this contract is expected to be completed by September, 1953, at an estimated cost of £155,000. Payments to date amount to £55,000, and £50,000 will be required for this financial year. Parts for 40 50-ton broad gauge hopper cars are on order and these will be assembled at Islington. The total estimated cost of £205,000, of which £20,000 was paid last year and £130,000 will be required for progress payments on contracts

and departmental work this year. These trucks will be used mainly for the cartage of limestone. Also on order are 100 broad gauge four-wheel sheep vans and it is expected that these will be completed before December next at an estimated cost of £206,000, of which £145,000 is provided for this year. Thirty acid tanks, broad gauge, have been ordered for transport of sulphuric acid, which will be used in connection with the manufacture of superphosphate, which is in short supply. Steps have recently been taken to provide for the manufacture of sulphuric acid at Port Adelaide to meet the increased demand for superphosphate. Work on tank cars has only recently commenced. The cars are estimated to cost £94,000, and £17,000 is required this year.

Fourteen "Pancake" diesel rail cars are in course of construction at Islington at an estimated cost of £949,000, of which £152,000 was expended last year. It is expected that the diesel engines and gearboxes will all be delivered shortly. The Estimates provide for an expenditure of £183,000 this year. These cars will be operated on country lines and are expected to give a better service and reduce operating costs. The sum of £119,000 has been provided on the Estimates for 30 broad gauge cars for the transport of motor bodies interstate. The demand for this class of freight has been increasing. The trucks are estimated to cost £119,000 and are expected to be constructed during this financial year. The railways have an extensive programme for the year, which has been planned to provide further facilities for all classes of clients, including passengers and industrial.

HARBORS, £900,000.—Last year an amount of £970,000 was spent on Harbors board capital projects. During the last year port activities have been the subject of an inquiry made by the Auditor-General, who, in his report, has impressed on the Government the necessity to make every endeavour to improve port facilities in order that shipping may be accommodated, loaded or unloaded, and dispatched with the least possible delay. Many of the matters to which the Auditor-General drew attention are already receiving attention and considerable expenditure has already been incurred. Provision has been made in these Estimates to implement further his recommendations. Of the amount spent by the Board last year nearly half was directed towards reconstruction and extension of wharves and general harbour improvements, and a further £419,000 is provided in these Estimate for the continuation of these works. As a result No. 1 Berth, on which £51,000 was spent last year, has been in

operation as an open berth for some months, and it is considered that the cargo shed, and drainage and surfacing of wharf areas will be completed during this financial year. Last year £127,000 was spent on Nos. 8 and 9 Berths, the wharf proper at No. 8 being now completed. This berth should be available for use as an open berth during 1952-53. Work is proceeding on No. 9 and it is considered that the whole of this wharf will be completed by June, 1953.

During the latter part of 1951-52 work was commenced on the extension of Osborne Wharf for the coal handling plant, and by the end of June last, false work for the construction of the coffer dam had been started. Expenditure on this project last year totalled £14,000. An amount of £171,200 has been provided for this work in 1952-53 to proceed with driving of sheet piling and timber piles, and for the placing of two 40ft. sections of the completed wharf. Tenders have been let for the extension of the conveyor structure. Improved amenities for the Dock Yard are under way, the cost of construction work last year being £11,000. It is estimated that a further £4,650 will complete this project and this amount has been provided. The sum of £74,500 has been provided for dockyard rehabilitation, and it is considered that steel sheet piling and prefabricated buildings will be received from overseas during the latter part of this year to enable work to proceed. The sum of £74,000 was spent last year on deepening works and river improvements, principally in connection with deepening and widening the channel and improving the swinging basins near Nos. 1 and 3 Docks. This year Nos. 8 and 9 Berths will be dredged, for which £23,500 has been provided.

Land purchased for future development last year cost £146,000, principally in Le Fevre Peninsula and Upper Port Reach areas. A further £70,000 is now included in the Estimates for land purchases in Le Fevre Peninsula area and for the tidal basin project. Plant purchases last year totalled £164,000, of which the bulk of the expenditure was for construction and maintenance plant. This year a total of £92,000 has been provided. The dissection of this amount is shown in the Estimates. A number of improvements were carried out at the various outports, and funds have been provided for similar minor works this year.

WATERWORKS AND SEWERS, £3,580,000.—

During 1951-52, £2,376,000 was spent on metropolitan water supply projects, £1,042,000 on country schemes, and £550,000 on sewerage.

The comparable amounts to be expended this year are £1,880,000 for metropolitan waterworks, £952,000 for country waterworks, and £461,800 for sewerage. Last year work on the Mannum-Adelaide pipeline progressed satisfactorily, some six miles of 58in. diameter pipes being laid. Construction of service reservoirs is proceeding and work has commenced on the pumping stations. Expenditure amounted to £1,588,000. For 1952-53 an amount of £1,414,000 has been included for this project, which will enable a further six miles of pipes to be laid, reinforced storages will be completed and all below work at the three pumping stations will be finalized, as also will the coffer dam and inlet pumping station at Mannum.

Last year we were proceeding with all haste possible on two large projects—the Mannum-Adelaide pipeline and the South Para reservoir but, because of the restriction of funds, it has now been necessary to concentrate on the pipeline as being the project which will most speedily relieve the metropolitan water supply position. Expenditure on the South Para project last year was £257,000, and the work carried out consisted mainly of erection of plant, clearing and stripping the seat of the main embankment, construction of coffer dams and the excavation of a large diameter tunnel to convey floodwaters during the construction period and later to act as a permanent outlet. This year £187,000 has been included in the Estimates for this project to enable excavation of the diversion tunnel to be completed and for the tunnel to be lined with concrete. The amount of £275,000 has been provided for water mains and services in the metropolitan area. Actual expenditure for these purposes last year was £268,000, when 8,790 new water connections were made in metropolitan districts. Last year £550,000 was spent on sewerage and 4,900 house connections were made—an all time record. The amount provided for sewerage this year is £461,800, of which £110,100 is required to complete extensions to the Port Adelaide Treatment Works. These extensions are necessary to handle the increasing volume of sewage and trade wastes. The effluent from these works is discharged into the river and it is vital that this work be completed to avoid pollution of river waters. The balance of funds will provide for reticulation sewers, pumping stations and house connections.

Of the total expenditure last year on country water supplies, the heaviest single expenditure was £286,000 on the Uley-Wanilla scheme on Eyre Peninsula. Tumby Bay was connected

to this scheme during last year and work is steadily progressing northwards towards Arno Bay, Cleve and Cowell. A further £200,000 has been provided for continuation of work on this scheme for this year. Last year £114,000 was spent on the enlargement of the Bundaleer trunk main preparatory to its extension to central and Southern Yorke Peninsula, and on components for the Yorke Peninsula scheme. The programme for 1952-53, for which £244,000 has been provided, allows for the completion of concrete storages and the Paskeville reservoir, and payments to contractors for a large quantity of steel pipes. Last year pipes and other materials were purchased for the Jamestown-Caltowie water scheme, the expenditure amounting to £127,000. Provision has been made to permit construction of reinforced concrete tanks and to prepare the route for the pipe laying which is scheduled to commence in 1953-54. Many other extensions and improvements were made in other country areas, the expenditure on water mains alone amounting to £187,000. Within the limits imposed by the shortage of Loan funds, the Government propose to proceed with all possible dispatch on these country waterworks, which are listed in the detail of the Estimates. The amount provided for plant and machinery and for Sassafras depot is required to meet expenditure on essential construction plant for which contracts have been entered into, and for the construction of a new repair depot and bulk store to cater for the needs of the Engineering Department construction branch. It is anticipated that the first buildings and store facilities will be completed this year.

RIVER MURRAY WEIRS, DAMS, LOCKS, ETC., £75,000.—This amount will be payable to the River Murray Commission as this State's share of the cost of River Murray construction works.

GOVERNMENT BUILDINGS AND LAND, £2,117,000.

Hospital Buildings.—Last year £388,000 was spent on hospital buildings and an amount of £765,000 has been provided for this year. This amount is required to finance work on various hospital projects for which, in the main, contracts have already been let and work commenced. Ninety-eight thousand pounds has been set down for completion of the new nurses' home at Frome Road; £103,000 was spent on this project last year and it is now about 70 per cent completed. It is hoped that the building will be ready for occupation by June, 1953. Thirty thousand pounds was

spent last year on the new boiler house at Royal Adelaide Hospital. This boiler house is nearly complete and £50,000 has been provided for this year to provide for the installation of the boiler. This new boiler will use Leigh Creek coal and, when completed, will supply the whole of the Adelaide Hospital with hot water and steam. The £65,000 provided for the new patients' block and new nurses' block at Northfield wards is required to meet the cost of prefabricated buildings, for which orders have been placed and contracts for erection have been let.

Last year £156,000 was spent on the nurses' home and the maternity block of the Western District Hospital and substantial progress was made. A further £190,000 has been provided this year and the nurses' block should be completed by the end of June, 1953. Work will be continued on the maternity block and a start made on the boiler house. At Parkside Mental Hospital good progress is being maintained on the new nurses' home, on which £29,000 was spent last year, and which is now about half completed. Work has commenced on the female treatment ward and admission block, and the £40,000 now provided will enable the building to be half completed by June, 1953. A contract has been let for the new male T.B. ward and £20,000 is provided for this purpose. Provision is also made for additional accommodation for patients and staff and for alterations and additions at various other Government hospitals.

School Buildings.—Last year expenditure amounted to £1,502,000, which included £383,000 charged to loan to finance the stores and work in progress of the Education Department building division. The amount provided for 1952-53 is £1,150,000, which will enable substantial progress to be made on a number of new schools now in course of erection and will provide for essential alterations and additions. Last year £8,000, £33,000, and £18,000 was spent on new infant schools at Port Lincoln, Blair Athol, and Seaton Park respectively. The amount of £20,500 provided will enable each of these to be completed this financial year. Last year work was carried out on prefabricated aluminium primary schools at Enfield, Findon, Oaklands, Woodville Gardens, Paringa Park, and Northfield. Foundation work is either completed or nearly so, and the components are either in hand or expected to arrive early enough to enable each of these schools to be completed this financial year. The £455,000 shown in the

Estimates for primary schools will provide for these schools, also funds for primary schools being built by contract at Hendon, Whyalla West, Ascot Park and Mitcham. Of these, Ascot Park is complete except for final adjustments, and the other three are scheduled to be completed during the year. Provision has also been made to enable work to be commenced on a new primary school at Reidy Creek. This school, the erection of which has been recommended by the Public Works Standing Committee and which is urgently required, is estimated to cost £90,000. The sum of £18,000 has been included for progress work on this school. Last year £33,000 was spent on the new Norwood Boys' Technical School which is 80 per cent complete. The £14,000 now provided will permit completion by December of this year. Work on the Allendale East area school commenced mid-way through last financial year, and to June 30 £19,000 had been spent. At the present rate of progress the contractor will have the school nearly completed by next June. The new Adelaide Boys' High School and the Brighton High School are virtually completed and only final adjustments remain. Provision is made to finalize work on these schools. The sum of £263,000 is included for the manufacture and erection of portable buildings as required. To June 30, 1952, portable classrooms, costing in total £858,000, had been erected at various schools. Of this amount the Education Department building division had fabricated classrooms to the value of £310,000. There is no doubt that these rooms have made a very substantial contribution towards alleviating the shortage of classroom accommodation, and the policy of building portable classrooms will be continued this year. The sum of £139,700 has been included in the Estimates for septic tank installations and additional lavatory accommodation at various schools. This amount is required to provide adequate accommodation which conforms to appropriate Health Board standards. Last year £79,000 was expended on purchase of school residences and £125,000 on land purchases and £96,000 on alterations and additions to schools and school residences. This year considerably less is available for these purposes, the amount provided being £160,000 compared with £300,000 last year.

Police and Courthouse Buildings.—Last year expenditure for these purposes totalled £42,000, the principal item being £17,000 for the purchase of residences to permit establishment of police station in both the metropolitan area

and various country districts. The proposed expenditure for 1952-53 is £35,000, of which £10,000 is required to provide a garage at the police barracks to house and service the increased number of Police Department vehicles. Residences for police officers will be built at Barmera, Eudunda, Port Lincoln, Yorketown and Murray Bridge by the Housing Trust.

Agricultural College—This year £17,000 has been provided for expenditure on buildings at the Agricultural College. The sum of £33,000 was spent on college projects last year, of which £27,000 represented payments to the contractor engaged on building the new laboratory to replace the building destroyed by fire. This work is well under way and should be completed this year.

Other Government Buildings.—The amount spent last year on all other government buildings was £144,000, and £150,000 has been provided this year. The principal buildings needed are houses for employees of various departments who are stationed at country centres, and provision has been made for eleven houses for Agriculture Department, five for Architect-in-Chief's Department, twelve for the Lands Department, and three at Yatala Prison. These houses, estimated to cost £41,000 this year, will be built by the Housing Trust. A contract has been let for £28,000 for new nurses' quarters at Magill Home and £20,000 has been provided for this work. Following expenditure of £9,000 last year, £14,100 has been provided to give additional stores and workshop accommodation of the Architect-in-Chief's Department at Keswick.

Last year £12,000 was spent on the installation of deep drainage at Yatala Labour Prison and this work, for which £5,400 is now provided, should be completed early in 1953. Considerable renovation is necessary at Gladstone Gaol as many of the facilities are unserviceable. A septic tank system will be installed and the necessary work done to render the premises habitable. The work of the Institute of Medical and Veterinary Science has been seriously hampered by lack of suitable accommodation to house its animals, and £6,300 has been provided to enable a suitable building to be erected this year.

PRODUCE DEPARTMENT—BUILDINGS AND PLANT, £100,000.—Expenditure on Produce Department works last year amounted to £28,000. The by-products division at Port Lincoln was completed last year and the dry rendering plant put into operation. The amount

of £1,115 shown in the Estimates is required to finalize this project. Extensions to slaughtering, refrigerating, and treatment plants have proceeded satisfactorily and the new boiler house building is under construction. Portion of the boiler equipment has been delivered to Port Lincoln. The remainder of the equipment will be available and the installation should be completed this financial year. Last year £10,000 was spent for progress work on the provision of additional and more efficient freezing and chilled storage accommodation at Light Square. The further £64,000 included in these Estimates will enable the work to be substantially completed this year.

SOUTH AUSTRALIAN HOUSING TRUST, £2,890,000. Temporary Housing, £290,000.—Last year the trust borrowed £4,750,000 from the Government for its housing programme, and these funds sufficed for the whole of its programme. The trust has power under its Act to borrow in its own right, and, with a view to relieving the Government of some of the pressure for loan moneys, the approval of the Loan Council has been obtained for the trust to borrow moneys to supplement the amount available from the pool of Government loan moneys. This latter amount has been set at £2,890,000, and arrangements for a borrowing by the trust will be made later. Last year, too, the trust spent £1,010,000 in providing temporary and emergency houses, and the amount of £290,000 to be provided this year will enable this programme to be completed. On completion, 2,261 of such homes will have been provided. During the last five years the trust has completed over 10,000 houses of all types, as follows:—

	Ordinary Houses.	Temporary and Emergency Houses.	Total Houses.
1947-48 ..	882	132	1,014
1948-49 ..	1,252	—	1,252
1949-50 ..	1,678	112	1,790
1950-51 ..	1,968	1,089	3,057
1951-52 ..	2,368	751	3,119

During 1951-52, 422 imported prefabricated homes were completed. In addition, 1,246 were imported but have not yet been completely erected, whilst a further 224 have been imported by the trust for erection by the South Australian Railways Department and the Electricity Trust of South Australia. As at June 30, the position of the imported house programme was as follows:—

Shipped.	Landed at Adelaide.	Erected by the Trust.	To be completed.
2,132	1,668	422	1,246

In addition, during 1951-52 the trust also erected 105 prefabricated classrooms for the Education Department. During 1952-53 it is hoped that the over-all rate of completion of houses will increase. This increase in the completion rate will be brought about by the supply of imported houses, a considerable number of which are at present under construction. Although the delivery rate will be reduced as a result of limitation of imports it is expected that deliveries will be received during the year at the rate of 120 to 150 houses each month. The trust therefore expects to complete a total of 3,700 houses of all types during the year.

Costs.—The upward basic wage adjustments with their consequent increase in material costs has caused an approximate increase of 23 per cent in building costs over the past year. The price of oregon for scantling has increased by £3 ls. 2d. per 100 super feet. Baltic forestry importations have been continued throughout the year at high cost to supplement the local supply. Roofing and under floor timbers, specified as karri and jarrah, through shortages of these timbers, have been substituted by oregon, deal and New South Wales hardwoods, the prices of which greatly exceed those of the specified timbers. Increases in the prices of bricks, fibrous plaster and joinery have, during the past 12 months, increased the cost of an average five-roomed traditional house by approximately £110 with imported dwellings, timber again has been the main cause of increasing material cost, although freight too, rose substantially at the beginning of the year. With the removal of timber control in England in October, 1951, the cost of Scandinavian timber per house has risen by approximately £180 to £200.

Rural Houses.—The trust will during 1952-53 carry out a scheme for the erection of houses on farm properties throughout the State. This will, it is believed, enable primary producers to increase their labour supply and thus their output. A depot has been established at Torrensville to assist with the assembly of the components of these and other houses for erection in country towns.

LEIGH CREEK COALFIELD, £600,000.—Last year £300,000 was made available to the Leigh Creek Coalfield Fund, and this amount, together with the amount of money in the fund at the commencement of the year (£432,000), was sufficient to finance the capital works carried out during the year at a cost of £630,000.

These works included the following:—

	£
Extensions to the power house building and workshops	17,000
Houses, garages, accommodation, hospital	109,000
Water supply, including Aroona Dam	222,000
Sewerage reticulation	4,000
Electricity supply—generation plant and reticulation	28,000
Excavating machines and other plant	59,000
Coal conveyors and screening plant . .	98,000
Construction of brick kiln and erection of brickmaking machinery	12,000
Equipment for hospital, accommodation, laundry, houses	35,000
Transport	27,000

The amount of £600,000 provided for the fund this year, together with the balance in hand at June 30, 1952 (£174,000), makes a total of £774,000 available for capital works for the year. The amount is less than is required for necessary works but priority will be given to the most essential of these. The following are the main works to which the capital available will be applied:—

	£
Buildings—administrative block, power house extensions	24,000
Housing	212,000
Aroona Dam	150,000
Electricity supply—generating plant and reticulation	105,000
Excavating plant	85,000
Coal handling and treatment plant . .	85,000
Transport, sundry plant, and tools . .	20,000

During the year 1951-52, 1,331,000 cubic yards of overburden were removed on the field, mostly by the 9W dragline machine which uses a 10 cubic yard bucket on a boom 160 ft. long. The coal mined during the year totalled 427,000 tons. This was sold for a total of £1,003,000. The trust's accounts for the year have not yet been finalized, but I am assured that the Leigh Creek Coalfield made a surplus last year of the order of £60,000 to £70,000 after making adequate provision for depreciation and maintenance of plant. It was therefore not necessary for the Government to make any direct grant to the Coal Working Account in 1951-52, and I do not anticipate that it will be necessary this year. The selling price of Leigh Creek coal is fixed on a basis of heat value relative to New South Wales coal.

THE ELECTRICITY TRUST OF SOUTH AUSTRALIA, £5,400,000—The Electricity Trust received £7,000,000 in loans from the Government during 1951-52. A further £1,500,000 was available for capital works from over-subscriptions to the trust loan in May last, and in addition the trust had a balance of £1,900,000 available

at the commencement of the year, making a total amount of £10,400,000 available. This amount has been used by the Trust for the following purposes—

	£
Capital works	6,500,000
Material and fuel stocks	2,600,000
On hand June 30, 1952 for use in July, 1952	1,300,000

A record programme of work was carried out during the year. An additional 9,836 consumers were connected to the electricity supply system. This is the highest number of consumers added in one year in the State's history. It exceeds the previous year's figure by 13 per cent. At Osborne power station a new 30,000 kilowatt turbo-alternator and a 15,000 kilowatt boiler, burning Leigh Creek coal, were placed in operation, and work was continued on the construction and erection of a similar turbo-alternator and a further three boilers. This is the first turbo-alternator to be actually placed in service at Osborne since 1947, and without this unit and its accompanying boiler frequent rationing of electricity would have been unavoidable this winter. At Port Augusta construction of the tee-head jetty to berth overseas ships which will bring the large turbo-alternators was well advanced. Most of the foundations for the power station building were completed and erection of the building steel-work was begun. The first unit of this station is expected to be in operation, using Leigh Creek coal, early in 1954. At Port Lincoln the first portion of the new power station was completed and diesel engines installed. Power has been supplied from this station since February and further construction work is proceeding.

A very large programme of transmission line construction was carried out, of which the major items were as follows:—Completion of 132,000 volt line from Adelaide to Bungama (near Port Pirie); extension from Bungama to Port Augusta almost completed; considerable work done on 132,000 volt lines from Waterloo to Berri, Northfield to Waterloo, and Northfield to Mannum; a 66,000 volt line completed to Berri and portion of electricity requirements of Upper Murray area now supplied from Adelaide; two of the five transmission lines from Osborne to the metropolitan area changed to 66,000 volt operation and new 66,000 volt substations built to cater for growing metropolitan load. In addition to these items a large number of 33,000, 11,000, and 7,600 volt lines were built to supply new areas or to give additional supply to existing areas.

With the type of plant and equipment used by the trust a considerable part of the capital expenditure is incurred on progress payments for machinery in course of manufacture and on similar items which will not be in operation until future years. The turbo-alternator placed in service in May, for example, was ordered in 1948. The capital now being spent is therefore providing for future requirements of electricity in the State as well as covering existing expansion in the number of consumers and in consumption. During the year the consumption of electricity increased by 12 per cent and the average consumption by each domestic consumer rose by 16 per cent making 100 per cent increase in the last five years. Since 1946 the number of consumers supplied with electricity has increased by 48,000 and the electricity sold from 235 million to 520 million kilowatt hours per annum. This increase has only been achieved by the carrying out of a substantial construction programme, and, although materials and labour have been in short supply, considerable development has been carried out in the country. From its main generating system the trust now supplies 56 country centres, and an additional 10 are supplied from diesel stations operated by the trust at Murray Bridge, Edithburgh, Loveday, Berri, Moonta, Port Lincoln, Cummins, Yorketown, Tumby Bay and Stansbury.

For the present year provision is being made for the Government to advance the trust £5,400,000 for capital works. Under the Electricity Trust Act the trust, on the approval of the Treasurer, can raise moneys from sources other than the Government, and this will be done at a suitable time later in the year. In May last the trust offered a £4,000,000 conversion loan to the public, the trust having approval to retain over-subscriptions. The loan was the largest semi-Governmental loan ever offered in Australia, but, notwithstanding this, it was over-subscribed by £1,500,000 and practically the whole of the loan was subscribed by the people of this State, and by far the larger part of it by small investors. The House will agree that that is a magnificent performance, showing the public confidence in the work being done by the trust, and expels any criticism which may have been heard when the Government took steps to establish the trust. The trust had a balance available at the end of June last of £1,300,000 and, with the £5,400,000 to be advanced to it by the Government this year, will have a total of £6,700,000 available for this year's programme. In addition it has a large quantity of materials

available which have been paid for. The amount available, however, is insufficient to carry out the trust's minimum capital programme. The trust will endeavour to raise the balance of the amount required from the public and is now giving consideration to this matter. Until it is clear what amount of money will be available to it, the trust cannot settle its works programme for the year. I anticipate that this will be cleared up in a few weeks and that the money necessary for the minimum programme will be arranged.

As it takes three or four years to have the boilers and large generating plant used by the trust manufactured, a substantial portion of the trust's annual expenditure is taken up by progress payments which have to be made to the manufacturers during the period of manufacture. During this year, owing to shortage of money, the trust is compelled to slow down work by contractors on some plant on order, but work will go ahead on three boilers and one turbo-alternator of 30,000 kilowatts for Osborne "B" station, and one turbo-alternator and two boilers for Port Augusta station. Work will also proceed on the associated transmission, distribution and sub-station systems. I have also been assured that provision will be made for at least 9,000 new connections during the year, which should assure new homes of electricity and provide for commercial and industrial connections, so long as the trust is not held up by shortage of cable. Due to the lesser amount of money available this year it will not be possible to provide as many country extensions as the Government desires, but every endeavour will be made to continue the policy of extension of supplies to country areas.

The main works expected to be carried out this year are:—Completion of 132,000 volt transmission line from Bungama to Port Augusta, which is practically completed; this line is part of the western circuit from Port Augusta power station; completion of 132,000 volt transmission line from Bungama to Port Augusta, the eastern circuit from Port Augusta power station; a 132,000 volt line from Waterloo to Berri will be completed, as also will the line from Northfield to Waterloo and Northfield to Mannum. Lower voltage lines will also be erected from Freeling to Nuriootpa, Mannum to Murray Bridge, and Blyth to Clare. Supply from the main generating system will be made to Port Pirie very shortly.

As I have already mentioned, work will be continued at Port Augusta and Osborne power stations and at Port Lincoln. It is antici-

pated that the trust will expend the following on capital works, including progress payments on equipment and materials, etc., during the year:—

	£
Osborne "B" power station ..	1,500,000
Port Augusta power station ..	1,700,000
Port Lincoln power station . . .	60,000
Transmission and distribution systems and sub-stations	2,970,000
Purchase of cable and other stores and increase in fuel holdings	1,300,000
	£7,530,000

These figures give an adequate picture of the enormous amount of distribution that will take place throughout the country under the proposals now contemplated.

MUNICIPAL TRAMWAYS TRUST, £400,000.—

This amount will be required by the trust during 1952-53 for the purchase of plant and equipment. In particular the trust is purchasing additional trolley buses and single deck fuel buses which are estimated to cost £103,000 this year and follow an expenditure of £230,000 on similar buses last year. Overhead equipment and distribution plant will cost the trust £100,000 this year as work will be necessary on a number of electrical converter stations to enable the 50 cycle A.C. current to be drawn from the Electricity Trust system and converted to a D.C. supply for use by the Tramways Trust.

DEPARTMENT OF MINES, £250,000.—The proposed expenditure of loan funds in the Mines Department is £250,000 compared with £351,000 for 1951-52. The expenditure will be used for the purchase of plant and equipment used in the exploration and testing of mineral deposits. These include a high speed rotary drill and special waggon drills to be used for the first time in South Australia, mining plant for hire at special rates to prospectors and small operators, and facilities for implementing the Government's policy relating to the encouragement of mining generally. The proposed expenditure also covers the cost of erecting workshops and laboratories.

URANIUM PRODUCTION, £3,883,000.—Members are acquainted with the fact that South Australia has been able to discover important sources of uranium. In accordance with legislation, work has been undertaken at Radium Hill and an agreement has been entered into with the Commonwealth Government and representatives of the United Kingdom and United States Governments for the development of Radium Hill. As this involves a very large capital expenditure, and would unduly restrict

the amount which would be available for other Government loan activities, arrangements have been made for overseas advances to be available to the extent set out in the Loan Estimates. Loan Council approval has been obtained for this borrowing but the actual terms of the loan have not yet been determined. The loan is of a short term nature and will be repaid over a period of seven years. By this arrangement overseas assistance will be available for the development of this important project. It also ensures that the development can take place rapidly, whilst on the other hand important technical information and special equipment will be available to this State in connection with the development of uranium production.

This year the preparation of the Loan programme has been difficult because less money is available than last year, although costs have increased considerably. The Government desires to maintain all its utilities at a satisfactory level and to get the best value possible out of work already started. It does not want to place on the scrap heap any of the large numbers of men working for the Government. As there is already a recession in employment, the Government feels it has a duty to maintain employment and, as I have said, I am hopeful that the programme will be carried out and that dismissals will not be necessary. We shall find it difficult to do that. One of our problems is that loan money is not available immediately. It will come to us on a monthly basis; therefore, each month each department will have to live within its allocation.

Mr. Lawn—Is that usual procedure?

The Hon. T. PLAYFORD—No. The usual procedure is to raise loan money and have a substantial sum on hand. We operated on a certain level of expenditure last year, but this year we have to work on a lower level, and, again, we have to work according to each month's allocation. The money for the year will be made available in twelve monthly payments.

Mr. O'Halloran—Is that a new procedure arranged by the Commonwealth?

The Hon. T. PLAYFORD—We know that if we went on the market at present for a Government loan we would be unsuccessful. All existing loans are at a heavy discount, and there is competition in connection with semi-government loans, with interest rates being increased, but an increased interest rate does not mean that more money is available. It only makes the works programme more costly, not only to the Government but to industry.

A disturbing feature in respect of money for development is that we are swinging away from a low interest economy, which is detrimental to a young country like Australia, where of necessity large sums of money are needed for developmental work. Nearly all warehouses in Australia have large quantities of imported goods on hand and the warehouses have made tremendous demands on banks for finance. Even insurance companies have been financing industrial concerns. The fact that we are getting money each month is a concession to us. If that were not done we would be in a hopeless position. Because money will come only on a monthly basis we cannot taper off our works, and that makes the position singularly difficult in relation to drawing up a works programme and maintaining full employment.

Members will have noticed that this year both the Housing Trust and the Electricity Trust will have to get some of their money by means of semi-governmental loans. That became inevitable when the Loan programme was curtailed. It also means that the State is departing from its traditional policy of borrowing only through the Loan Council. Only two States have been able to carry out that policy so far. The eastern States have raised large sums of money through semi-governmental loans, and Tasmania and South Australia are the only two States that have refrained from this type of borrowing, and this creates serious difficulties. When we borrow in the official way we get the benefit of a sinking fund payment from the Commonwealth, and it also prevents interstate competition in connection with semi-governmental loans. The rates of interest paid on such loans have increased recently, with Loan Council approval. The South Australian and Queensland Governments made it clear that they were utterly opposed to increasing interest rates. They had no delusions where high interest rates would ultimately take the economy of this country. However, other Governments said that unless they could get the money they required they would have to dismiss men—New South Wales 2,000, Tasmania 1,500, and Victoria 3,000 from its electricity undertaking. The States were confronted with a difficult position. The Commonwealth was neutral on the matter, but in view of the circumstances in which other States found themselves South Australia and Queensland ultimately had to agree. One thing I am pleased about is that we have not led the band in sacking men; in some States the Government was the first employer to put off large numbers of men. Our loan programme has been devised

with the idea of getting the best value we can for our money and providing the best service to the public. I have tried to make my statement comprehensive, but if there are other matters on which members require information I will be pleased to give it during the debate. I move the first line.

Progress reported; Committee to sit again.

PRICES ACT AMENDMENT BILL.

Second reading.

The Hon. T. PLAYFORD (Premier and Treasurer)—I move—

That this Bill be now read a second time.

This Bill deals with two matters—namely, the extension of the period of operation of prices control, and the basis on which the prices of butter and cheese are to be fixed. The proposed extension of the Act for another year is in accordance with the policy of the Government announced in the Lieutenant-Governor's Speech. The Government believes that freedom from control is in the public interest and leads to lower prices than control, provided that adequate supplies of goods are on the market and there is no trade arrangement designed to defeat competition. Unfortunately, these conditions do not yet exist over a very wide field. Many kinds of commodities are still in short supply and when the full impact of the import restrictions is felt the position may be worse. There are also trade arrangements affecting the price of important commodities. In these circumstances it would be most undesirable to abandon price control and the Government therefore proposes an extension of the Act for a further year.

The clause dealing with the price of butter and cheese has been introduced at the request of the Commonwealth. All States have been asked to pass a similar clause on this topic. The need for it arises out of the new dairy industry stabilization plan which has been introduced by the Commonwealth and came into operation on July 1 last. The general principle of this plan is that for a period of five years dairymen will receive a minimum guaranteed price for butterfat used in the manufacture of butter and cheese. The guaranteed price will in each year apply to an amount of butterfat equal to one and one-fifth times the amount used for home consumption during that year. The amount of the guaranteed price is to be the cost of efficient production of the butterfat as estimated by Commonwealth authorities. It is not intended that the whole burden of the guaranteed price shall

fall upon consumers of butter and cheese, but part of it will be met out of a subsidy paid by the Commonwealth. For the current year, according to the information supplied to the Government by the Commonwealth, the subsidy on butter will be approximately 10½d. a pound.

In order that the stabilization scheme shall work effectively it is necessary that all prices authorities in the Commonwealth should fix retail selling prices of butter and cheese based on the wholesale price of these commodities as fixed by the Commonwealth for purposes of the scheme. It is obvious that if the declared retail prices were so low as not to allow for the guaranteed return to the producers the scheme would break down. South Australia has agreed to co-operate in the scheme and has accordingly included in this Bill a provision that the prices of butter and cheese payable on sales by persons other than proprietors of butter or cheese factories will be based upon a wholesale price determined by the Commonwealth Minister for Commerce and Agriculture.

Mr. O'HALLORAN secured the adjournment of the debate.

SOUTH AUSTRALIAN GAS COMPANY'S ACT AMENDMENT BILL.

Second reading.

The Hon. T. PLAYFORD (Premier and Treasurer)—I move—

That this Bill be now read a second time.

The object of this Bill is to remove a restriction on the amount of money which the Gas Company may borrow on mortgage or bond. By section 6 of the South Australian Gas Company's Act (a private Act passed in 1861) it is provided that the money borrowed by the company on mortgage or bond must not exceed the amount of its capital actually paid up. At present the paid up share capital of the company is £1,950,000 and as a result of the loan recently raised by the company its total loan capital is approximately the same. Therefore the company is unable to raise any more money on loan until it makes a corresponding increase in the amount of its share capital.

It is expected that during the next three or four years the company will require about £450,000 a year for extending its undertaking. The company is of opinion that the most satisfactory way to raise more money in the present state of the share market is by the issue of further bonds. The company's shares at the moment are quoted below par and it would not

be likely that a new share issue would be successful unless the new shares were issued at a discount. This the company has no power to do. It is of opinion that the only real remedy is to raise new capital by issues of bonds and in order that this can be done it is necessary to remove the restriction which limits the amount of bonds issued to the amount of the paid up capital. The Bill has been drafted solely for this purpose and repeals the words setting out the restriction to which I have referred. This is a hybrid Bill which, of necessity, will have to go before a Select Committee as soon as the second reading is agreed to. Any technicalities in it can be dealt with by the Committee..

Mr. TAPPING secured the adjournment of the debate.

STAMP DUTIES ACT AMENDMENT BILL.

Second reading.

The Hon. T. PLAYFORD (Premier and Treasurer)—I move—

That this Bill be now read a second time.

This Bill has two separate objects. The first is to enable the Government to pay commission to banks on stamp duty paid by them in respect of cheque forms. The explanation of the circumstances which have led to this part of the Bill is as follows:—Before the Stamp Duties Act Amendment Act, 1950, was passed it had been the practice of the banks to take the cheque books intended for issue to their customers to the Commissioner of Stamps where each cheque form in each book was separately stamped with an impressed stamp denoting a duty of 1½d. The banks paid the commissioner for the impressions and the transaction was regarded as a purchase by the bank of stamps from him. Under the Stamp Duties Act and the regulations the banks, as appointed distributors of stamps, were entitled to a commission of 1¼ per cent on the value of the stamps so purchased.

In 1950 a new system was introduced under which the banks ceased to present the cheque books to the Commissioner of Stamps for impressing. In lieu of this, the banks themselves printed the words "stamp duty paid" on the cheques and paid the Commissioner of Stamps the amount of duty as cheque books were issued by the bank from its bulk store. Under these arrangements there was nothing that could be called a sale of stamps to or purchase of stamps by the bank. There was, in fact, no stamp at all, either impressed or adhesive, but merely a printed acknowledgment

that the cheque was duty paid. Under these circumstances the banks ceased to be entitled to any commission on stamps purchased by them from the commissioner.

This was a necessary consequence of the new scheme, but the banks say that they did not expect to lose their commission. Likewise some of the Government officers concerned with the arrangements did not foresee any such consequence, although others did. The banks have now asked that they should receive commission on the amount of the duty paid by them in respect of printed cheque forms. The Government is of opinion that the claim has merit. Although the banks no longer purchase stamps for sale to their customers, they do collect revenue for the Government in the form of the stamp duty which they obtain from their customers and, in addition, save the Government the expense of having to print or impress 1½d. stamps for use on cheques. The Government, therefore, is willing to grant the request of the banks for the commission to continue and to make it retrospective to the time when the new scheme for printing cheques became operative. Clause 3 carries this decision of the Government into effect. From the Government's point of view, the new procedure is much better, all of the work being done by the banks. The continuance of the 1¼ per cent commission is, in my view, a fair proposition. The second object of the Bill is to enable men who have served or are still serving with the armed forces in Korea or Malaya, or their widows, to claim exemption from stamp duties on certain transfers of land. The transfers concerned are those where the person claiming exemption purchases for his or her occupation a dwellinghouse, or land on which a dwelling is to be built. The position at present is that these people are unable to claim under the existing exemption, although persons who served in the forces during the second world War, and their widows, are entitled to do so. The Government considers that those serving in Korea and Malaya have equally good claims to these exemptions and accordingly desires to amend the law. Clause 4 makes the necessary additions to the list of exemptions contained in paragraph 23 of the second schedule to the Stamp Duties Act. The new exemptions will operate retrospectively in like manner to the previous exemptions.

Mr. FRANK WALSH secured the adjournment of the debate.

LAND SETTLEMENT ACT AMENDMENT
BILL.

Second reading.

The Hon. C. S. HINCKS (Minister of Lands)—I move—

That this Bill be now read a second time.

The object of this Bill is to provide for the continued existence of the Land Settlement Committee for a further period of three years. The Land Settlement Act, 1944, provided that members of the Committee were to hold office until the end of 1949, and no provision was made for appointing members after that time. It was thought that the committee would have completed its work by then. However, in 1949, the Government found that the advice and assistance of the Committee were required for a further period and accordingly the Land Settlement Act Amendment Act was passed. This Act extended the existence of the committee until the end of this year. The Government now considers that the services of the Committee are likely to be required for a further three years. This Bill therefore provides for the appointment by the Governor of members to the Committee for a period of three years as from January 1, 1953.

Mr. FRANK WALSH secured the adjournment of the debate.

GARDEN SUBURB (REPEAL) BILL.

Second reading.

The Hon. M. McINTOSH (Minister of Local Government)—I move—

That this Bill be now read a second time.

The purpose of this Bill is to repeal the Garden Suburb Act, 1919-1936, and to annex the Garden Suburb to the Municipality of Mitcham. The Bill is similar to the Bill introduced into Parliament at the end of the last session. The Garden Suburb was constituted under legislation passed in 1919. The Act provides for the appointment of a Garden Suburb Commissioner who exercises all the powers of a municipal council within the Garden Suburb and to whom was entrusted the responsibility of selling the land within the Garden Suburb. The whole of the land in question has been sold and is, for all practical purposes, built upon. The suburb consists of approximately 380 acres on which there are about 1,150 dwellings. The Act provides that as soon as there are 300 or more ratepayers in the suburb, a proclamation can be made annexing the suburb to any existing municipality or district council district or constituting the suburb a municipality or district.

From time to time the question of the future status of the Garden Suburb has been raised but until last year nothing came of these discussions. However, in the early part of 1951 the Mitcham council passed a resolution to the effect that, in the joint interests of Mitcham and the Garden Suburb, the two authorities should be amalgamated. In addition, a petition and a supplementary petition of over 1,000 ratepayers of the Garden Suburb were presented praying that the suburb should be amalgamated with Mitcham. Following upon these approaches, Mr. L. J. Pellew, S.M., was appointed to inquire into the matter. During last year Mr. Pellew presented a report recommending that the Garden Suburb be amalgamated with Mitcham. The reasons for this recommendation are set out in full in the report. It is pointed out in the report that the Garden Suburb is too small for economical administration. Its administrative costs amount to 25 per cent of its rate revenue as compared with 12 per cent in the case of Mitcham. The existing rate revenue of the suburb, it is pointed out, is insufficient to meet its proper need and for the Suburb to continue as a separate entity, substantial rate increases would be necessary. The Garden Suburb is surrounded on all sides by the city of Mitcham and, if the Suburb is not to continue as a separate entity, it follows that it must be amalgamated with Mitcham.

If this amalgamation is carried out, it may, as Mr. Pellew points out, result in some increased rates being charged in the Suburb but, as Mr. Pellew also points out and stresses, an increase in rates, probably substantial, must be expected if the Garden Suburb were left as a separate local governing unit. In fact, Mr. Pellew goes as far as to say that it is a possibility that ultimately the Garden Suburb, by reason of its small size and revenue, may, if costs continue to rise, be unable to finance its ordinary undertakings without a very steep increase in rates. It may, he adds, even have to ask for Government assistance. This Bill is therefore introduced in order to give effect to Mr. Pellew's recommendations.

Clause 3 therefore annexes the Garden Suburb to Mitcham and adds one part to the Hawthorn-Westbourne Park ward of Mitcham and the remainder to Edwardstown-Hope ward. Mr. Pellew suggested that these changes should take effect from July 1, 1952. Obviously, this suggestion cannot now be given effect and it is accordingly provided that the change-over is to take effect on January 1, 1953. This

arrangement is acceptable to the Mitcham Council. To make the change-over in the middle of the financial year as proposed by the Bill has certain advantages. The rates for the current year have already been declared but by fixing January 1 as the change-over date the Mitcham Corporation will have sufficient time to assess the ratable property in the Garden Suburb before the next rating year. A further important point is that ratepayers in the Garden Suburb area will have ample opportunity to be enrolled in the voters' roll for Mitcham and to exercise their municipal rights at the 1953 annual election held in Mitcham.

Clause 4 provides that all the property, rights, and liabilities of the Garden Suburb Commissioner will, as from January 1, 1953, be transferred to the Mitcham Council and that, as a necessary consequence, the amount standing to the credit of the Commissioner in the Garden Suburb Fund will be transferred to the council. The Garden Suburb possess an accumulated fund of approximately £4,000 and, under subclause (1), this amount will be paid over to the Mitcham Corporation. No provision is made in the Bill restricting the expenditure by the Corporation of these funds. This question was considered by Mr. Pellew and, in his report, Mr. Pellew states that the Municipality of Mitcham has made it abundantly clear that, while it has every intention of spending the accumulated funds in the Garden Suburb area, it would do no more than say that the whole area would be justly treated and that what was necessary to be done would be done. Mr. Pellew came to the conclusion that no recommendation relating to these accumulated funds was necessary but that the Mitcham Corporation would, as he puts it in his report, recognize the claim of the Garden Suburb area to have its accumulated funds spent in that area. Subclause (2) of clause 4 provides that the by-laws of the Garden Suburb Commissioner are to continue in force until January 1, 1954, that is, twelve months after the time proposed for the change-over. After January 1, 1954, the by-laws of the Commissioner will cease to have effect and the Mitcham by-laws will apply. The reason for this delay in the Mitcham by-laws coming into force is that under the by-laws made by the Commissioner, the Garden Suburb has been zoned for residential, business, etc., areas and it is desired that these by-laws should continue in operation until such time as the

Mitcham Council has had an opportunity to make zoning by-laws in their place.

Clause 5 deals with another matter. As before mentioned, the Act provided that the Commissioner could sell land within the Suburb and it is provided that any such sale is subject to conditions, the most important being that land sold for one purpose, such as for residential purposes, cannot be used for another purpose, such as for business purposes. The Act also provides that any certificate of title is to be endorsed accordingly. It is considered that these provisions should not be continued, particularly as the zoning by-laws made by the Commissioner also contain the same prohibitions as those set out in the Act. Accordingly, clause 5 declares that, as from January 1, 1953, these conditions are to cease to have effect and that the Registrar-General may make any necessary correction in the register book to give effect to their repeal. Clause 6 repeals the Garden Suburb Act as from January 1, 1953.

The Bill does not make any provision as regards the present employees of the Garden Suburb Commissioner. However, the Mitcham Council has given an undertaking that it will take on to its staff such of the outdoor employees as desire to work for the council. The Garden Suburb Commissioner has reached the retiring age and would, but for these arrangements for amalgamation, have already retired from the public service. His term of office has been extended to the end of 1952. The only other employee of the Commissioner is an office worker for whom it is expected that other work will be available in some branch of the Government. The Bill thus provides for the amalgamation of the Garden Suburb with Mitcham after a proper inquiry which was instituted after representations had been made from the ratepayers concerned and by the Mitcham Council. Under the Joint Standing Orders, the Bill is a hybrid Bill and, after its second reading, must be referred to a Select Committee; it will be for the committee to inquire as to whether the Bill adequately deals with the matter to which it relates.

Mr. FRANK WALSH secured the adjournment of the debate.

ADJOURNMENT.

At 4.29 p.m. the House adjourned until Tuesday, August 12, at 2 p.m.