

HOUSE OF ASSEMBLY.

Thursday, July 29, 1954.

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

QUESTIONS.**BRANDING OF LEATHER GOODS.**

Mr. O'HALLORAN—In June the Australian Leather and Allied Trades Federation took up with the United Trades and Labor Council the question of approaching the Government for legislation to provide for the branding of leather and leather goods in South Australia. The organization pointed out that legislation had been provided in New South Wales since 1950 and that a measure might be introduced in Victoria in the near future; also that this legislation would be beneficial to purchasers of leather goods because they would be assured of getting articles of quality, and that it would assist local industry in its competition with unbranded goods from overseas. I ask the Premier whether the Government will consider introducing legislation similar to that in New South Wales and to that which I understand is contemplated in Victoria?

The Hon. T. PLAYFORD—The Government will certainly consider the suggestion. When we examined the question of branding boots and shoes with a view to letting the public know whether they were getting leather goods or articles containing fillings, one of the problems we ran up against was that of freedom of trade between the States. The matter now raised may ultimately have to go, if it is to be policed effectively, to a Premiers' conference for consideration of joint State action. We find frequently that laws which are designed with objects similar to those we are now discussing come up against the problem of section 92 of the Constitution, but I will have the matter examined. As a purchaser of goods which may be called leather goods I have often felt that the purchasers would welcome the opportunity of knowing whether they were getting leather or not, so the suggestion may be beneficial to both the industry and the purchaser.

KIRTON POINT POWER STATION.

Mr. PEARSON—In common with every other place where electricity is being supplied, the demand in the Kirton Point area is increasing rapidly. I understand that the Electricity Trust has plans for enlarging the generating

capacity there, having in view a steam generating plant of some kind. Can the Premier say what is envisaged, whether the generating will be done by coal or oil-fired furnaces, and when it is proposed to increase the generating capacity?

The Hon. T. PLAYFORD—When the trust took over the supply of electricity at Port Lincoln it faced the problem of supplying the power required for Port Lincoln Freezing Works and close surrounding areas. It was obliged to meet that demand by installing internal combustion engines, but from the outset the trust planned the station with the idea of having a steam rather than a diesel station. I think that tenders have been called, and probably let, for three steam generating plants, but I will check that. I believe that oil will be used as fuel, because coal landed at Port Lincoln is very costly. According to the latest figures I have seen, the cost at Port Adelaide was £1 10s. a ton, but at Port Lincoln an additional £1.

Mr. Pearson—Perhaps on account of the smaller quantities required at Port Lincoln?

The Hon. T. PLAYFORD—The coal comes in shiploads: it was not a question of quantity, but of unloading. I think that Port Lincoln is not a convenient port for unloading. However, I will ascertain for the honourable member the precise nature of the plant contemplated, the fuel to be used, and when it is expected that the plant will be in operation.

RISDON PARK SCHOOL.

Mr. DAVIS—On June 10 I asked the Minister of Education a question about a new school for Risdon Park, and he said that the Architect-in-Chief was preparing estimates of cost before submission to the Public Works Committee. Has the Minister any further information about that school, and can he say when the committee will visit Port Pirie?

The Hon. B. PATTINSON—I told the honourable member that I had satisfied myself that a new school was urgently required at Risdon Park, that it was high on the Education Department's building programme for the current year and that the Architect-in-Chief was preparing plans and estimates of costs. Unfortunately, I cannot tell him when the committee will visit the district because I have been informed that the Architect-in-Chief is now preparing revised estimates, and in view of the delay it is not possible yet to submit the proposal to the committee. I hope that the matter will be expedited, and as soon as it

has been referred to the committee I will inform the honourable member. It is a delay that is outside the scope of my department.

PETROL STATIONS.

Mr. TRAVERS—Recently various competing petrol companies have indulged in an orgy of wasteful expenditure of money and building materials on the construction of numbers of apparently totally unnecessary petrol supply stations. In some instances, I understand, in order to obtain suitable sites, shops, houses and other buildings have been demolished. The petrol company warfare has proceeded to such an extent that it is now quite common to see competing stations almost adjoining each other or on opposite street corners. As the petrol-using public ultimately has to pay for these extravagances will the Government consider introducing legislation to prevent the continuance of this type of waste?

The Hon. T. PLAYFORD—This question has been raised by a number of members, both personally and by correspondence. At the moment there is keen competition throughout Australia between petrol companies—not retail companies but the refining companies and the larger interests—which desire to obtain the greatest possible sales organization. The establishment of refineries in Australia and the introduction of greater supplies of oil from overseas sources have resulted in keen competition between companies to obtain the Australian market for themselves. I have notified the companies by public announcement that the Prices Branch will not allow the fact that numerous competing organizations have been established to influence its decision as to a fair distribution price for petrol. If companies indulge in extravagant organization it will be at their own cost and not at the expense of the public. We will ensure that petrol is sold at a fair price, assuming that each petrol station has a reasonable turnover. I do not think we can do anything else. It was suggested that companies should be prevented from establishing additional petrol stations. Such suggestions usually emanate from persons who have already established stations and desire to prevent other companies from competing with them. I do not think it would be profitable now, after several of the larger companies have established exclusive selling organizations, to prevent other persons who desire to sell petrol from having an opportunity to do so. The purchasing public will be protected from any undue price increase arising from the expenditure of

enormous sums of money on distributing centres. In fixing the price of petrol all additional capital investment on one-brand stations has always been excluded from consideration.

Mr. TRAVERS—I understand that one may lawfully sell petrol in the evenings and on Sundays outside the metropolitan area, but not inside. That would appear in a modern community—which I might describe as a motor-borne community—extremely unsatisfactory. Will the Government consider introducing legislation to make hours and conditions of sale and purchase of petrol the same for the metropolitan area as outside it? I am not suggesting that anyone who does not want to sell petrol on Sundays should be compelled to, but that those who do be permitted to do so.

The Hon. C. S. HINCKS—I will convey the honourable member's question to the Minister concerned and bring down a report.

STERILIZATION OF HOTEL GLASSES.

Mr. WILLIAM JENKINS—Can the Premier say whether during the early part of the war an Act or regulation was introduced which provided for the installation of efficient glass washing and sterilizing machines in hotel bars? If so, is it true that this provision was not enforced because of the difficulty of procuring machines at that time, and if such a provision was held in abeyance, will steps be taken to ensure that it is enforced and strictly policed in the interests of public health?

The Hon. T. PLAYFORD—I will bring down replies next Tuesday.

RAILWAY WARNING DEVICES AT MOUNT GAMBIER.

Mr. FLETCHER—My question relates to the provision of flashing light warning devices at certain railway crossings in Mount Gambier. A number of accidents have occurred at the crossing in Wehl Street because of the inefficiency of the warning device there. At times motorists have waited for up to 10 minutes while the bells have been ringing and no train has crossed. This is occasioned by shunting. On other occasions a train has crossed without the bells ringing and this has caused confusion. Other crossings where efficient devices are required are in Bertha Street and Bay Road. The Minister of Works, when Minister of Railways, promised to investigate the matter. Can he say whether the necessary equipment has been purchased and when the new warning devices will be installed?

The Hon. M. McINTOSH—I am sure the present Minister of Railways will honour the undertaking which was given but it is difficult to forecast when. I will refer the matter to him and I am sure the work will be undertaken as early as possible.

BOOLEROO CENTRE HIGH SCHOOL.

The Hon. Sir GEORGE JENKINS—Some time ago the Minister of Education visited the Booleroo Centre High School to examine the conditions there and to see what renovations were necessary to make the school reasonably habitable. Has he arrived at any decision with regard to that school and, if so, is it acceptable to members of the school committee?

The Hon. B. PATTINSON—Following on an inspection I made of the high school with the honourable member and the Superintendent of High Schools, Mr. Briggs, I arrived at a decision with which the high school council is in agreement. Approval has been given for several works:—(1) demolition of that portion of existing old building which is not worthy of repair, but leaving the present laboratory and library; (2) erection of girls' rest room, staff room, head master's office and book store as a new front to the school; (3) erection of a dual prefabricated classroom block; (4) erection of a workshop and drawing room; (5) provision of lavatories with septic tanks for boys and girls—sited either on the south-west or the south-east corner or both. The Architect-in-Chief is now preparing the necessary plans.

SATELLITE TOWN AT SALISBURY.

Mr. FRANK WALSH—Can the Premier say whether the Government intends to proceed with the satellite town at Salisbury and whether the Housing Trust is desirous of commencing construction but is waiting for Government approval?

The Hon. T. PLAYFORD—I would like the honourable member to put that question on notice, not for next Tuesday or the Tuesday following, but for any time after that.

SUPERANNUATION PAYMENTS.

Mr. MACGILLIVRAY—Some time ago I was approached by a man retired from one of our State departments who pointed out that recently the Commonwealth Government had increased the value of its superannuation unit and made payments retrospective to January 1. The effect was, he said, that if a Commonwealth officer and a State officer each had eight units and had paid in for the same number of years, the State officer would get £6 a week

whilst the Commonwealth officer would get £7 a week. He said that if the two officers increased the number of units from eight to 16 the Commonwealth officer would get £14 per week against the State officer's £12 a week. Widows, of course, would get half the superannuation value. Can the Premier say if the statement is correct, and if so, will he take up with the superannuation authorities the question of whether State officers can be placed in the same position as Commonwealth officers?

The Hon. T. PLAYFORD—There is on the Notice Paper for Tuesday next a question to be asked by a member of another place dealing with this matter. It is a matter which has come before the Government on a number of occasions and, on one previous occasion the Government made an adjustment in the superannuation pension rate, which was made retrospective to persons inside as well as those outside the Service. It was an action much more generous than would have been the case if the person concerned had put his money into a life insurance policy. When that policy falls due no consideration is given to fluctuations in the value of money. Since that time one State and the Commonwealth have made further adjustments. The original scheme in South Australia was on the basis of the Government paying in 50 per cent and the employee 50 per cent. Since then there have been numerous changes to the Superannuation Act, and they have always provided concessions in regard to age because they could not be made available to present Public Service officers if not brought in in that way. From the 50-50 scheme we got down last year to the Government providing 86 per cent of the pensions paid and the pensioners 14 per cent. The scheme is, indeed, a generous one. Just prior to the last Commonwealth elections both Parties were making statements that they would abolish the means test, which has a material bearing on whether or not money should be made available. That is the position generally. I cannot give a more definite answer because of the question on the Notice Paper. The matter is being examined by Cabinet.

HOUSING TRUST ACTIVITIES AT SALISBURY NORTH.

Mr. GOLDNEY—I understand that the Housing Trust building activities in the Salisbury North area are nearing completion, and indications are that when the work is completed operations in another area between Salisbury

and Smithfield will be commenced. Can the Premier say whether this is the position?

The Hon. T. PLAYFORD—I understand that the Housing Trust has just about completed building on land available to it at Salisbury North. The other matter was mentioned in a question asked by a member opposite and I said I would give a reply in about a fortnight's time. There are certain reasons why it is not possible to give a reply earlier.

PORT ADELAIDE SEWAGE TREATMENT WORKS.

Mr. STEPHENS—During the debate on the Loan Estimates last year I said:—

An amount of £40,385 is provided for extensions to the treatment works at Port Adelaide. Every summer residents in that area complain of the offensive smell from the treatment works. Is any of that money to be devoted to overcoming that smell?

and the Minister replied:—

Mr. Hodgson is a world authority on sewage treatment and he is actively engaged in reducing to a minimum the nuisance caused by smells. I feel sure he will be particularly successful at Port Adelaide, where the aim is to improve the treatment works and obviate smells.

In recent months the smell from the treatment works has been worse than ever. Last Tuesday night it was frightful. People could hardly bear to walk out into the streets. One man said that it was so thick it could be cut with a knife. I am sure the member for Semaphore must have had complaints on the matter. Can the Minister of Works say if the expert mentioned has done the job, and, if not, will he treat the matter as urgent, because the smell is frightful?

The Hon. M. McINTOSH—Mr. Hodgson, who is the expert involved and a world authority on this subject, is doing his utmost to alleviate the difficulty, but, unfortunately, there may have been untoward circumstances associated with the occasion mentioned by the honourable member which resulted in the unpleasant aftermath of the smell. This nuisance can be minimized, but, unfortunately, not entirely eradicated, although it is hoped that improvements will be made from time to time. Such improvements must have been made, for during the summer months I had no complaint either from the honourable member who asked the question or any other honourable member. I will make inquiries, and in the meantime the Government has approved of Mr. Hodgson's going abroad to keep abreast of methods of overcoming this problem. The Government will do its utmost to implement any methods he may recommend.

BAROSSA AND WARREN WATER SUPPLIES.

MR. TEUSNER—Can the Minister of Works say whether there has been any appreciable intake of water into the Barossa and Warren reservoirs during this winter and whether the present supply of water in those reservoirs is sufficient to meet the likely requirements of the Barossa Valley and contiguous districts during the present financial year?

The Hon. M. McINTOSH—Notwithstanding a normal rainfall the incidence of rain this year has been such that in all reservoirs there is much less water than at a corresponding time last year, when the metropolitan reservoirs were filled. Now they are half full. Although we have received a corresponding amount of rain this year, it has fallen at different times, and this applies also to Barossa and Warren reservoirs. At present Warren contains 600,000,000 gall. We have connected the Warren with the Morgan-Whyalla pipeline at three different points and pumping will continue as required in order to supplement the Warren supply. The amount of water in the Barossa reservoir is almost the same, but there is a much smaller draw-off from it than from the Warren. The Barossa supply may be augmented by the use of bores in the Salisbury district, and this method has been used at different times with no complaints as the water is of a high quality. Generally speaking, unless we suffer a severe drought there need be no concern about the supplies in either reservoir.

STUDENTS' BOOK ALLOWANCE.

MR. RICHES—A letter I have received from the Port Augusta High School Council states that some years ago the Education Department provided free books for high school students and that subsequently that arrangement was altered to provide an allowance of £3 per child. The council claims that, since that allowance was decided upon, the cost of books has increased by more than 100 per cent. The letter continues:—

I am directed to advise that considerable concern is felt at the rising cost of students' books and that the Education Department increase the current £3 allowance to the amount of the cost of the books.

As these books are required particularly by children who must compulsorily attend high school, can the Minister say whether he has had an opportunity to consider this request, which has probably come from other quarters; if so, has any decision been reached; and, if not, will he consider it?

The Hon. B. PATTINSON—I have considered the alteration of some part of the regulations dealing with the provision of books, but not the one to which the honourable member refers. I will, however, consult the Director of Education concerning the matter and advise the honourable member in due course.

BEEKEEPING INDUSTRY.

Mr. WHITE—I understand that beekeepers have to register their apiaries and pay 2d. per annum per hive to the Department of Agriculture. Can the Minister of Agriculture indicate the sum collected in this way during the year ended June 30, 1953, and for what purpose it was used? Further, I understand that when the disease known as "foul brood" is found in an apiary, all affected hives must be destroyed. Has the department investigated the possibility of creating a fund from which compensation could be paid to beekeepers whose swarms are destroyed by this disease?

The Hon. A. W. CHRISTIAN—My knowledge on this subject is not sufficient to enable me to answer the question today, but I shall be glad to secure the information and reply to the question next week.

NORTHERN SUBURBS HOUSING.

Mr. JENNINGS—Is the Premier, as Minister in charge of Housing, aware that a considerable number of prefabricated homes in the northern suburbs have apparently, been in a state of near-completion for a long time, and will he inquire into the reason for the delay in their completion?

The Hon. T. PLAYFORD—We have been trying to get labour from various sources, both overseas and local, but have had some difficulty and consequently are behind a little in connecting the new houses to the sewers. However, the last report I received on this matter was reassuring, as we were catching up rapidly. All possible action is being taken to see that the houses are occupied at the first possible opportunity, because the trust is a bad loser if it has houses completed but not occupied by tenants.

MOUNT GAMBIER RAIL SERVICE.

Mr. CORCORAN—Has the Minister of Works, representing the Minister of Railways, a reply to my question of Tuesday last regarding a possible reduction in travelling time on the Adelaide-Mount Gambier line consequent upon the use of Budd rail cars?

The Hon. M. McINTOSH—The Railways Commissioner reports:—

I have to inform the Minister that we are not yet in a position to prepare a timetable for the working of the new type of railcar between Adelaide and Mount Gambier. Before this can be done, it will be necessary to run trials, which it is anticipated we will be in a position to do next month.

LONG SERVICE LEAVE FOR WORKERS.

Mr. O'HALLORAN—Representations have been made to me from a number of sources associated with the industrial movement in South Australia that legislation be introduced providing for long service leave for workers in industry generally. I understand that this has been provided by legislation in some of the other States, and I ask the Premier whether the Government will consider introducing legislation for long service leave for workers generally in South Australia similar to the Act passed in Victoria last year?

The Hon. T. PLAYFORD—I think the Victorian Act is similar to the New South Wales Act.

Mr. O'Halloran—Substantially.

The Hon. T. PLAYFORD—However, I want to correct the honourable member's impression that that legislation provides for long service leave for workers in industry generally. That is not quite what it does.

Mr. O'Halloran—It provides long service leave where it is not already provided.

The Hon. T. PLAYFORD—It does not even do that. As I understand it, it provides long service leave in those industries not covered by Commonwealth awards. If Commonwealth awards are in operation they fix conditions of employment and the State has no jurisdiction to interfere to make them either better or worse.

Mr. O'Halloran—There was a recent court decision on that.

The Hon. T. PLAYFORD—I will check on that, but if the honourable member will ask the second part of his question next Tuesday I will give him an answer. This is a matter of policy requiring Cabinet consideration.

VICTOR HARBOUR SEWERAGE.

Mr. WILLIAM JENKINS—Can the chairman of the Public Works Committee tell me whether the committee has completed its investigations into the Victor Harbour sewerage schemes? If so, which if any, of the three schemes on which it took evidence has been recommended?

Mr. SHANNON (Chairman, Public Works Committee)—The committee has come to a decision and has favoured the project providing for the disposal of treatment works effluent on the southern side of Granite Island. Another project provided for disposal into the sea at Encounter Bay near the Bluff, and the third for disposal in the Hindmarsh River. Both were discarded, the latter because the proposal to compost waste matter from the treatment works was found to be impracticable. This view is supported by conclusions reached by a conference held in Manchester in 1950 that more or less exploded ideas about profitable composting and obviously the committee did not want to run the State into expenditure on a doubtful proposition.

BUNGAMA RAILWAY SIDING.

Mr. DAVIS—A number of children living at Bungama attend the Port Pirie school, but there is no shelter at the siding for them. Will the Minister representing the Minister of Railways ascertain whether it is possible to have a shelter provided?

The Hon. M. McINTOSH—I will take the matter up with my colleague and bring down a considered reply as early as possible.

CONTROL ON FERTILIZER SALES.

Mr. QUIRKE—The current issue of the *Chronicle* contains an excellent article by Mr. Harry Kemp, and I congratulate him on it. It is headed "Urea as an exciting new fertilizer." Last year I asked a question relating to leaf spray fertilizers, some of which may be good and some of which probably are of doubtful value: I have tried some without any success. I think the time is ripe for a report to be made on these things that are sold in vast quantities and at high prices, showing whether they are worth the money charged for them. The public should be protected if these fertilizers are not worth what is claimed for them. Can the Minister of Agriculture give me a reply to the questions I asked last year, or will he have investigations made with a view to protecting the public?

The Hon. A. W. CHRISTIAN—I am having these matters examined, but at this stage I am not sufficiently informed to suggest what steps ought to be taken. I shall be glad to further examine the questions to see whether anything can be done.

MARINO LINE TIMETABLE.

Mr. FRANK WALSH—Has the Minister representing the Minister of Railways a reply

to the question I asked on Tuesday about railway services on the Marino line?

The Hon. M. McINTOSH—I have received the following reply from the Railways Commissioner:—

With reference to the question asked by Mr. F. Walsh, M.P., vide *Hansard* of 27.7.54, concerning the Marino line timetable; I have to inform the Hon. the Minister that some time ago Islington workers were able to travel to Marino line stations departing Adelaide at 4.50 p.m., but we subsequently altered this departure to 4.40 p.m. This became necessary consequent upon the introduction of the 40-hour week and the arrival in Adelaide of the workers from Holden's at 4.27 p.m., from Finsbury at 4.35 p.m., from Hendon at 4.37 p.m. and from Penfield at 4.24 p.m. Further, the finishing time of heavy industries at Mile End was changed to 4.30 p.m. for employees joining at Mile End and Keswick stations. These alterations to the arrival times of employees in industries made it necessary to depart the train on the Marino line at 4.40 p.m. and it was found impracticable, for timetabling reasons, to dispatch a train from Adelaide at 4.55 p.m. to enable the Islington workers to join, because such train would be overtaken by the 5.10 p.m. Willunga, which stops at Goodwood, Edwardstown and Oaklands, thence all stations. I regret, therefore, that I am unable to meet Mr. Walsh's request.

MOUNT COMPASS WATER SUPPLY.

Mr. W. JENKINS—Following my representations regarding a water supply for Mount Compass, can the Minister of Works say whether an investigation has been made and with what result?

The Hon. M. McINTOSH—I have a lengthy report which I will make available to the honourable member.

GRASSHOPPER CONTROL.

Mr. RICHES—Recently I heard a radio reference to an agreement between the States and the Commonwealth for a concerted effort to control grasshoppers. I have not seen any details published and other members, whom I consulted, are not clear on the purport of the announcement. Can the Minister of Agriculture indicate what is proposed?

The Hon. A. W. CHRISTIAN—The matter was discussed at the Agricultural Council meeting last Tuesday and agreement was reached regarding the establishment of a fund totalling about £50,000 for the purpose of appointing a control officer to regularly patrol the States where infestations are likely to occur. The balance of the fund would be employed when such infestations were discovered and would be applied towards an experimental attempt at eradication in the early stages of the

pest's development. Each State will contribute to the fund in proportion to its area and population. I do not remember exactly what this State's contribution will be, but obviously it will be less than that contributed by eastern States. We are all committed to a scheme which will provide for an experimental attempt at eradicating the pest in its initial stages. It follows that if the methods employed prove effective we shall know in future how to cope with outbreaks elsewhere.

MOTOR CARS FOR SCAFFOLDING INSPECTORS.

Mr. FRANK WALSH—Has the Minister in charge of the House a reply to the question I asked yesterday relating to the provision of motor cars for scaffolding inspectors?

The Hon. C. S. HINCKS—I have received the following reply:—

Arrangements were made some time ago with the State Bank to finance, by loan, the purchase of cars for official use by officers of the Public Service where the case is supported by the officer's department. Allowances for official use of officers' cars are paid pursuant to regulations under the Public Service Act.

HINDMARSH RIVER DAMMING.

Mr. WILLIAM JENKINS—My question relates to the damming of the Hindmarsh River for irrigation purposes. Can the Minister of Works say whether a survey has been made and, if so, has he anything to report?

The Hon. M. McINTOSH—A survey was commenced, but as a result of an accident at Lake Victoria it was necessary to transfer men to that area. When their task is completed at Lake Victoria they will return to complete the survey.

ADDRESS IN REPLY.

Adjourned debate on motion for adoption of Address in Reply.

(Continued from July 28. Page 166.)

Mr. GEOFFREY CLARKE (Burnside)—All people rejoice in the splendid success of the visit to Australia of Her Majesty the Queen and the Duke of Edinburgh and their safe return to England. The impression they gained from their tour would leave no doubt in their minds where the people of this State stand in their loyalty to the Throne and to the British way of life and all it means. It must have impressed our Royal visitors, as

indeed any intelligent observer, as something profoundly remarkable that in the Parliaments of the British Commonwealth, whether the members be black or white, they follow procedures developed and improved over hundreds of years in the Mother of Parliaments. This process of evolution of the Parliamentary system owes much to the Speakers of the Parliaments. You, Sir, in your long term of office, have worthily upheld the high tradition of impartiality which is such a vital part of the office of Speaker. The work of the Premier, as Leader of the Government, is recognized by all sections, whether they are his supporters politically or not, and whether they agree or disagree with all he has done. His capacity for work is prodigious, and I hope he will not impair his health in his unremitting service to the State. I am glad indeed to see an enlarged Cabinet which I have long advocated. I join in the tributes paid to the work done by the former Minister of Agriculture, Sir George Jenkins. He has given a lifetime of service to the State, and in the Ministry of Agriculture he worked both competently and assiduously. I congratulate the three new Ministers on their appointment to office and I wish them every success. It seems to me that during the 16 years in which the Premier has been in office no other member of the Cabinet, with two exceptions—and they only went to New Zealand—has been abroad. I stress that when the Ministers have settled into their work they should be sent overseas. I am sure the Leader of the Opposition would agree in the view that travelling abroad is a marvellous inspiration and a valuable education. It would widen the experience of these already competent men and give them a new vision in regard to their undertakings. It would provide them with the technical knowledge that is necessary in the administration of their departments. We send heads of departments and technical people overseas and they gain immeasurably by it. Industry sends men and women abroad, and it and the State benefit greatly from the widened vision which these people get. I urge strongly that the value of the inspiration which overseas travel brings be recognized and acquired as early as possible by the new members of the Ministry. The efficient functioning of Parliament is made possible by the work of committees. I praise the work of the Public Works Committee. I do not necessarily share in the criticism of the delay in bringing reports. It is remarkable that the committee, which has such heavy responsibilities, is able to bring in

so many valuable reports. I agree with Mr. Dunks that the time has come to consider raising the minimum estimated value of works which require to be submitted to committee for examination. Mr. Dunks said it should be raised to £60,000. I am not greatly concerned whether it be £60,000 or £50,000, but the examination of the many projects, such as schools and so on, now occupies much of the time of the committee when the need and value of the schools is already apparent to every competent person. If the committee did not have to enquire into these matters it would have more time to examine more debatable projects, the value of which is not so firmly established or where the expenditure involved exceeds £50,000 or £60,000.

Mr. John Clark—Would that include country sewerage?

Mr. GEOFFREY CLARKE—I am not prepared at this stage to specify items. I mentioned schools because the need for them is so great. If the amount were raised to what Mr. Dunks suggested no doubt sewerage needs would be taken into account. When the Public Works Committee was first set up public works did not play such an important part in our developmental programme as they do today. There are greater demands now because of an increased population and the change in the value of money. This prompted the suggestion yesterday by Mr. Dunks.

There is a matter which I think may have been overlooked through the passage of time. I refer to the need to consolidate the statute law of this State. It is nearly 20 years since it was last consolidated. At that time many of our statute laws had fallen into disuse. By the consolidation many scores of outdated laws were removed from the Statute Book. It is time for the matter to be considered again. It is a matter for the Crown's legal authorities, perhaps in collaboration with the Law Society, which could give valuable help, as it did before.

In regard to rent control, I am aware that the overnight lifting of control could cause hardship, just as the rentention of control causes hardship to many landlords, particularly those who cannot get possession of their homes. Landlords have played more than their part in achieving stability in our economy and many are suffering hardships under our landlord and tenant legislation as it stands today, even though there was a modification last session. I look for a substantial easing of control. If it is found after an examination of the

rents of the Housing Trust homes that a material increase is likely to be made I think the same percentage increase should be permitted to private landlords. I would like to see shortened the period for agreements between landlord and tenant, as the basis for fixing rents.

Mr. Riches—Do you say that Housing Trust rents are going up?

Mr. GEOFFREY CLARKE—No. I said that if Housing Trust rents were found to have risen after an examination of the rents then the same increase should automatically be allowed to private landlords. I know some landlords have taken advantage of business tenants following on the removal of control of rents of business premises. I still feel that ultimately, perhaps rather than immediately, the advantages of removing the control will outweigh the disadvantages. It is the policy of the Government to remove price control when goods come into full supply. Many thousands of items have already been removed from the price control schedule. I would like to see a quicker reaction to changes in the conditions of supply and costs, and a recognition of the small money margins allowed in handling some lines. I look forward to the complete abolition of price control at the earliest possible moment. I want now to say something in regard to planned development of the State, particularly in the city and outer suburbs. I shall quote something said in the Address in Reply debate eight years ago.

Mr. Dunnage—Who said it?

Mr. GEOFFREY CLARKE—I was going to be modest. It is an extract from remarks made in my maiden speech in this House. I said:—

It is imperative that some long-term thinking must be done in relation to our suburban development To plan worthily does not mean spending money now Development must be long-ranged and the setting up of an advisory panel and the future development of our suburbs and a furthering of outer parklands should not be long deferred. The Government has planned well in the economic sphere and we must not overlook the aesthetic.

It is too late to think of another belt of parklands as we know them, but we can make the best of the present situation instead of the worst of it. I welcome the Government announcement of plans for strengthening the hands of the Town Planner in more closely supervising subdivisions. The term "town planning" in the minds of some seems to be regarded automatically with distrust. Those who think that we must plan now, and I do,

must make it apparent to the public generally that it is a long term plan which is needed, not necessarily spending large sums of money now, or even at all. Adequate planning is prevention rather than cure. Other great cities of the world have recognized the need for planning and so must we. We cannot continue to hold up Adelaide as a well planned city when we have passed the population and degree of expansion which Colonel Light had in mind. We must plan on what he did. In his time there were no motor cars, public transport, aeroplanes, telephone, radio, or department stores. Many people may not see in their own immediate demands, made perhaps to satisfy their own comfort and improve their standard of living, the need for overall planning. I believe it to be true that there is a large body of public opinion which can see further than their own immediate needs and see the wisdom of proper planning of our development. But before the ideals which some hold can be put into practice there must be a much greater identification of individual needs, such as water, schools, shops, roads, and community activities, with the needs of the State. It is up to those who are showing commendable enthusiasm for proper planning to inform public opinion on these matters. I commend most warmly the efforts of the Institute of Architects and Town Planners who by extremely well prepared articles in the press are doing such good work in improving public taste in domestic architecture, and showing the need for planning. The Housing Trust itself has done a very great deal to improve the style of the small home.

Mr. Shannon—Do you like the flats on Anzac Highway?

Mr. GEOFFREY CLARKE—I have no objection to them. They are dignified and well-proportioned, and when the gardens are completed they will be improved aesthetically. They are infinitely better than the “Bay Road” standard of architecture that has grown up in the past 20 years. Every member is aware that lack of town planning has meant attacks upon the departments which provide public services, such as water, sewers, schools, roads, etc. These would have little justification if it were known in advance that in accord with an overall plan sewers would be laid here this year and there next year. Many people go outside the settled areas and buy a block where there are no services. Over a period of time they harry the local government and the various departments of the State to supply

services, often at uneconomic cost to the taxpayers of the State. I look forward keenly to the results of the work of the committee which it is proposed to set up. I welcome the holding of a town planning conference shortly in Adelaide. It will provide the means of informing the public of the need for immediate planning for long term development.

Mr. John Clark—Are you speaking of the city or do you favour an extension of the scheme to the larger country towns?

Mr. GEOFFREY CLARKE—I have not considered that. I am now confining my remarks to the city and outer suburbs. Generally, there is a need for a complete planning of our future development, and in that the city and country must be considered. The problem of providing breathing space is complex indeed and there is no simple solution. I do not suggest that the solution is in sight yet. It involves compulsion and interference with property rights. I am referring to the elements of the problem. I do not say that any of these things is good or bad but they are elements which must be tackled by those who advocate the provision of breathing space. An examination of this problem involves the question of interference with private property rights, and to what extent these should be subjected to the demands of the community must be thrashed out thoroughly. This is not a subject that can be rushed as a bull would rush at a gate; we cannot say, “This particular piece of land must be used for no other purpose than primary production.” In some city electorates are large areas of primary producing land. In my electorate Campbelltown and Magill are two such districts; there is also Marion, south-west of the city. This land carries the crops that supply the city with large quantities of food, and it is necessary to examine the impact of the rating systems that are forcing some of these open spaces on to the market as building blocks. We must survey these open spaces, study the purpose for which they are used, and devise some means of keeping this land in production. This may involve compensation of the owners for depriving them of their rights to subdivide, but whatever the remedy the problem must be examined immediately. Each week trees are uprooted and gardens torn up, and one has only to travel in the suburbs to see the many new subdivisions coming on to the market each month.

In stressing the need for the preservation of these open spaces one must not overlook the fact that some councils are alive to their responsibilities. Further, the Government has

secured large tracts of land, particularly on the face of the hills, and has assisted local councils to buy land for recreational purposes. In the areas I know best much has been done. For example, in the city of Burnside are the following Government-owned reserves:—Hazelwood Park, 30 acres; Ferguson Park, 20 acres; Waterfall Gully Reserve, 103 acres; Waterfall Gully-Beaumont Reserve, 225 acres; and a large area of open land around the Mental Hospital. The Corporation of Burnside owns the following recreational areas:—Kensington Oval 16 acres, Kensington Gardens Reserve 40 acres, Glenunga Reserve 11 acres, Beaumont Common 11½ acres, Tasmore Park Reserve 9 acres, Linden Park Oval (purchased with Government assistance) 7 acres, Newland Park Reserve 3½ acres, Miller Reserve (also purchased with Government assistance) 5 acres, and sundry playgrounds of a half to two and a half acres throughout the district, totalling over 20 acres. In addition, a valuable contribution to playing space is made by the Mount Osmond Country Club with its 103 acres. In the Corporation district of Campbelltown is the Government owned Morialta Reserve and the corporation owns the following reserves:—Campbelltown Oval 14 acres, Daly Reserve 12 acres, "The Gums" Oval, Tranmere, 8 acres, Murray Park Oval 8 acres, Foxfield Reserve, Athelstone (generously made available by Col. Fox) 6 acres, and 20 small reserves totalling 10 acres. I do not suggest that what has been done in these rapidly developing districts is adequate, but credit must be given where due.

Having said something on aesthetic matters I would like to say a word or two about economic affairs. The Leader of the Opposition said yesterday that his Party did not stand for "loin cloth and rice" standards of living. Neither does the Liberal Party: it was the great Liberal reformers of the last century who first drew attention to the social evils and removed blots from society. The Leader was in difficulties in drawing attention to the low standards of living of eastern countries and then, in effect, counselling members that there is no need to trade with these countries because our home market is the best. True, it is the best market, but we must buy from and sell to other nations. All the wars of history, when they have not been religious wars, have been trade wars. I have no love for the Japanese: they killed my friends, they tortured others, and they kept some of us away from our families for many months on a low standard of living. Despite

this lack of love for them, however, we must not close our eyes to the facts and assume that their contribution to the world markets is on a level with "loin cloth and rice" social conditions. The Japanese today are producing cameras very nearly the equal of those produced by the greatest optical manufacturers in the world.

Mr. O'Halloran—They may still be produced by poorly paid labour!

Mr. GEOFFREY CLARKE—I concede that, but Japan's contribution to world markets is not necessarily based on "loin cloth and rice" standards of living. Last week at Port Augusta a well known and highly respected public man told me of a Japanese-produced camera that is a copy of the world's most famous camera. Indeed, so perfectly has it been copied that the parts of the two cameras are interchangeable. It follows from this that the people who make these things will demand new and higher standards of living, and we must make our contribution to world peace by trade as well as by treaties and defence measures. I do not dispute the statement that home markets are best, but home marketing schemes, to which most members subscribe, are designed to retain our export trade and not merely to regulate our home trade. If, during this session, we are asked to pass legislation providing for home consumption prices, we should remember that the purpose of such schemes is to encourage and maintain our export trade.

I welcome the opening of the new Port Augusta power house as a major contribution to decentralization. Recently, I found in the archives an interesting reference to the movement of population from the country to the city. The statement, in the handwriting of Sir Samuel Davenport, on the problems of securing farm labour in 1872, is as follows:—

These evils are increased by, as I think, the unfortunate and mistaken tendency in these days of young people to gravitate to the towns to the neglect of country life.

Therefore, as the Old Book says, "There is no new thing under the sun."

Mr. Davis—They did not encourage people to stay on farms in those days.

Mr. GEOFFREY CLARKE—I am not greatly concerned with what happened then, but I am pleased that the contribution of this Government to the problem has been so successful. I refer particularly to the reticulation of water and electricity to country areas—an outstanding contribution towards decentralization. Yesterday the Leader of the Opposition

chided the Playford Government for its introduction of socialistic schemes.

Mr. O'Halloran—I complimented the Government on it.

Mr. GEOFFREY CLARKE—But the honourable member chided it because, he said, the Government did not recognize them as socialist schemes; but I remind him that Liberalism has always recognized that, where a service is necessary to the people and cannot be supplied by private enterprise, it is the function of the Government to supply it. Thus Conservative policy in England was not offended by the setting up, under a Conservative Government, of the Port of London authority and the British Broadcasting Corporation—two completely autonomous and monopolistic institutions. The fundamental difference, of course, is the nature of the approach by Liberal and Conservative Governments as to what should be undertaken by the State. The doctrine of socialization, as an end in itself, has no merit or appeal today. The justification for State action must be that it is needed on the grounds of better service, that it is necessary to meet the public needs, that greater economies will result if the State rather than private enterprise performs these functions; and, unless these fundamental questions are answered in the affirmative, Liberalism does not see the justification for interfering with private enterprise supplying services to the community. In answering these questions, it must be decided whether the impact, on the social structure, of a nationally owned undertaking is good or bad. If it tends to take away initiative and self-reliance and to coddle rather than encourage and the detriment outweighs the advantage, then the service should not be publicly controlled.

Despite what Mr. O'Halloran said yesterday about the unsatisfactory results from the use of private contractors on road work some years ago, I believe that today great savings could be made if private contractors were used more. There may have been difficulties of supervision in the past, but modern methods of communication have greatly simplified the problems of supervision. The use of private contractors should be extended more widely, particularly in regard to the carrying out of smaller works. It would be a good thing if school committees were able to get quotes from local contractors, submit them to the Architect-in-Chief, and later arrange for the performance of the work required. School committees, which today are doing such good work, could be authorized to make these arrangements.

Mr. Davis—You don't expect school committees to finance the work?

Mr. GEOFFREY CLARKE—I have the highest regard for the work being done by school committees, and my views should not be interpreted as a reflection on them. I suggested not that they should finance the work, but merely that they should obtain estimates and, in approved cases, authorize the work. School committees generally are pleased to assist in the financing of school amenities, which are subsidized by the Government. Tourists are a great asset to our State and the equivalent of invisible exports, because they provide some of our income; but the front door of our State, the Outer Harbour, is not particularly inspiring. The train that goes down to meet the ships is the oddest collection of rolling stock that one could imagine. I suggest that a Budd car be run on this line, such as that on which we travelled last Friday, with a tourist officer and a hostess on it.

Mr. Tapping—Rail cars often meet the ships.

Mr. GEOFFREY CLARKE—Yes, but I want something better than the standard railcar. A hostess could supply visitors with refreshments and make bookings and tourist reservations for them. The trip to the city should be made a pleasant interlude for our visitors, and an adequate fare could be charged that would possibly make the rail service pay in terms of money, but certainly make it pay indirectly to the State. I point out that it is easy in a debate such as this to make suggestions involving the expenditure of vast sums. I have tried to refrain from this because the money must come out of the pockets of the people, though the Commonwealth Government, which is charged with the responsibility of collecting taxation in Australia, does not always get the credit due to it for the spending of it through the various State Governments. If taxing powers were restored to this State it would restore some sense of responsibility. Many projects which look so attractive would perhaps not be so rosy if it meant an extra 6d. in the pound on income tax. Further, there is little doubt that we would be better off under our own taxing powers. There is a high degree of prosperity at present, but it would be prudent to sound, as the Premier has, a note of warning. He said recently that the cost of land was too high and had a marked effect on the cost of production. We are all greatly concerned about export markets on which such a great measure of our prosperity depends.

Self-sufficiency in production or consumption is unrealistic in the light of world conditions. We must trade, but we must trade on a sound basis, and I come back to what the Minister of Agriculture said recently, that primary industry must keep its feet on the ground, to which I add that secondary industry must too. I support the motion.

The Hon. T. PLAYFORD (Premier and Treasurer)—I take this opportunity of speaking early in this debate. In the first place, I hope that this year the debate will not be unnecessarily drawn out as there is a considerable amount of legislation to be considered by Parliament. Secondly, I want to give members some information which I hope will be of use to them in considering the State's affairs. I realize that the Address in Reply debate is one that gives members the opportunity to bring forward matters which cannot be brought forward conveniently at other times. I assure them, that although I am not, as I usually am, closing the debate, any remarks or constructive criticism will be considered by the departments concerned, and their suggestions will be adopted if practicable and of advantage to the State, whether they come from members sitting behind the Government or from members opposite.

It is my pleasant duty to disclose to the House that the result of the State's financial operations for the year ended June 30 was a surplus of £1,809,859. This is, I believe, the largest surplus ever achieved in this State, and is an indication of the buoyancy and prosperity throughout the State. The last 16 years have seen a most extraordinary change in the relative prosperity of South Australia which, from being one of the poorest of the Australian States, now ranks high amongst the most prosperous. On the basis of net income per head, as disclosed in income tax returns to the Commonwealth, South Australia ranks above every other State but the richly endowed and compact State of Victoria. On the basis of value of production per head in primary and secondary industries combined South Australia, according to the latest figures available, was actually the highest in Australia.

I have previously stated my opinion to this House that if we had been able to secure the return of income tax powers to the State, and so reap for the State the reasonable rewards of the magnificent productive achievements of its people, we should have been entirely independent of the necessity to secure special financial assistance from the Commonwealth. As

it is, we are still dependent upon assistance recommended by the Commonwealth Grants Commission, though in a decreasing degree. I have heard it said from time to time that this represents charity on the part of other States, but I will show soon that any grant from the Commonwealth, either in the form of tax reimbursement, or as the result of a recommendation of the Grants Commission, or as a *per capita* grant, has actually been more than provided by this State already. In fact, we only get back a small portion of what has already been supplied by us.

Mr. Geoffrey Clarke—By our taxpayers.

The Hon. T. PLAYFORD—Yes, because our taxpayers today are ranked amongst the best payers in the Commonwealth. Any grant that we receive is not given to a mendicant State, but to a State that has already provided much of the fund from which the money is paid. It would be useful if I now gave the House some broad indication of the activities through which this £1,800,000 surplus actually accrued. The full details will be available to the House when I present my next Budget. Revenues actually exceeded the 1953-54 Estimates by £1,020,000. This was in part effected by an abnormal number of large estates which came up for succession duties assessment during the year. Members will realize that no Treasurer can ever accurately assess succession duties, because they depend upon many things for which no average can be struck and upon which no previous information can be of much value. Succession duties depend not only on the number of deaths, but on how large the estates are and on how large are the successions to beneficiaries. If a large estate comes up for duty and it is divided between a large number of beneficiaries the amount collected by the State is relatively small, but if the estate is left to only one or two beneficiaries the taxation collected is relatively high.

The yield of racing taxes appreciably exceeded the estimate, whilst the recoveries of public utilities and other departmental activities were uniformly high. Worthy of particular mention are railways earnings. This undertaking is doing an increasingly efficient and effective job of work under conditions which still present many problems. I had estimated that the railways would improve on the previous year by about £1,000,000, which in itself would have been an excellent achievement. The railways beat that target by a further £200,000. I think the railways figures provide the answer to some of the criticism we sometimes hear about their place in a modern

community. In 1939-40 the railways carried 337,000,000 ton miles of goods. In the year before last they carted 614,000,000 ton miles, and in the year under review they carted 640,000,000. Consider what the cartage of that vast quantity of commodities over our public roads would mean. That is an effective answer to criticism of the railways.

Mr. O'Halloran—You would not be able to see the State for the dust cloud.

The Hon. T. PLAYFORD—That is entirely correct. On the expenditure side of the accounts the actual requirements were about £780,000 less than were anticipated 12 months ago. In some part this saving was due to more efficient and economical working. In this connection again the railways made a notable contribution through lower fuel and operating costs. Each of the double diesel units that we now use on the railways is responsible for a saving of about £50,000 a year in operating costs. Further, they each bring in another £30,000 additional revenue annually, so the experience overseas, particularly of the United States, is consistent with ours in the savings which diesel locomotives can effect. The House must earnestly consider in the near future the extent to which we can employ more diesel locomotives, for I believe they offer some solution of one of the great problems we have faced for many years.

In some appreciable measure, however, the savings in anticipated expenditure are a matter for regret rather than congratulation. Despite the utmost efforts to augment staffs and facilities in our public hospitals, we were not able to make all the improvements we had hoped. A similar situation, though less serious in degree, occurred with our other social services. In addition, the public utilities, including railways, harbours, and water supply, were unable, because of serious labour shortages, to carry out the extent of maintenance and rehabilitation which was not only desirable but really urgent. Of course, it is the same conditions of prosperity and full employment which brought about the buoyancy in public revenues which also restricted the capacity of social service and public utility departments to carry out fully their programmes.

Whilst we have not been able, because of the high degree of prosperity and economic activity in the State, to do all we would have wished in the way of providing governmental services, we recognize that never have the South Australian people been so well provided for, or had so high a standard of living. The Leader of the Opposition is usually

extremely accurate in his remarks and quite logical, but yesterday his political inclinations apparently led him beyond what he intended to say. He said:—

Recently we have had a spate of propaganda from the Commonwealth Government regarding the inflationary forces which are still pressing heavily on the economics of the nation and saying that something should be done about it. That sort of thing is usual from that type of Government. Whether State or Commonwealth, it is always able to bring forward a bogey which is more or less innocuous, and then, after scaring the people, it finds that the world goes on and nothing is done. Whatever the measure of stability achieved in this matter, and it is not a great measure, it has been achieved entirely at the expense of the workers. In the achievement great injustices have been done to them.

I can prove the inaccuracy of that statement within a few minutes. I think his Party engages in as much propaganda as any Party and the Leader of the Opposition is probably more competent than any member in that respect. With housing, the demand is still ahead of the supply, but never in the history of the State have we been so well supplied with homes, or with such a good standard of homes. The demand exceeds the supply simply because we can afford to have even more and better homes. Immediately pre-war, when there was ample material and labour to extend housing activity, new homes were being constructed at the rate of no more than 2,000 a year. Now the rate of building is nearly 9,000 homes a year. Since 1938 the generation of electric power for industrial and domestic purposes has increased five-fold, and the consumption per head nearly four-fold. Are those figures consistent with the injustices to the workers about which the Leader complains? Are they consistent with a low standard of living?

Mr. O'Halloran—Those figures do not compensate the basic wage earner.

The Hon. T. PLAYFORD—I will refer to the basic wage earner presently. I will give the Leader a garden party if he can find one basic wage earner in this State today. The greater part of that increase in generation and consumption has been provided since the formation of the Electricity Trust only eight years ago. The domestic consumption of electricity in the average South Australian home, for necessities, comforts and minor luxuries, has increased to about four times as much as in 1938, thus contributing greatly to the real standard of living. The South Australian people have more radios, more private cars and, at the same time, higher savings bank balances, than have the people of the other Australian

States. Before the war 115,000 wireless licences were issued annually but today there are about 220,000.

Mr. McAlees—The licence fee has doubled.

The Hon. T. PLAYFORD—Notwithstanding the higher fees, the number of wirelesses has increased. That supports my contention that workers are better off. Before the war, motor registrations totalled 100,000 but today they are approximately 220,000. I point out to members opposite that there cannot be 220,000 capitalists in this State, so some motor vehicles must be owned by the down-trodden basic earner the Leader seeks to turn our thoughts to. The average Savings Bank deposit in this State today—including men, women, children, the basic wage earner and the baby born yesterday—is £161.

Mr. Macgillivray—What is the State debt?

The Hon. T. PLAYFORD—It is probably about £230 per capita.

Mr. Macgillivray—Then the baby born yesterday is faced with that?

The Hon. T. PLAYFORD—That is so, but I have never heard of any person who is prepared to sell out his rights and privileges in this State for £230. Secondary industries have undergone a revolutionary expansion, contributing greatly to the employment, income and provisioning of our people. Last year exports from this State totalled £110,000,000 and imports £50,000,000. As a result we had a favourable trade balance of £60,000,000. That is not the highest favourable trade balance we have had. The previous year, when wool prices soared and import restrictions operated, the trade balance was approximately £80,000,000. At that time free trade was deliberately denied because of another factor the Commonwealth had to stand up to. At present the number of unemployed in South Australia is less than 100 but 18 months ago it was about 1,200. The average wage for male adults in South Australia today is £16 a week.

Mr. O'Halloran—Does that figure include salaried men as well as daily paid workers?

The Hon. T. PLAYFORD—That is the average wage of all male adults. A year ago it was £14 17s. In other words, the average wage has increased by £1 3s. in 12 months.

Mr. Macgillivray—What is your authority for those figures?

The Hon. T. PLAYFORD—They are taken from statistical records. It is not a general statement but one based on actual fact. In the

previous year the average male wage was £13 18s. a week. These figures disprove the comments by the Leader of the Opposition.

Mr. McAlees—We will have to look into the figures.

The Hon. T. PLAYFORD—Yes. They completely disprove the statement by the Leader of the Opposition.

Mr. O'Halloran—The Arbitration Court is my authority.

The Hon. T. PLAYFORD—If the honourable member can get the Arbitration Court to substantiate his statements I will give two garden parties.

Mr. Dunks—He did not quote any figures.

The Hon. T. PLAYFORD—He could not quote any, and the Arbitration Court has said time and time again that the wage increases have exceeded cost of production. The court called a halt on increases in wages.

Mr. McAlees—Who told them to do that?

The Hon. T. PLAYFORD—That remark impugns the honesty of the judges of the Arbitration Court, and I do not think the honourable member wants to do that. The judges of that court are as free to give a decision as are other judges in Australia.

Mr. Dunks—Did not someone tell the Arbitration Court what it should do?

The Hon. T. PLAYFORD—It was said that the Commonwealth Government would intervene.

Mr. O'Halloran—Mr. Holt said it.

The Hon. T. PLAYFORD—I do not care who said it. Dr. Evatt said he would put up a case. He said that if the Labor Party were returned to office he would help the workers: in fact he promised to help everybody. Whichever way we look at the economic position we see that the State has made great progress in almost all its activities. Its finances are good and it is solvent. The people are enjoying a higher standard of living than ever before. I believe that the people recognize what has been achieved. It has not been done by the Government but by the people exercising their initiative. Any well conducted society will go forward more rapidly if the people are permitted to build themselves up instead of their being systematically levelled down.

I do not intend to speak at length in this debate. There are many important legislative matters to be considered by Parliament. Some of the legislation to be introduced has not yet been dealt with finally. Although our economic position is relatively good it must not be forgotten that our prosperity ultimately depends

upon the prosperity of our primary industries. If they cease to be prosperous we will be in a serious economic plight. I have noticed with much concern that in the last two or three years costs of production have been steadily rising whereas prices of our commodities on overseas markets have been falling. At present many of our primary industries are faced with the cost factor. I could mention half a dozen. The flour milling industry has lost its export markets because overseas buyers prefer to get the wheat and do the milling themselves. It is cheaper for them to do that than to buy our flour. A similar problem confronts the wine and dried fruits industries. Although some of our dairy industries are being heavily subsidized by the Commonwealth overseas markets are being lost.

Mr. O'Halloran—That has no effect on the price of dairying land.

The Hon. T. PLAYFORD—I agree, and it is something we should watch closely.

Mr. O'Halloran—And do something about.

The Hon. T. PLAYFORD—The Leader of the Opposition has not suggested any way in which the problem can be solved. This

week the wheat industry was the subject of careful examination by the combined Governments of Australia. The best indication of the level of prosperity in a country is the monthly bank clearance. Now in South Australia it is £20,000,000, whereas in pre-war years it was only £3,000,000. This has not been achieved at the expense of the basic wage man, but with his co-operation. I and members of the Government Party appreciate that no community can go ahead unless the people in it are prepared to give of their best in the interests of their own families and the community generally. I support the motion and reiterate that although I am speaking early in this debate it does not mean that matters brought forward by members will be overlooked by the Government. The departments concerned will carefully consider all constructive suggestions.

Mr. HUTCHENS secured the adjournment of the debate.

ADJOURNMENT.

At 4.14 p.m. the House adjourned until Tuesday, August 3, at 2 p.m.