

HOUSE OF ASSEMBLY.

Wednesday, August 11, 1954.

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

QUESTIONS.

COUNTRY SEPTIC TANK SYSTEMS.

Mr. O'HALLORAN—Representations have been made to me from a number of sources that, as it will be a considerable time before it is possible to sewer all country towns, the Government should consider a system under which a subsidy might be granted to householders to enable the installation of septic tanks. It is suggested that, if such a scheme is approved by the Government, inquiries might be made in towns that are interested to see whether they are suitable for such installations, and in those towns found suitable a poll of ratepayers taken to determine whether they would accept such a system in lieu of sewerage. Will the Premier have the Government consider this matter?

The Hon. T. PLAYFORD—The matter of country sewerage has engaged the attention of the Government for a considerable time, and various proposals have been examined, including that mentioned by the Leader of the Opposition. It is expected that legislation will be introduced this Session to deal with this matter, and its precise terms are at present being worked out by Treasury officers and me; but, although the Government, obviously, cannot make money available to spend on private properties at a lower rate of interest than it has to pay for that money, it desires to make money available at the lowest possible rate consistent with a proper scheme. Two features of such a scheme would have to be considered. Firstly, we would require a certificate from the Engineering and Water Supply Department that the area concerned was capable of adequate control by a septic tank system. It would not be suitable to have large septic tank systems in many towns and it would be necessary to examine any proposals and be assured as to their suitability. For instance, the member for Port Pirie (Mr. Davis) would agree that a septic tank system for Port Pirie would be quite impossible and inadequate. The second point that we will probably bring before Parliament this year is the limitation of 1s. 9d. set by the Act on the amounts recoverable by rating on any sewerage scheme. This is so inadequate that if continued would mean it would be impossible to sewer many of the country towns without enormous losses.

That limit has become unreal; it was established at a time when the value of money was totally different from today. Close attention is being given to these two matters, and one or both of them will come before Parliament this session.

ENFIELD HIGH SCHOOL.

Mr. JENNINGS—Recently I raised the matter of what I claimed was undue delay in the erection of a fence around the Enfield High School, and pointed out that the matter had been approved by the Education Department and handed on to the Architect-in-Chief. Since that statement I believe the Minister of Works, who is responsible for the Architect-in-Chief's Department, has had the matter investigated and I ask him if he has any further information?

The Hon. M. McINTOSH—Yes, and I trust it will be satisfactory. A contract was let originally for the erection of lavatory blocks and a certain section of cyclone fence, the balance to be post and wire. The Education Department subsequently desired that the whole fence should be of the cyclone type and this was arranged with the contractor as an extra to his contract. The land needed filling for that type of fence, and that was done. The work could not proceed until the filling consolidated, which of course owing to seasonal conditions took some time. All the materials for the fence have been prepared by the company for erection. They have advised that it will be commenced this week and that if the filling is not sufficiently consolidated they will surround the footings of the posts in concrete to overcome further delay. The position in regard to wire and steel is so desperate that the Cyclone Company is importing wire in order to expedite the delivery of its orders. Having the assurances given by the company, I feel sure that the work will be carried out without further delay. In fairness to the Cyclone Company I point out that great difficulty has been experienced in obtaining wire even for urgent fencing for primary producers, so it will be seen that it seems to be giving this work a high priority.

NEW STOP SIGN LAW.

Mr. HAWKER—Recently the Road Traffic Act was amended to give traffic stopped at stop signs the right of way over vehicles on the left. In a lower Court recently it was ruled that a man turning right into the stream of traffic did not have right of way over traffic on his left.

This has caused much confusion and I ask the Premier whether any steps have been taken to rectify the position?

The Hon. T. PLAYFORD—No action can be taken to set this question beyond doubt except by an alteration of the Act, which is being examined.

WALLAROO JETTY CONVENIENCE.

Mr. McALEES—Has the Minister of Marine anything further to report about the construction of a convenience at the shore end of the Wallaroo jetty which has been promised for some time but has been held over?

The Hon. M. McINTOSH—I am advised by the secretary of the Harbors Board, following on the representations made by the honourable member, that construction drawings are now completed except for the fixation of the exact location of the building and its foundation level to obviate drainage troubles. A surveyor will proceed to Wallaroo early next week to determine these matters, and it is expected that a call for tenders will be made in a month's time.

STOCK FEED PRICES.

Mr. W. JENKINS—Following on the drastic fall in the price of pigmeats, I ask the Minister of Agriculture whether he can tell me the cost of feed wheat and barley this year and last year, and state whether pigmeat prices have reached export prices and are likely to stabilize at that level?

The Hon. A. W. CHRISTIAN—I have been able to secure some information on the matters raised by the honourable member. This year the price of feed wheat at principal terminal ports is 14s. 1½d. a bushel for 600-bag lots or over, and 14s. 3½d. for lots under 600 bags, plus in each case the cost of the bags of 26s. a dozen. Last year the prices were 13s. 11d. for the large lots and 14s. 1d. for lots under 600 bags; and the extra cost for bags was 36s. a dozen. The current price for barley is 10s. a bushel for two-row barley, and 9s. 10d. for six-row. That is the price at stations where delivery is taken. Last year's prices were 12s. and 11s. 10d. respectively. For the season before they were 10s. 6d. and 10s. 4d.

In regard to pigmeat prices, the State representative of the Australian Meat Board (Mr. Rice) issued a statement last week disclosing that there is still an agreement in force with the British Government regarding the purchase of pigmeats, which expires on September 30, but under that agreement the export prices, worked back to the actual "delivered to

works" value, were:—Frozen porkers, first quality 60 to 90 lb., 25.84d. a lb.; 91 to 100 lb., 23.05; and 101 to 120 lb., 19.56. The prices for frozen baconers were:—First quality 121 to 160 lb., 19.22d. a lb.; the heavier ones, 161-180 lb., 16.1d. a pound. The abattoirs prices at the last market last week for the classes of frozen porkers I have referred to were 31d. to 33d. a pound, about 5d. to 10d. above the export value; for the larger frozen porkers 24d. to 26d., for baconers of the smaller size 23d. to 26d. and for larger ones 17d. to 18d. It can be seen that the price for the larger baconers was close to the export value of that grade. I could not possibly prophesy whether the home market price will ever equal the export price. As a matter of fact, the export prices for pork may fluctuate considerably once that agreement expires. Pork will then be on the basis of other meats—a free trader to trader basis. Reports from the Agent-General indicate that meat prices in the free market at Smithfield are settling down, although at first there were violent fluctuations. I cannot say whether there will be any increase or decrease in pork prices. Considerable quantities of pork are coming to South Australia from Queensland and this is having a depressing effect on our market. That downward trend may continue, although no one could accurately forecast what may occur.

Mr. PEARSON—Can the Minister say whether the price he quoted for feed barley includes the cost of cornsacks, which is a material factor in the overall price of the grain, and whether feed barley purchased in small quantities costs more than that purchased in large quantities?

The Hon. A. W. CHRISTIAN—The price of barley includes the cost of the bags, and there is no difference between the price whether in large or small quantities.

WHARF IMPROVEMENTS.

Mr. STEPHENS—The Harbors Board has done good work in constructing new wharves and making improvements at Port Adelaide but some wharves are still in a bad state of repair. Can the Minister of Works say whether anything will be done to improve those structures?

The Hon. M. McINTOSH—In the development scheme prepared by the Harbors Board and now before the Public Works Standing Committee, the demolition of berths 13 and 14 was provided for. An estimate of the work involved was presented to the Committee. Following on an inspection yesterday with members

of the Harbors Board, I will be submitting to Cabinet revised proposals for the construction of a **modern** reinforced concrete wharf on the south side of number 2 dock. This would necessitate the demolition of the present old wooden structure which has reached the stage where the railway lines have to be removed. Even then it will be incapable of handling heavy cargo. A project of this nature, which is part of the Board's plan for the development of Port Adelaide, is already before the Public Works Standing Committee but the Board's revised proposals involve the installation of electric wharf cranes and in consequence the type of wharf and the estimates of costs originally submitted to the Committee will need to be revised. The main cargo which this wharf will handle will be iron, steel and phosphate rock. The revised plan provides for an overall length of 1,000ft. with a minimum depth of 32ft. at low water. It will have to be referred to the Public Works Committee and until its report is received it will not be possible to proceed with the work.

HOUSING SITUATION.

Mr. DUNNAGE—Senator Spooner, Commonwealth Minister of National Development, is reported in the press to have said that the costs of house building had levelled out since 1951 and that we are catching up on the housing position. I think that all members are having more and more people come to them asking for help in obtaining houses. Does the Premier consider that what Senator Spooner said applies to South Australia, for I feel that it is not correct in respect of this State?

The Hon. T. PLAYFORD—I will obtain such information as I can. The only practical information would be what could be supplied by the Housing Trust in regard to the number of applications outstanding and the number being received each week and that would afford an opportunity for a comparison of the situation. Other than that any broad statement is very likely to be inaccurate.

DECENTRALIZATION OF HOSPITALS.

Mr. MACGILLIVRAY—For a long time I have been somewhat perturbed about the wisdom of building all our hospitals in the metropolitan area. Everyone knows that the public conscience is somewhat exercised as to what would happen in a big capital city in the event of an enemy attack, and it seems to me that as we have practically the whole of our hospital accommodation in the Royal Adelaide Hospital, plus the Queen Elizabeth Hospital

when completed, it would be quite possible to lose the major portion of our medical profession, trained nursing staff and medical equipment in one fell swoop; probably one or two bombs of the modern type would wipe out the bulk of our medical resources. With modern roads and ambulances it should be feasible to remove some of our hospital facilities out, say, 25 miles into the foothills, thereby giving a reasonable degree of security. I have no doubt the Government has considered this problem and, if so, I shall be glad to hear its decision.

The Hon. T. PLAYFORD—For a number of years the Government has been assisting to build up the country hospital system and it is of interest to note that last year only about half the available beds in subsidized hospitals were used. The position in the city is more difficult than in the country. Where there are large centres of population and people who have to attend hospitals daily for treatment, as well as those who desire to visit sick relatives and friends, it is desirable to have hospitals reasonably contiguous to their places of abode or employment. I assure the honourable member that the country hospital system is being built up. Additional subsidized hospitals have been established and the country hospitals run by the Government have been enlarged in their scope. Additional accommodation is being provided for them. Take the southern district. As the honourable member knows, at Mount Gambier a very large hospital is being established and this type of work will be continued. I assure the honourable member that, from the aspects of decentralization and of seeing that the most adequate cover is provided, hospital services are being planned.

SCHOOL BUSES.

Mr. WHITE—From inquiries that are made to me from time to time it is apparent that a good deal of dissatisfaction exists amongst those who have contracts with the Education Department to convey children by bus to various schools in country areas. It appears that the amounts paid to them are insufficient to enable them to provide for depreciation on their buses so as to build up funds to keep them up-to-date and eventually replace them. Bus drivers that I know are desirous of giving a good service and they try at all times to provide for the comfort and safety of the children they convey, but they are apparently handicapped by the low hire charges the department is prepared to pay. Seeing that the conveyance

of country children to large schools is becoming more and more a general practice, has the Minister of Education, during his short term of office, considered raising the fees paid to bus drivers, and, if not, will he investigate the matter at the earliest opportunity?

The Hon. B. PATTINSON—I have investigated the problem generally and, speaking from memory, I am pleased to say that the department is transporting daily about 10,000 country children to and from school. About 15,000 miles per day are covered by about 350 separate bus services; that is, buses owned by the department, subsidized buses, or buses belonging to independent contractors. This service is costing us about £1,200 per day and I am sure that not only the Education Department but the Government and Parliament are very pleased that we are providing it, for it gives country children as nearly as possible an equal opportunity for education with children in the metropolitan area. As I understand the position, some upper limits to be paid to the independent contractors were fixed a few years back, either by my predecessor or by the Government; I have been looking at some of them and, although I do not want to commit the department or myself, I think there is a need for a greater flexibility in the amounts paid. I think in some of the inner country areas where the contractors are running on comparatively good roads they are adequately recompensed, but in some of the outer areas, such as Eyre Peninsula, I think there is a claim for a larger payment. I am looking into the position, and, although as a lawyer I am one who values precedents, I do not think we should be bound in the present and the future merely because some precedent has been laid down as to the upper limits. I can assure members that within my powers I am prepared to treat every contract on its merits, and, if a good case is made out for an increased amount, to take the whole matter up with my colleagues in Cabinet to see whether these limits could be increased in given cases.

PORT PIRIE RAIL SERVICE.

Mr. DAVIS—Has the Minister of Works a reply to my question of last week regarding the use of Budd cars on the Adelaide-Port Pirie service to take the place of trains running on certain week nights?

The Hon. M. McINTOSH—The honourable member said that there were no trains from Adelaide to Port Pirie on Tuesdays, Thursdays,

and Saturdays or from Port Pirie to Adelaide on Mondays, Thursdays and Saturdays. I understood him to mean there were no night trains on those days in either direction. The actual timetable is set out in the following schedule:—

Adelaide to Port Pirie:

Sundays ..	6.00 p.m.	—	—
Mondays ..	7.50 a.m.	1.15 p.m.	6.45 p.m.
Tuesdays ..	7.50 a.m.	—	—
Wednesdays ..	7.50 a.m.	1.15 p.m.	6.45 p.m.
Thursdays ..	7.50 a.m.	—	—
Fridays ..	7.50 a.m.	1.15 p.m.	6.45 p.m.
Saturdays ..	7.00 a.m.	1.15 p.m.	—

Total—14 passenger trains per week.

Port Pirie to Adelaide:

Sundays ...	5.25 p.m.	—	—
Mondays ..	8.40 a.m.	12.30 p.m.	—
Tuesdays ..	8.40 a.m.	12.30 p.m.	5.20 p.m.
Wednesdays ..	8.40 a.m.	5.20 p.m.	—
Thursdays ..	8.40 a.m.	12.30 p.m.	—
Fridays ..	8.40 a.m.	5.20 p.m.	—
Saturdays ..	7.25 a.m.	12.30 p.m.	—

Total—14 passenger trains per week.

It means that there are 14 passenger trains a week each way. The report furnished by the Railways Commissioner through the Minister of Railways states:—

Consequent upon the working of the fourth East-West express from Adelaide to Perth on Saturdays, it became necessary to cancel the evening passenger train because the patronage over an extended period did not average 30 per train, and there is no reason to believe that an evening passenger train on Saturday, worked with a rail car, would provide any additional business. In fact, the general experience now is that with five-day-a-week working persons visiting the city from Port Pirie do so on a Friday evening and return home to Port Pirie on Sunday evenings, and the same applies to persons finishing work in the metropolitan area on Friday—they travel to Port Pirie that night and return from Port Pirie on Sunday evening. For the above reasons it is not intended at present to run the new rail cars between Adelaide and Port Pirie on the days referred to by the honourable member.

GLENELG SEWAGE TREATMENT WORKS.

Mr. LAWN—Has the Minister of Works any further information in reply to my question of last week regarding the use of effluent from the Glenelg sewage treatment works?

The Hon. M. McINTOSH—I have received a long report from the Acting Engineer for Water and Sewage Treatment which I shall be glad to let the honourable member peruse. It is along the lines that the effluent would be satisfactory for gardening purposes and could be so used. The Engineer for Water and Sewage Treatment (Mr. Hodgson) submitted a

report on the subject some time ago, on which the Engineer-in-Chief has commented:—

It will be seen from the above report that the department has already given consideration to the use of effluent from the treatment works for the beautification of the immediate surroundings and also for the proposed national pleasure resort to the north and east of the works. Although the effluent at Glenelg contains a fairly high salt content through infiltration from saline ground, it would be quite suitable for many types of plants and, therefore, its utilization for the purposes mentioned would be well worthwhile.

The effluent from the works amounts to about 5,000,000 gall. a day, so it could be used with great advantage on such a scheme.

NED'S CORNER PIPELINE.

Mr. STOTT—Can the Minister of Works say whether the Engineering and Water Supply Department granted approval for the extension of a pipeline to the Ned's Corner Pastoral Company of Victoria? If not, when will that approval be granted? Is it not a fact that many requests in this State for water extensions have not been granted and, if so, why has the department approved of a supply to a Victorian company before providing those extensions?

The Hon. M. McINTOSH—This matter involves an indirect service by a $\frac{1}{2}$ in. pipe for two or three miles, and it is estimated that the service will take off about a gallon a minute during the summer; therefore, I do not think the quantity taken or the cost of taking it will affect anyone. The department is not doing the work, but has merely given permission for this indirect service off an existing service.

STERILIZATION OF HOTEL GLASSES.

Mr. WILLIAM JENKINS—Will the Premier instruct the officers of the Central Board of Health to maintain a stricter supervision over glass-washing apparatus in hotels, particularly on racecourses and trotting tracks?

The Hon. T. PLAYFORD—I will take up the matter with the Chief Secretary.

BLANCHETOWN FERRY AND PUBLIC WORKS INQUIRIES.

Mr. TAPPING—Yesterday, in reply to a question by the member for Mitcham on the estimated cost of the second punt at Blanchetown, the Minister of Works said that it was expected to cost £48,000, including ferry landings and approach roads. As this is a controversial matter and the estimated cost exceeds

£50,000, can the Minister say why this project was not referred to the Public Works Committee?

The Hon. M. McINTOSH—The Public Works Standing Committee Act prescribes that any project estimated to cost more than £30,000 shall be submitted to the committee, but this project was not referred to the committee for two reasons. Firstly, as the money will come from the Highways Fund, I doubt whether such a reference would be necessary because the allocation of the money appropriated would not come from Parliament. Secondly, many works originally estimated to cost less than £30,000 have exceeded that estimate and cannot be halted half-way simply because of that.

Mr. Tapping—But this is big margin.

The Hon. M. McINTOSH—Many works estimated in 1950 to cost £30,000 would today cost three times that amount because of the increased costs of steel and other materials. It is by no means an extraordinary increase.

Mr. STOTT—Following questions asked by Mr. Tapping and Mr. Dunks, the Minister of Works said that the estimated cost of the Blanchetown ferry is £48,000. I think he is correct in his first assumption that the money was allocated from the Highways fund. If amounts of over £30,000 are allocated from the Estimates to the Highways Department, Railways Department and Harbors Board, is it necessary for them to refer the proposed works to the Public Works Committee?

The Hon. M. McINTOSH—The Railways Department and Harbors Board submit proposals costing over £30,000 for consideration by the Public Works Committee. The estimate at the time of commencing the Blanchetown ferry was less than £30,000, but the estimated completed cost is £48,000. Frequently matters are referred to the Public Works Committee when it is perhaps not mandatory to do so. In this case the two reasons that I gave before apply. They are firstly, that on the first estimate the cost did not reach the £30,000 limit and, secondly, even if it had it was probably within the province of the Commissioner of Highways with the powers he then had to carry out the work. I will bring down a more complete reply to the points raised by Mr. Tapping, although I think my first statement will cover the position.

TOWN PLANNING.

Mr. DUNKS—This morning I attended the conference of town planners being held in this city and heard a paper delivered on housing in Adelaide, in which the speaker particularly

referred to the suburbs in which homes are being built today. He spoke of the great building activity in the south-western part of the metropolitan area and said that most of the industries are situated in the northern, north-western or southern suburbs, which has created a transport problem for the people working in those industries but living in the south-western suburbs. When considering future building activities by the Housing Trust, would the Premier bear in mind that it might be better to keep out of the south-western suburbs and build in other suburbs where the transport problem would not be so great?

The Hon. T. PLAYFORD—At times there appears to be some confusion in the planning of industries and cities. One school of planners say that one area should be set aside as an industrial area and another as a housing area, but that immediately brings up the problem that everyone must travel a considerable distance between the two. This question will be receiving the attention of Parliament tomorrow, so that honourable members will then have an opportunity to express their ideas in a debate on a Bill dealing with this problem.

NEW SCHOOLS.

Mr. JENNINGS—Will the Minister of Education bring down a report on the proposed new primary school in the rapidly growing Croydon Park area?

The Hon. B. PATTINSON—I shall be pleased to do so.

Mr. DAVIS—Has the Minister of Education anything further to report on the preparation of plans for the new Risdon Park school?

The Hon. B. PATTINSON—In the provisional works programme of the department for 1954-55 it was proposed to erect a new school at Risdon Park, which would contain 10 classrooms, library, office staff rooms, storerooms, cloakrooms, and lavatory accommodation. The ground formation and fencing would also be involved. It was indicated that the school was required by February, 1955. The Architect-in-Chief subsequently pointed out to the Education Department that much work was involved in the preparation of the plans and all the other preliminary work, and that, if the project were to be submitted to the Public Works Committee for inquiry and report, it was doubtful whether a 10-room school, costing about £47,500 could be completed by February. The department was again seized with the urgency of the problem, and to avoid delay it was proposed last week that the school

should be of six classrooms plus office, staff-rooms, storerooms, lavatories, etc. The estimated cost of the smaller school is £29,000. It is just a happy coincidence that this is below the £30,000 limit, but the happy result to the honourable member and the residents of Risdon Park is that we will proceed immediately with the work. Men were sent to Port Pirie on Monday last to commence preliminary work and I am hopeful, in fact confident, that the work will be completed for the opening of the school year next February.

ADDRESS IN REPLY.

Adjourned debate on the motion for the adoption of the Address in Reply.

(Continued from August 10. Page 321.)

Mr. WHITE (Murray)—At the beginning I wish to congratulate the mover and seconder of the motion, who dealt with subjects that are worthy of thought and consideration. I wish to associate myself with the remarks relating to the recent visit of Her Majesty Queen Elizabeth and her consort the Duke of Edinburgh. It was a joyous occasion of great national importance and the arrangements connected with it met with the approval of our people and generally reflected credit on those responsible for them. I pay a tribute to the work done by the Police Force. Although they had to handle phenomenal congestions of traffic, both pedestrian and vehicular, during the whole of the time the Queen was here I did not see one cross policeman nor hear one address anybody in a discourteous way, despite the fact that they were working very long hours and must have felt very tired. The success of the visit was due in no small measure to the splendid way in which they handled traffic, and I find pleasure in mentioning their work during this Address. Our Queen by her beauty, personality and complete understanding of the affairs of people is adding prestige to the British Crown, and the fact that she is prepared and anxious to travel to all her dominions is strengthening the ties of our Empire and helping in no small way to extend to all parts of the world the goodwill of the British Commonwealth of Nations.

I join with others in extending my congratulations to those who since the last Session have been elected to Cabinet rank. The member for Glenelg, Mr. Pattinson, has been appointed to the important office of Minister of Education, a most important office because it is connected with the training of our young

people who are of course the future citizens of our State. I know that the new Minister will come up against many big problems created, mainly in providing new schools and more teachers for an ever increasing number of children seeking both primary and secondary education, but in dealing with these I feel that he can rest assured that he will get the fullest co-operation of all members of this House. I wish him well in his work. Since the last session the former Minister of Agriculture, Sir George Jenkins, has resigned from office. I pay a warm tribute to him for the valuable work he carried out in his department and for our agricultural industries. Under his wise guidance this important department became a real driving force in South Australia. Great progress was made in agricultural practice during his time, and the part he played has been acclaimed by those who served under him and by agriculturists generally. I hope he will be spared for many years to carry on his work as a member of Parliament. The member for Eyre, Mr. Christian, who has been appointed Minister in his place, has had a long association with land and with this Parliament. I am sure he will prove a worthy successor to Sir George Jenkins, and I wish him every success. The Honourable Norman Jude, M.L.C., has been appointed Minister of Railways, Local Government and Roads. The work that comes under his control is vital to our country districts as well as to the city. Roads are badly needed in the country, especially in newly developed areas, and the growing importance of road transport to our economy makes the maintenance and reconstruction of old roads and bridges urgent. I know the new Minister is alive to these matters and I wish him success in carrying out his work.

Clause 14 of the Governor's Speech refers to the activities of the Electricity Trust. It is pleasing to note that the trust's business is expanding rapidly. Consumers are increasing at the rate of 1,000 a month, and a good proportion of new consumers are in the country. Mention has already been made in this debate of the opening of the power station at Port Augusta on July 23. Every member who attended that function was impressed with the potentialities of this project and the magnitude of the work already accomplished. When an adjoining unit has been completed this will be the largest power plant in South Australia consuming fuel produced in this State, thus making us independent of outside fuel supplies and immune from the effect of industrial troubles in other places. From Port Augusta

power will be distributed, directly or indirectly, to all parts of South Australia except the South-East, which will draw supplies from another station in that area producing electricity from waste products from local forests. The extension of power lines in country districts is a progressive step.

Mr. O'Halloran—Why not develop Moorlands?

Mr. WHITE—When the time is ripe Moorlands will be used. I believe some members opposite have never visited Moorlands. I have, and I know that much investigational work has been carried out there. Over an area of about 1,100 acres bore-holes have been sunk at about every chain to find the depth of the seam and the overburden. From these investigations we hope that it will be discovered eventually that there is sufficient coal at Moorlands to be worked on the open cut method.

Mr. Corcoran—How long does "eventually" mean?

Mr. WHITE—I leave that to the honourable member, but investigations have been going on. Moorlands covers a wide area and the Mines Department is still working there on a dual purpose job. It is putting down bore-holes for farmers in that locality and keeping statistics of coal and other deposits. Gradually data are being accumulated which I am sure will lead to the development of the field. I listened with much interest last night to the speech by the member for Burra. I thought he was perhaps somewhat dissatisfied that all country dwellers could not get power supplies from the Electricity Trust, but I think we should remember that many of our country areas are sparsely populated, and at the moment it may not be possible, except at high charges, for the trust to supply them with electricity. However, thousands of people on the land are being supplied from the trust's lines. This is the most practical means ever attempted in South Australia for decentralization. The home is inseparable from any rural industry. It follows therefore that if the farm home is well appointed and comfortable there is a big inducement for people, young and old, to remain in those industries. Nothing adds more to the comfort of a home than electricity, for it provides good lighting and enables the housewife to have numerous machines and gadgets that take the drudgery out of her work. Further, lights can be provided in sheds for outside work, and electric power is quick, efficient, clean and economical. The farm workshops can be equipped with

up-to-date machinery, and worthwhile hobbies can be pursued in spare time. Considerable savings can be effected each year in repair bills. Recently, of course, many farms have had their own supply plants, but their capacity is limited, so a connection with the trust's power lines is of advantage. Ample supplies of A.C. current on a farm add glamour to life on the land and must create a desire for many to seek and remain in rural occupation.

The extension of A.C. current to country towns has also had a beneficial influence. Most people, when they reach a certain age, retire from active work. They like to settle down where they can enjoy the comfort of a home, whether large or small, that is reasonably well appointed. If our country towns can provide this many people will retire in them because they prefer to remain amongst their friends or with people who have had similar interests in life. Murray Bridge is now connected with the Osborne power station and the work of changing from A.C. to D.C. current has been completed. The corporation has always tried to make Murray Bridge a good residential area by assisting sport and all the other things people like to do in their leisure time. At present, four new families a month are settling in Murray Bridge. They are retired persons from the Murray mallee, river settlements, South-East, hills districts and the agricultural areas north of Adelaide. They are coming to Murray Bridge because they believe it is a town which can provide them with all the amenities offering in the city and at the same time they will be among people who have been interested in the land, and who have a common interest with them. I heard it said last night that if a person wants to meet former farmers from the Murray mallee all he needs do is to join the Murray Bridge Bowling Club. If facilities are extended to country towns a large proportion of the people will remain in them.

There is another aspect to this subject. The supply of A.C. current to country centres must eventually induce secondary industries to these places. The industries will draw people because of the employment offering. It may be too early yet to notice any evolutionary effect of the work of the trust in connection with these matters, but I am confident that what I have indicated will come about and when it does it will help to ease our capital city problems associated with water supply, sewerage, housing, transport, schools, hospitalization and other matters that are inseparable from catering for a large accumulation of

people. I take this opportunity of thanking the trust for the work it is doing in my district and express the appreciation of the people at Mannum of the reduction in electricity charges in that town. Although the reduction was only 3 per cent it is a help to those using large quantities of electricity. Much progress has been made in the last 12 months in the river settlements between Mannum and Murray Bridge. The connections of all holdings in some settlements to the trust's power lines are completed and in others are nearing completion. Last Monday I was at Pompoota and a lady proudly showed me an electric stove which had recently been installed in her home. She regarded that as a piece of real progress.

It was with feelings of gratification that I noticed in His Excellency's speech that it is proposed to extend electricity along the river from Murray Bridge to Wellington. Included in this area is the important town of Tailem Bend. The town supply at present comes from the railway workshops but only D.C. current is supplied and that is not entirely satisfactory for town requirements. The current can only be supplied for a limited distance from the point at which it is generated and consequently there are some places on the outskirts of the town which receive no service and others where the service is inadequate. The people of Tailem Bend are anxiously awaiting a plentiful supply of A.C. current and on their behalf I thank the Premier for his assurance that negotiations between the trust and the Railways Department relating to the changeover are nearing completion.

I wish to avail myself of this opportunity to enter a plea for the extension of power lines in a northerly direction along the river from Mannum to places such as Bowhill, Purnong, Caurnamont, Walkers Flat and Nildottie. The population along this stretch of the river is gradually increasing and small groups of settlers here and there are developing irrigation projects largely for the production of vegetables for the Adelaide market. A good supply of electricity will not only enable them to enjoy home amenities but will provide a convenient form of power for watering their gardens. I pay a tribute to these settlers, many of whom are young people, for the initiative they are showing. They are emulating their forefathers and are surmounting the problems associated with the development of these areas. The enterprise they are exhibiting is opening the way for the private development of other land along the river.

As a representative of a river electorate I would be neglecting my duty if I did not mention the importance of the provision of another bridge over the Murray somewhere between Morgan and Mannum. I am prepared to leave it to engineers to decide the appropriate site. Three sites have been suggested to me, including Blanchetown and Swan Reach. It is obvious that at these places either a long bridge, or a bridge with a long causeway, would be required because of the characteristic high bank on one side of the river and the broad flood plain on the other. The third site suggested is a short distance up river from Walkers Flat where the river runs through some semblance of banks on either side which, it is claimed, would require a shorter bridge and, therefore, a cheaper structure. This project has been talked about for a long time and has been mentioned in this debate. The need for it is undoubted.

Eighteen months ago I went to Blanchetown on Good Friday to witness the traffic problem on a peak day. On the western side of the river a string of vehicles, comprising 104 motor cars, 21 motor cycles and a semi-trailer, was waiting. I watched the traffic for four hours and as rapidly as the ferry took one load across and the line of traffic moved up so other motor vehicles joined the line. A vehicle had to wait four hours to cross the river. I conversed with some of the people and was told that during the busy grape harvest period when grapes are taken to the distilleries in the Barossa Valley there is always a long delay. One man, who described himself as a carrier, expressed it this way—"When we pull up here we bed down for the night." It is obvious that the grape producer must pay for this lost time. If a bridge is not supplied the congestion will increase as time passes. There are several aspects which make this obvious. One is that when the new areas in the Loxton settlement come into full production the volume of traffic between that town and Adelaide must increase. Production in our mallee areas east of the Murray is also increasing because of improved farming methods. Fifteen years ago topdressing in those areas was unheard of, but today it is becoming the common practice with the result that farms, even in areas with an annual rainfall of 11 inches, are carrying one sheep to the acre. All this increased production must result in a greater volume of road traffic across the river.

Further, there is the growing importance of the Murray from the standpoint of tourists. During Easter and Christmas holidays hundreds

of people camp along its banks, and this traffic is also adding to the problem at our ferries, particularly at Blanchetown. Then there are problems associated with high rivers when the ferries cannot operate. On these occasions it is necessary to make a detour of 70 to 80 miles to Murray Bridge, an inconvenience and expense to those who have to do it. The provision of a second ferry can be regarded only as a temporary measure that will give no relief in time of floods. The member for Mitcham, Mr. Dunks, said that people would be prepared to pay a toll if a bridge were put there. I believe that they would, but I want to make it quite clear that their willingness or otherwise to pay a toll should not be the deciding factor as to whether or not this bridge is built; the economic aspect is sufficient to warrant its construction. Let me put it this way. We are piping water from the Murray to Adelaide at a cost of about £9,000,000. We country people do not quibble at this because additional water supplies for the city are essential, but another bridge is just as important for the economic future of the people on the eastern side of the Murray as water is for the future of Adelaide and should be treated with the same degree of urgency.

Mr. Stott—Hear, hear!

Mr. WHITE—Paragraph 23 of the Governor's Speech indicates that the Government desires to encourage the provision of homes for aged people and the sum of £300,000 has been offered to religious and benevolent societies to help in the capital expenditure on such places. I pay a tribute to the Government for recognizing in a tangible way the marvellous work that our religious organizations are doing for the older members of our community. Progress in medical science is creating a longer life expectancy and making the care of the aged one of our foremost social problems. This is something that should receive the support of every citizen. Let us look at this subject from another aspect; if we use the reading of the proclamation under the Old Gum Tree at Glenelg as the starting point South Australia is about 118 years old. When we speak of the aged we generally have in mind people of 75 years of age and upwards. Therefore, it is these people who started to help the State when it was in a very undeveloped condition. It does not matter what occupation a person followed, provided he was usefully employed during the active part of his life he made some contribution to the building of the State and the prosperity and good conditions we enjoy today. It is therefore incumbent upon

the younger generation to see that these people, in cases where it is required, spend the twilight of their lives in comfort and security.

In 1952 a committee was set up in Murray Bridge to probe the question of establishing a home for the aged in that town and some of its findings may be of interest to members. During the course of our investigation we visited several homes for the aged conducted by churches in the metropolitan area and I must confess that I was delighted with what I saw. They were particularly well conducted. Those in charge showed a thorough understanding of old people and, perhaps, what impressed me more than anything else was the desire at all times to remove in every way the institutional atmosphere from these places. The people seemed very happy and contented and praised highly the treatment they received. We were told that there were long waiting lists at all these places, proving that the existing homes are inadequate to cope with the demands upon them. The Murray Bridge committee found that some misunderstanding existed about the function of homes for the aged. Some people are inclined to associate entry into such a home with the stigma of pauperism or rejection by relatives. This need not be so for there are people of independent means who need the protection of these places. It could be argued, of course, that friends or relatives should look after them, but that is not always possible. There are batchelors and spinsters who may have neither friends nor relatives. In other cases children are unable to give their parents the attention they require because of family ties or their own illness.

There are numerous cases of old married couples quite able to fend for themselves whilst they are both alive, but when one of them dies the trouble commences. I have seen cases like this where the remaining member of the partnership has spent his last years in loneliness and neglect, often suffering from malnutrition because food was not properly prepared or, perhaps, was of the wrong type. Often cases like this find their way to hospitals because there is no other place for them. Here, although perhaps quite well in the true sense of the word, they have to associate with sick people, with people right out of their own age group. Many occupy beds that should be available to other patients, and some of the big problems associated with our hospitals are created in this way. These people would be much happier and healthier in mind and body in homes for the aged where they would receive attention and guidance suited to their age group, where the

place is designed to please them and where they can feel that they are secure and appreciated. Everything should be done to eliminate from the public mind the assumption that entry into these homes is brought about by a state of penury or disinterest on someone's part. These places should be regarded as essential to our social wellbeing, just as essential as any hospital, and entry into them should carry no stigma of any kind.

Another aspect of this subject revealed to the committee was that there is a need for some of these homes in country towns where the people who have lived in country districts can associate with other country people and so have a common interest in surroundings to which they have been accustomed. It is possible that they would then be associated with friends whom they have found during their active lifetime instead of with strangers, as would be the case if they went into a home in the city. With homes in our country towns country people who went into them could still retain an interest in the town and district that they had helped to develop during the active part of their lives. Our committee also found that many old people in the country were reluctant to go into city homes because it would mean a complete change of associations. For these reasons I feel that every encouragement should be given to organizations that are prepared to establish homes for the aged in country areas. Another fact revealed to the committee was that the homes could not be self-supporting, and that to start and maintain them it would be necessary to have Government backing or the support of a church or of some other State-wide organization, so that from time to time appeals could be made over a large field of people for financial aid. I know the practical aid offered by the Government is much appreciated by those interested in the work. I hope the Government interest will continue. I thank the Government for what it is doing in the matter of water schemes in my district. In the Governor's Speech it was said that satisfactory progress was being made with the Adelaide-Mannum pipeline. That is pleasing indeed, for once the pipeline is completed it will open the way for reticulation schemes on the Murray flats. I was glad to see the interest taken by the Government in a water scheme for Pallamana. I was pleased also to learn that the agricultural survey of districts east of Monteith had been completed. It was a survey made to prove whether a water scheme in the area would increase agricultural production. It is

pleasing that some interest is being taken in the expansion of a water scheme to lands on the southern side of Monarto South. There have been falls in the prices of wheat and barley and we can possibly expect falls in the prices of other primary products. During the last depression period the experience I gained in handling a scrub farm proved to me that the farmer who goes in for side lines is able to keep himself out of the financial mire much better than the man who has no side lines and sticks to production of grain or just runs sheep. In the running of side lines it is important to have a good water supply and if there is pressure behind that supply it is possible to design a more up-to-date piggery or poultry run than would otherwise be the case.

Although the district of Murray has a river running right through it, it is probably worse off for reticulated water than most parts of the State. The interest the Government is taking in the reticulation schemes I have brought forward is gratifying indeed. The Governor's Speech shows that this State is progressing, that Government schemes in hand are moving towards completion, and that the programme of works outlined will add considerably to the progress we are already enjoying. I have pleasure in supporting the motion.

Mr. DAVIS (Port Pirie)—I, too, support the motion and join with other members in expressing pleasure at the Royal Visit. I am pleased that some of our people had the opportunity to see our beloved Queen but I regret that not all the people in the north had that opportunity. The arrangements were such that if they desired to see Her Majesty they had to come to Adelaide. I was surprised that it was decided that the Queen should not visit Port Pirie, yet her itinerary included a visit to two Eyre Peninsula towns. If she had visited Port Pirie or Port Augusta all the people in the northern parts of the State would have been able to see her. The responsibility of trying to get those people to Whyalla was given to Mr. Riches and to me, but it was impossible to do that because of insufficient transport to take them from Port Augusta to Whyalla. The suggestions by the responsible authorities would have created a bottleneck at Port Augusta. Many children could not get to Whyalla. I was pleased with the co-operation offered by the Commonwealth Railways towards getting people to Whyalla but it could not be accepted because there would have been the bottleneck at Port Augusta. If the people responsible for the itinerary had decided on a

visit to Port Pirie the position would have been better because of the various railway lines running into the town. It was suggested that the children should come to the city but the Government was prepared to provide for only a certain number to come by train and for the remainder to come by bus. I asked the Premier whether the children coming by bus could have the same concession fare as those coming by train, but he refused to agree. The bus fare was 25s., whereas the train fare was only 15s. The Government should have done everything possible to enable every child in the State to see Her Majesty. I believe it would have been the only opportunity that they, and older people, would have of seeing in South Australia a ruling Sovereign. It was disgraceful that the Government should have allowed such a position to arise. It should have subsidized the fares of all children coming to Adelaide except by rail. If she had gone to Port Pirie we would have been able to arrange a tour of the town and thousands of people from the north could have got there without difficulty. If we ever have another visit from the Royal couple I hope better provision will be made. The only reason Her Majesty did not visit Port Pirie was that the Broken Hill Proprietary Company brought pressure to bear on the Government. If Her tour programme throughout the Commonwealth is examined it will be found that she had the pleasure of visiting all the works controlled by that company, but because it does not own the Port Pirie Smelters she was not sent there. Probably there was another reason that the Government would not allow her to go to Port Pirie—because she would then realize its neglect of that city—the most important city outside the metropolitan area.

Mr. Fletcher—The only city!

Mr. DAVIS—Yes. It is a crying disgrace to any Government that it is the only outport which has not been improved for some time and I hope that in the near future the Government will realize its responsibilities to Port Pirie.

I congratulate the two new Ministers appointed in this Chamber. The appointments were long overdue and I feel sure that the new Ministers will be a vast improvement on those who held the positions previously. I am certain there will be an improvement, because any change must be for the better. I do not desire to criticize the services rendered by the Ministers who vacated those offices because there was no service to criticize. When speaking on the Address in Reply, the Treasurer

was delighted to be able to announce that the State had a surplus of £1,809,859 last financial year and let the public know that he had become a wizard of finance; but he forgot to tell them that many million pounds worth of work should have been done last year and in the last few years. Had the necessary work in my district been undertaken by the Government it would have had a debit instead of a surplus. In my district alone the Government could have spent not only the £1,809,859 . . .

The Hon. T. Playford—But any given amount.

Mr. DAVIS—That is so. This Government has neglected my district to the extent that if the urgent works awaiting attention are not attended to there will not be enough money in the Commonwealth to do it.

Mr. John Clark—You can be quite sure that the "given amount" will not be given.

Mr. DAVIS—I can rest assured of that and also that I will die of old age before the work is done if this Government remains in power.

The Hon. T. Playford—Is the local council fairly active at Port Pirie?

Mr. DAVIS—It is very progressive, and if it had only some assistance from the Government and some of the money it should get from the taxation imposed on the people by way of increased motor registration fees, and also the amount the Federal Government has promised from the petrol tax, it could certainly do something effective. Many wharves at Port Pirie are not in a workable condition and are unsafe for the use of vehicles used in the loading of vessels. In his speech the Treasurer said that although it was estimated that there would be an improvement of about £1,000,000 last year in the takings of the Railways Department, that figure was exceeded by £200,000. The carriages used on the Port Pirie train are in a state of disrepair. On one occasion I travelled in it and the draught from a broken window was enough to cause the illness of passengers. The better type carriages which had been on this line have been gradually removed elsewhere, but I do not know where. Sometimes there is one on the train and at other times none, and it would appear that the time will come when the old carriages which have been used on the metropolitan services for many years will be transferred to the Port Pirie service.

It is a disgrace for any Government to allow its railways to get into such a state of disrepair, although it must be a wonderful service to be able to show an additional

return of £200,000 over the amount estimated. The Railways Department's action is driving passengers away. In reply to a question today the Minister of Works, representing the Minister of Railways, said it was not desirable that Budd cars should be placed on the Port Pirie service because there were already trains running on certain days; he evidently lost sight of the fact that there are three nights each week when there is no train to or from Port Pirie. The Minister said that each week 14 trains ran to Port Pirie, sometimes three on the one day, but, although that may be so, some are run for the benefit, not of Port Pirie people, but of passengers on the East-West express, which, leaving at 1.15 p.m., can hardly be said to meet the convenience of northern residents.

The Premier has boasted that the average wage of workers in this State is £16 a week, but that has been denied by some subsequent speakers in this debate. The member for Norwood showed that the average wage was much less than that, and the member for Torrens cited cases of people in the legal profession earning less than the basic wage. Mr. Playford said that, if the Leader of the Opposition could find one South Australian earning only the basic wage, he would give a garden party, but I should like a garden party for every such worker I know, for there are many in rural areas.

Mr. Teusner—What is the average wage in Port Pirie?

Mr. DAVIS—Possibly higher than £16, but that includes a lead bonus of £5 a week. It must be remembered, however, that many Port Pirie men do not work in the smelters where the bonus is paid, and the Port Pirie average may be less than £16. To strike that average the Premier must have considered every person receiving a pay envelope, including His Excellency the Governor, the Premier himself, and all executive officers in big business who earn thousands of pounds a year; but, even including those high salaries, I doubt whether he could strike an average of £16. I was astounded to hear the member for Torrens say that some people in the legal profession are earning less than £11 11s. a week, for my experience of some lawyers has been that they are earning far more than that. Indeed, I have no sympathy for a legal man earning less than the basic wage, because, if there is one, he should belong to some organization that would protect his interests. If such a man were working in industry he would be called by a name I would not use in this House. I should like to meet a qualified lawyer receiving less than the basic

wage from the legal firm that employs him, because there are some lawyers whose opinion on the weather I would be afraid to ask for fear of being charged a fee! I have not in general found solicitors generous in giving cheap advice, as, although there are some decent men in the legal profession, there are others who are looking only for £s.d. There must be something wrong with a person who cannot make a living in the legal profession today. Either he is a dud or there are too many people in search of an easy living who wish to enter the profession. The member for Torrens said that young men were not entering the profession because of the long period of training involved, but he said nothing about the worker's son who must train to become a tradesman. To learn a trade today costs much money, and we should be proud of these people who are paying such costs out of their own pockets,

I admit that to maintain the Port Pirie wharves in good condition would cost a colossal sum, but Port Pirie should be the main port outside Port Adelaide, and the only way to achieve that is to repair the wharves and deepen the harbour. At present a dredge is working in the harbour and I have been unofficially informed that other works are to be carried out. Can the Minister of Works say whether the work to be done on the wharves has been referred to the Public Works Committee or is the estimated cost of the work less than £30,000? There should be a deep sea port in the northern part of the State, and the only suitable place is Port Pirie. That part of the State has been neglected by the Government. Were the harbour at Port Pirie as deep as that at Wallaroo it would not be necessary to spend so much money on it, and I feel that is the only reason Port Pirie has not been developed more.

Further, Port Pirie people desire many alterations in their city. They have asked the Minister of Railways to remove the line at present running down the main street so that the city may be beautified. The council engineer intends, after the removal of the line, to lay a green belt along the main road from Solomontown to the centre of the city, and the Government should consider doing its part to make this possible. Port Pirie was the first town to be investigated by the Public Works Committee with a view to installing sewerage facilities, and I was delighted to know that the committee had approved such a scheme; but since then nothing has been done by the Government. It has been said that increases in costs have been

great, but I have heard the same said about every other country sewerage scheme. Why has not the Government been honest enough to say whether it intends to proceed with these country sewerage schemes? If it is not intended to carry out this work the council will have to find ways and means of doing away with the present sanitary system.

Mr. Fletcher—I understand Port Pirie has a very effective system.

Mr. DAVIS—It is most antiquated as well and we are becoming very concerned about it. If the Minister would say that it is not intended to provide sewerage in Port Pirie, the council would have to look around for some other way of overcoming the difficulty. It is not very nice in a city like Port Pirie to see the sanitary cart running along the main street; on one occasion a visitor thought it was carrying cream cans. At the entrance to the town on the road from Port Augusta there is a sanitary depot, and for health reasons if for nothing else it is time the Government installed sewerage. Septic tanks would overcome the difficulty up to a point, but not provide a complete answer, because a sewerage scheme disposes of waste water, whereas a septic tank does not. Certain parts of Port Pirie have bad soil and are not suitable for the installation of septic tanks, so the council has granted permission for people to install "Hygeia" units, but of course this has not been done in parts of the town suitable for septic tanks. If the Government brings down a Bill to give us power to declare areas for septic tanks it will have to take into consideration the fact that we have granted permission for these units to be installed. However, as the Government intends to install sewerage, some assistance should be given to those desirous of installing either the "Hygeia" unit or septic tanks.

Another matter of great concern in Port Pirie is the state of the schools. I was pleased to hear from the Minister of Education this afternoon that men will be travelling to Port Pirie on Monday to make a start on the new school at Risdon Park. However, I regret that the Architect-in-Chief has decided not to build to the original plan because all schools in the town are overcrowded.

The Hon. M. McIntosh—He has not decided that at all; that is a decision of the Education Department.

Mr. DAVIS—I was informed by the Minister the other day that the Architect-in-Chief was drawing up new plans on the instructions of the Education Department.

The Hon. M. McIntosh—That is an attempt to get the work done without the inevitable long delay that occurs when matters have to be referred to the Public Works Committee.

Mr. DAVIS—I appreciate that. The area where the school is to be built has developed rapidly and I do not think the proposed structure will meet the position for any length of time, although probably additions can be made in the future. The condition of our high schools and primary schools has been brought before the House on many occasions and improvements have been promised but not carried out. However, I will have the opportunity to mention this matter when dealing with the Estimates.

In conclusion, I wish to reply to some of the statements made by the member for Rocky River. I agree with him that wheat grown in his area should go to Port Pirie because of the colossal cost of transshipping at Gladstone; it could go straight to Port Pirie without further handling, and I cannot see why this could not be done. I have no desire to claim for Port Pirie any wheat that is grown outside what I term my district.

Mr. Heaslip—Port Pirie is an economic distance.

Mr. DAVIS—I agree. It would be more economical to cart wheat to Port Pirie than anywhere else. We have no desire to take away trade from other ports but we do desire to retain what we have at present. I do not agree with Mr. Heaslip that work at Whyalla enticed many people to walk off land in his district because of high wages offered. They left their land for other reasons. Probably the mortgagees forced them off. Thousands in industry desire to go on the land. I do not think any man wants to work for an employer if he has the opportunity of obtaining a farm to work for himself, because he would have a freer life and the opportunity of making a handsome living and perhaps the huge profits that many farmers are making.

Mr. Heaslip—When Whyalla started many were not making any profit.

Mr. DAVIS—That may be true. The other day I was amazed to read in an article in my local paper setting out conditions 20 years ago that wheat then reached a record level of 3s. 5d. a bushel. There is a vast difference between that figure and the price today. I disagree with the statements made by the members for Rocky River and Burra condemning the railways. I do not condemn them but their management, because they are essential for the people on the land. Mr. Hawker

said that the railways should be investigated because people are travelling on the roads and destroying them. I agree that they are destroying our roads by carrying heavy loads, yet we hear people who favour road transport talking about the great losses made by the railways without mentioning the cost of the damage done by road transport. To construct roads to carry heavy vehicles creates a bigger loss than that incurred by the railways, and it must be remembered that road transports do not go to the outback and serve the settlers as the railways do. I disapprove of the reduction in registration fees to farmers on cars used for rural purposes because they use the roads to cart wool and wheat to Adelaide or the nearest port. When the Act was passed the concessions were to enable them to carry wheat to the railways, but these people are abusing the privilege.

Mr. Hutchens—Do you think they would go back empty?

Mr. DAVIS—No, I doubt that. This morning it was brought to my notice that a man was asked by the people in a certain town to carry beer from the city and take the empties back but the Transport Control Board refused to grant a licence, although others were allowed to do it.

Mr. Heaslip—Why shouldn't they?

Mr. DAVIS—Then why shouldn't the other man be granted a licence? The man working on the road with his transport is doing that for his living. Why not use the railways? If that is not possible why not license a man and grant him the same privilege as is granted the private man?

Mr. Macgillivray—Because the law says you can't stop any person from carrying his own goods.

Mr. DAVIS—Who makes the laws?

Mr. Macgillivray—You, for one.

Mr. DAVIS—I do not. I have not had a voice in making the laws since I have been in Parliament because the Labor Party has been in the minority.

The Hon. M. McIntosh—I do not think your Party would refuse a man the right to cart his own goods.

Mr. DAVIS—Is it right to give to the primary producer a licence at half fee so that he can carry his wool and wheat to the railhead when he abuses that privilege and brings his products to Adelaide?

Mr. Heaslip—But you quoted the case of a hotelkeeper.

Mr. DAVIS—I say that the man carting his beer is not abusing a privilege granted by

Parliament, and I am surprised that members of Parliament do this. We are here to make laws, but we grant ourselves a privilege and then abuse it. If we found anyone else doing that we would cancel the privilege. I am surprised that members of Parliament pass legislation to increase registration fees on the unfortunate person who has probably struggled for years to get a motor car and only uses it on week-ends, whereas other people deprive the railways of their rightful freights but are granted special privileges. We are allowing the road haulage of far too much heavy freight.

Mr. Macgillivray—Stop them all!

Mr. DAVIS—I do not say that, but the Government should curb people damaging our roads. Some transports that carry 30 or 40 tons are paying only half the usual registration fees. I hope that the Government will consider the matters I have raised and in the near future start making improvements at Port Pirie.

Mr. TAPPING (Semaphore)—I congratulate the mover and seconder of the motion. I do not agree with all they said, but they spoke sincerely and I commend them for it. It is certainly an honour to move or second a motion such as this, because the mover and seconder must be on the Government side of the House. The Labor Party has not occupied the Treasury benches for many years, so no Labor Party member has been able to move or second the Address in Reply for a long time, but I am sure that before long members on this side will have that opportunity again. Previous speakers have referred to the Royal Visit. Some of my constituents could not see Her Majesty because of their age or other disabilities, but I told them how excellently the programme was carried out by those in charge. I commend Mr. Pearce, the Director of the Royal Tour, and his officers on their faultless organization. We can be proud of the way the tour was conducted in South Australia; indeed, according to reports that I have received, our programme excelled that of most other States. Although some elderly people could not see Her Majesty I congratulate the Department of Civil Aviation which, because of my overtures, permitted pensioners of Semaphore to visit Parafield when Her Majesty departed to Renmark. Those people were most appreciative of the chance of getting a close glimpse of the Queen.

Other speakers have referred to the appointment of additional Ministers. Members on this side of the House believed that additional

Ministers were necessary because of the many duties devolving upon the six former members of the Cabinet. Their work was far too burdensome. Since the additional Ministers have been appointed some departments have progressed more satisfactorily. I am not reflecting on the previous Ministry, but the Ministers could not do their work satisfactorily because they had far too much to do. I was closely associated with the Minister of Education, Mr. Pattinson, when he was Government Whip. He is a fine gentleman and his appointment was popular with all members. The new Minister of Agriculture, Mr. Christian, was formerly the chairman of the Public Works Committee. During my short term as a member of the committee I greatly appreciated the ability that he showed. He was most capable, sincere and impartial, and as a result the committee's high prestige was maintained. The previous Minister of Agriculture, Sir George Jenkins, may be getting on in years, but we must give credit where it is due. The department made great strides during his term of office.

I understand that the Harbors Board has a 50-year plan for the development of the districts of Semaphore and Port Adelaide. Fifty years is not a long time in the life of a nation or State. The plan will cost millions, but I hope that the Government will proceed with it as fast as practicable. The Government, through the Harbors Board, has acquired considerable land in the Osborne and Taperoo areas, almost entirely by negotiation. I think about 4 per cent of the total area has yet to be acquired before the plan can proceed, but I expect that when acquisition has been completed reclamation will begin. I expect that a garden suburbs scheme will be evolved, sponsored by the Housing Trust. This will have a dual purpose. Many homes will be built for people badly needing them, and the suburb will be an adornment near the Outer Harbour, which is the approach to the chief port and city of South Australia by road and rail transport. The plan appeals to me because it seems that the petrol and oil installations at Birkenhead will be shifted down the river towards Outer Harbour. The present installations create congestion and impede the fast turn-round of ships at Birkenhead. Further, it would be far better to have the oil installations farther from the city because of the fire risk. The coal handling plant at Osborne has been enlarged and output in a year or two will be doubled. I should be failing in my duty if I did not commend the Minister of Marine, and the Harbors Board, on the coal gantry equipment

that we have at Osborne. From my observations and knowledge I say that Osborne has the most modern gantries in Australia. When we have a second wharf there the output will be much greater. I am pleased that the Government is carrying out this work because Osborne is an important centre. Thousands of tons of coal are handled annually, and because of expeditious unloading coal is made available much more quickly.

The Hon. M. McIntosh—The design of the Osborne gantries is entirely that of the Harbors Board's officers, and it is unique in Australia.

Mr. TAPPING—It is something of which they can be proud. I have no desire to participate in the controversy which has recently been waged in the press with regard to hospitals. I believe we should have more hospitals, and as soon as possible. The Royal Adelaide Hospital is one of the best in Australia and I compliment the doctors, matrons, nurses and staff of that institution. I have never heard that hospital condemned. Most people who go there commend the management and staff of the hospital, but because of the vast increase in our population it is not adequate to cope with the demand. Population alone is not responsible for the position, but the increase in the life span is a contributing factor. Whereas people once had a life expectation of 65 to 67 years, they can now look forward to about 72 years. No doubt the advent of drugs has been responsible for that happy position, but the demand for hospitalization has increased. It behoves the Government to proceed with all speed on the completion of the Queen Elizabeth Hospital at Woodville. In reply to a question a Minister of the Crown predicted that that hospital would be completed in about four years. That is not good enough; it must be completed within two years. People living at Outer Harbour have to travel 16 to 17 miles to the Adelaide Hospital if they are out-patients. The relatives and friends of inmates are faced with a long journey and heavy expense in visiting the hospital.

In order to expedite the completion of the Queen Elizabeth Hospital it may be necessary to delay other works which are considered important. The general section of that hospital will contain 304 beds and the maternity section 98, a total of 402, at an estimated cost of £10,000 each. It is claimed by the architects that this will be the most modern hospital in Australia. It should not be inferred

that because it is situated near the electorate of Semaphore it will serve only people in that area. It will be a State enterprise and will provide better facilities for all. Although doctors are doing their utmost to admit people to the Adelaide Hospital, they face difficulties. If a doctor has to decide between a young person and an elderly person the former receives preference. When the Queen Elizabeth Hospital is completed it may be possible to admit elderly persons who at present are not receiving the treatment they require.

We are faced with a shortage of doctors in South Australia. During the war there was a shortage because many doctors were serving in the forces. It was anticipated that the numbers would increase, but I have been told by doctors in my district that the position is now so acute that they have to delay their holidays for as long as two to three years because they cannot get locum tenens to replace them. I do not know what inducement the Government could offer to attract young men to this profession, but every encouragement possible should be given as doctors are urgently required to fill the gaps which are frequently occurring in the profession.

Paragraph 22 of the Governor's Speech relates to the activities of the Housing Trust and it is pleasing to note that the Government, through the trust, proposes constructing 108 cottages for pensioners. In reply to a question last week, the Premier advised me that the trust, after completing these cottages, will seriously consider erecting more homes for aged people. If we wait until the homes are completed we will ascertain whether there are any defects and new plans could be drawn to improve the future buildings. At the moment there are 500 applicants for the 108 homes and many will be disappointed. Elderly people require good accommodation and the Government should expedite the building of homes in order that they may be happy in their old age.

The Government is devoting £300,000 to assist organizations which are conducting homes for aged people. The Labor Party has advocated that for many years, but believes that the organizations should receive assistance and not on a subsidy basis. The pound for pound subsidy will improve the position, but these organizations will still be confronted with the capital expenditure involved in building and equipping homes. More appeals are being made to the general public today than ever before. There are bad days every

Friday and almost daily appeals for assistance are published in the press. Something new is always cropping up and all appeals are worthy, but they are a constant drain on the pocket of the general public. The churches and societies which conduct homes for aged will find it difficult to raise sufficient money.

Mr. O'Halloran—The larger the home the more expensive it is to maintain.

Mr. TAPPING—That is so. At Semaphore there is a home conducted by the Rev. McCutcheon of the Methodist Mission. It performs an excellent service and religion is no bar to entry. Each application is treated on its merits. Mr. Dunnage said this afternoon that the housing position has become aggravated in recent months. I agree, and believe that during the last five or six months there have been greater demands for housing than in the last four or five years. The Government, through the Housing Trust, is faced with the huge task of building sufficient homes to accommodate people in dire need. In 1952 the divorcees in South Australia totalled 581, but by 1953 they had increased by 47 to 628. I suggest that, because of unsavoury housing conditions and overcrowding, housewives have become dissatisfied and as a result many families have been torn apart. That position will deteriorate until the housing position is improved. Where bad housing conditions exist, breaks occur in families and divorces result.

Another factor which aggravates the position arises from the relaxation of landlord and tenant legislation. Many private homes are being demolished for business purposes. Some of the homes have only been constructed 15 or 20 years. The greatest offenders in this regard are the oil companies which are demolishing homes in order to erect service stations. The Vacuum Oil Company acquired three shops with houses attached on a corner block in Hart Street, Glanville and the tenants have six months in which to vacate the premises. If they do not do so, Court orders will be obtained and they will have to find other accommodation. Those buildings will be demolished to make way for a service station. The major oil companies are engaged in a war and are trying to destroy each other in their attempts for commercial power and unless something is done many people will suffer. One of the tenants of the property at Glanville, after he had obtained the services of a valuator, approached the agent of the owner and offered what he considered a fair price. The agent laughed at him because he said his offer was many thousands of pounds less than

the offer of the company. Money is no object to the big oil companies. All they desire is to get command of certain areas where they can erect service stations and sell their products. The Vacuum Oil Company is not the only offender. Prior to the one-brand stations being inaugurated there were about 200 service stations in the metropolitan area whereas today there are about 400, an increase of 100 per cent. That alone would be bad enough but because of the desire of the petrol companies to sell more petrol, pumps are being installed in industrial places enabling people who own four or five lorries or cars to by-pass the service stations. When we realize that many men who have established service stations fought for their King and country we can appreciate what an appalling position is growing up. I hope that by virtue of questions directed to the Premier by Mr. Travers and others the Government will give this topic serious consideration and try to devise some form of licensing with a view to preventing the increase in the number of service stations. It is remarkable, but true, that the organization which looks after the interests of service stations has no desire to see an expansion in the number. It is true that it wants more members, but only when they can enjoy better conditions, for the organization realizes that if the industry is flooded with service stations it is only a matter of time when, if we experience any kind of recession, these stations will fall by the wayside because of the huge capital outlay and heavy maintenance involved.

To give some idea of the situation I will read this extract from a letter which was sent to the Premier in connection with this matter. It is as follows:—

Upon my discharge from the A.I.F. I joined the staff of a major oil company and after six year's service advised them that I wished to go into a service station business of my own. The company I worked for, like all other oil companies, had purchased many service stations and garages at fantastic prices and employers offered me a station at £20 per week rent. They paid £19,500 plus stock and plant, an approximate total of £23,000 for this place, which was only a petrol and oil selling stand with no workshop; it's actual real estate value at the time of purchase, December 1951, was approximately £4,500. This type of purchase 18 months ago was quite common and unfortunately for the trade many garage and service station properties are now in the hands of oil companies and has created an ugly monopoly. I refused the first approach to take the station offered telling them that if I paid £20 a week off anything I would want it to become my own property. They approached me for the third time and made it look so attractive, at least £40 per week clear for me, with promises, etc.,

to "look after me," that I took it. It was a most unfortunate venture I am afraid, as in my 16 months there other companies erected seven stations within from $\frac{1}{4}$ to $\frac{1}{2}$ mile radius of me and three more within a mile. All these outlets affected my business and I was forced to terminate the employment of one of my men last November. In an endeavour to keep my overhead down, for the last six months I was there, I drew £12 per week and paid my employee including overtime from £17 to £18 per week. In an attempt to attract business and pay their way I regret to say that a number of the new stations were trading after lawful hours apparently without penalty, and there were suggestions of price cutting which was of course undermining the established businesses. During March last I decided that at the rate business was falling away, and with continued high overhead, by June or July I would not be meeting my expenses so I gave notice of my intention to quit on 30/4/53. I was working 60 hours per week, paying £20 per week rent and finding that I was expected to be a "yes" man to an oil company. All of this, Sir, may be of only general interest to you, but it is a great pity that some means cannot be found to limit the number of petrol outlets as unfortunately it is the individual who will suffer financially and not the oil companies. A number of men have, like myself, got out of the game.

As I have already said, if we have some form of recession a lot of these men who have no right to be thrown out will be forced out of business, so it is our duty as a Parliament to legislate, not for isolated cases but to protect the many. In saying this I do not reflect on service station proprietors, because they are making some sort of living now, but it is our duty to protect the future of these people who will suffer unless something is done to safeguard them.

In dealing with my next topic I may be trespassing in other members' districts, but I do so because it is not a political question but one of prime importance to the State. I refer to the fishing industry. At the outset may I commend Mr. Moorhouse, the Chief Inspector of Fisheries, who has made a very good job of his position. Nevertheless, I contend that the production of fish in South Australia has not increased in keeping with the quantity known to exist in the waters off our coasts. The following figures will give some idea of the relative position, and they are authentic. In 1951-52 6,950,000 lb. of shark and fish, valued at £550,000, and 2,750,000 lb. of crayfish, valued at £242,000, were caught and 3,992 men were engaged in the industry. In 1953 fish and shark caught amounted to 7,255,000 lb., valued at £644,500, and crayfish 3,487,000 lb., valued at £316,000. The number of men increased to 4,297. The increase in the mone-

tary value in those two years was £268,500 and in the number of men, 305. That makes the position look bright, but I consider that much more could be done. The only way to do this is to offer more encouragement to those who desire to engage in fishing. Undoubtedly it would cost money for research and to find out from other countries what should be done to increase our output of fish.

One of our problems is that although we have an abundance of salmon in our waters there is not a good market for it. The better way to treat salmon is to can it. At Port Lincoln there is a cannery which can treat only 20 tons of salmon a week. The Haldane Bros. have established themselves at that port and I suppose they deserve special attention because certain moneys were granted through the Industries Development Committee to help them set up their business. I have made inquiries about the integrity of these people and everyone whom I have met says that they are perfect gentlemen and men who know the game, but men nevertheless who can still learn, as they readily admit. However, since setting up business in the "Tacoma" they have met with many reverses. The following appeared in the *Advertiser* of July 14:—

A spokesman for Haldane Bros. of Port Lincoln said they had lost more than £1,000 in the last seven months because fish they have caught have not been processed. A local canning firm has told the brothers that under an agreement with other interests it will not process more than 20 tons of fish from all sources in any one week. Last week Haldane Bros. lost more than £300 when five tons of a 38-ton salmon catch was not accepted by a cannery and had to be buried.

The Hon. A. W. Christian—They processed all but five of the 38 tons.

Mr. TAPPING—The Minister is correct, and I do not blame the Port Lincoln cannery for I realize that it has a capacity of only 20 tons a week and salmon is only one of the many fish processed, because the factory pays a lot of attention to tuna.

The Hon. A. W. Christian—They would like to get a lot more tuna.

Mr. TAPPING—There is an abundance of tuna in South Australian waters, but those who desire to take up fishing must be assured of more security. In other words, men willing to go into the fishing industry for the purpose of catching salmon when they know there is no outlet for it—

Mr. Dunks—Salmon is a very poor fish for canning.

Mr. TAPPING—It is a poor table fish, but canned it is excellent. New South Wales and

Western Australia canned salmon is no better than the Port Lincoln production, but in New South Wales the canneries are working overtime canning salmon and in Western Australia one firm alone has five canning plants and there are others operating.

Mr. Dunks—Is it the same type of salmon?

Mr. TAPPING—All Australian salmon is identical. Canadian and Russian red salmon is, of course, entirely different, but the fact that Australian salmon can be sold at 4s. a tin is sufficient to warrant the fostering of the industry, and the only way to do that is to have more men participating in it. The demand for our wheat and barley has been impaired so if we can find another means of increasing our primary production—and I think fishing might be fairly described as such—we should do everything we can to assist it. I consider that it is the duty of the Government seriously to consider setting up a State cannery. I do not care whether it is by means of an expansion of the Port Lincoln Freezing Works or whether it be in Port Adelaide, where a considerable amount of salmon is brought in.

The Hon. A. W. Christian—The Government has over £30,000 in the two Port Lincoln ventures.

Mr. TAPPING—I appreciate that, but the Minister should realize that the Port Lincoln establishment is not adequate to can all the fish in South Australian waters.

The Hon. A. W. Christian—With Government aid the canning factory has been equipped for handling tuna.

Mr. TAPPING—That is correct, but there is more salmon than tuna available. A schooner came to Port Adelaide a week ago with 10 tons of salmon but it was hard to sell it locally because people do not want salmon unless it is canned. It had to be put in a freezer and the only outlet for it was in Victoria, where the owner got 10d. a pound after the fish had been scaled and cleaned. His position would have been different if we had a cannery. Our grocers try to sell the Port Lincoln processed fish and they are doing a good job. The answer to it all is to have a State cannery. At present fish prices are too high and many who should be eating fish cannot afford to buy it. With greater production encouraged by the Government prices would be reduced. Many people suffering from sugar diabetes, ulcers and kidney trouble are recommended to have a fish diet, and they would be greatly assisted if more fish were available. I am a novice so far as fishing goes, but 95 per cent of the men who

sell fish at the Port Adelaide steps live at the Semaphore and are keen for the fishing industry to prosper. I have been told by some of them that canning should be assisted because salmon is the easiest fish to catch. In this morning's *Advertiser* there was a letter from the secretary of the Beachport Fishermen's Association. He said that something tangible should be done to increase fish production and pointed out that there is insufficient encouragement. Boat havens are necessary when ships have to travel many miles. Mr. McAlees has told me that for many years havens have been promised at places in his district but nothing has been done. The Government should deal with the matter promptly. In 1927 the Public Works Committee was set up under legislation which stipulated that after 1928 all public works estimated to cost more than £30,000 had to be investigated by the committee. In 1928 the basic wage was £4 5s. 6d. a week: today it is £11 11s. The basic wage has increased two and a half times what it was in 1928, and costs of materials generally have increased similarly. To be consistent, because of the change in money values the amount set out in the Public Works Committee Act should be £60,000. Recently I have noticed that many of the matters coming before the committee have had an estimated cost of less than £50,000. Today at its meeting the committee considered a letter from the Treasurer about the possibility of varying the limit but it was felt by members generally that it was not the committee's function to determine the amount. I pointed out that at every opportunity I would advocate that the amount be increased to £60,000. When considering a matter the committee is involved in a trip to the country, the use of motor cars, and then there is the loss of time by departmental officers in giving evidence. Because of the expert advice they can give to their departments they should not be taken away so often. This is a matter the Government should seriously consider. If we made the limit £60,000 the position would be safe. If the number of matters coming before the Committee were reduced we would be acting wisely.

I commend the State Traffic Committee and the National Safety Council for the excellent work they have done over many years in an attempt to reduce the number of road fatalities. The choice of Mr. Geoffrey Clarke, in the place of the Hon. Baden Pattinson, as chairman of the committee was a wise one. He will devote much time to the position and do all he can in the matter. The twenty-fourth report issued

by the National Safety Council shows that the number of persons killed in road accidents per 10,000 vehicles registered in South Australia in 1953 was 6.97. In Victoria it was 8.83, Tasmania 9.53, Queensland 10.20, New South Wales 11.30 and Western Australia 13.56. It seems remarkable that we have the best record.

Mr. Geoffrey Clarke—And we have the highest number of motor vehicles per capita.

Mr. TAPPING—Yes. I inquired from the Police Department the number of fatal accidents during the 12 months ended June 30, 1954, and I particularly asked the Commissioner to let me know the number of New Australians who were killed. I was told that 128 Australians lost their lives and 25 New Australians. For some time I have said that South Australians get driving licences too easily. The Labor Party has always advocated driving tests. I do not suggest that they would eliminate all road accidents but something should be done to improve the position. If we had driving tests perhaps there would be some difficulty in administration in the early stages but when the scheme was working properly it would be appreciated. A driving test is held in New South Wales. For two months the applicant for a licence is in the category of a learner and then if he has the ability he can get an A class licence. All that is necessary here is to answer a questionnaire at a police station. If the applicant knows the questions he can give the answers parrot fashion, and so get a licence. If we had driving tests we would be assured that the person getting a licence could drive a motor vehicle. It is a serious matter and should be dealt with by the Government. I am concerned about the 25 New Australians who lost their lives. New Australians have little knowledge of our rules of the road and the danger confronting them. A New Australian may frequently be seen trying to negotiate a bend or a corner, often with his head down and without regard to those behind. The percentage of their deaths in motor accidents compared with those of Australians is terrific. We have a duty to make sure that before a person receives a driver's licence he passes a rigid test and knows the rules of the road.

Mr. Dunnage—Have you any idea what the tests would cost?

Mr. TAPPING—No, but they have tests in other States. Even if it cost South Australia £50,000 a year to conserve lives it would be worth while. We must agree that the loss of 153 lives a year through motor accidents is

too great. I realize that even if we have driving tests we shall not eliminate all fatalities and accidents.

The Hon. M. McIntosh—It is not the novice driver who causes accidents.

Mr. TAPPING—How can you prove that?

The Hon. M. McIntosh—The records show it.

Mr. TAPPING—I hope that the suggestions I have offered this afternoon will be heeded by the Government.

Mr. DUNNAGE (Unley)—Like other members, I congratulate the mover and seconder of the motion. I pay a tribute to those who did so much in connection with the Queen's visit, which was a wonderful thing for Australia and our people. Members had an opportunity not only to see her, but to be presented to her. That gave me a great thrill. I hope, as suggested by Mr. Geoffrey Clarke, that some members may have the opportunity to go overseas and meet her there. I also agree with Mr. Clarke that our Ministers should have an opportunity to go overseas. It was pleasing to see that our Prime Minister, Mr. Menzies, was returned to power, and I think that everyone in this House was delighted with the election resulting in his Government's return. We have the knowledge that for the next three years at least everything will be safe. Three great things happened in Australia this year—the visit of the Queen to Australia, her visit to South Australia and the return of the Honourable Robert Menzies. It was a great thing for a man who had done so much for the people although not so fortunate for the man who had promised so much to the people which they apparently did not believe.

I congratulate you, Mr. Speaker, on your record term of office. It is a wonderful thing that a gentleman of your calibre has been in this high and important position for so long. I ascertained from our Library that you became the member for Stanley on March 27, 1915, representing that district until March 18, 1938. You were then returned for the single electoral district of Young on March 19, 1938. In 1915 you were a very young man and must have been highly thought of by the community. You were a member of the Railways Standing Committee, now the Public Works Committee, from April 21, 1920 to December 21, 1927, and Chairman of Committees from May 17, 1927, until May 27, 1930. It was on July 6, 1933, that you were first appointed Speaker and you have continued to hold that high office. You were knighted on January 1, 1941. It is a

marvellous record and we hope you will be able to continue for many years. In November you will have registered a record term as Speaker of any Parliament in Australia. I sincerely congratulate you and feel very proud to have been associated with you during part of that time.

I also looked up the record of Sir George Jenkins, who recently retired from office as the Minister of Agriculture. He was returned to this Parliament as a member for Burra Burra on April 6, 1918, and continued until April 4, 1924. He suffered defeat that year, but was returned again on March 26, 1927, and continued until April 4, 1930, again suffering defeat. His next return was on April 8, 1933, and he represented the Burra Burra district until March 18, 1938. That year he was returned to represent the single electorate of Newcastle. Sir George also has a remarkable record, something to be very proud of, and those associated with him can also feel very proud. It is interesting to notice that he stood for the Senate in 1914 but was not returned. Like our Speaker he must have been an outstanding young man in his district, otherwise he would not have been chosen to stand for Parliament. Sir George was appointed Minister of Agriculture and Assistant Minister of Repatriation on Nov 3, 1922, and held office until November 14, 1923. He was appointed Commissioner of Public Works, Minister of Local Government and Minister of Marine in November that year and held those portfolios until April 16, 1924. He became Commissioner of Crown Lands and Minister of Local Government on April 8, 1927 and held those portfolios until January 1, 1930. His next appointment was as Commissioner of Crown Lands, Minister of Local Government, Minister of Railways and Minister of Marine on January 15, 1930, continuing until April 17 of that year. He became a member of the Public Works Committee on July 13, 1933, and continued until May 15, 1944. In the meantime, on January 12, 1938, he was appointed chairman, continuing until May 15, 1944. Sir George was appointed to the position of Minister of Agriculture and Minister of Afforestation on May 15, 1944, and continued until May 28, 1954. That is a wonderful record for a wonderful gentleman. Sir George was knighted on January 1, 1946. He has established a record which most of us can never hope to equal, and I pay a tribute to him.

We have two new Ministers in the House of Assembly. Mr. Baden Pattinson, who holds the very high office of Minister of Education, is highly regarded by all members on both sides.

I was pleased to see him appointed and hope his health will permit him to carry on for a long time. I believe he will bring new ideas and a new outlook into the department, the lack of which I have deplored over the years. I have repeatedly asked that a member of this House should be appointed to the sole position of Minister of Education, and at last we have one. I am looking for great things from him. If his health does not permit him to carry on for the full term, I hope that whoever is appointed will devote full time to this most important portfolio. We cannot do too much for education.

In the Legislative Council the Hon. N. L. Jude has been appointed Minister of Railways, Minister of Roads and Minister of Local Government and we have yet to see what will be the result, although we have the highest hopes that he will ably carry out his duties. In this House we also have the Hon. A. W. Christian, who has taken over from Sir George Jenkins, and we cannot speak too highly of him. I believe he will be as good as a Minister as Sir George—at least I hope he will be—and get the backing of all members. We have on the Government benches a very excellent group of Ministers and our two new Ministers in this House have added lustre to the positions. Mr. Christian is a very keen agriculturist who has developed his own property on the West Coast, and I am sure the Government could not have selected a more able and conscientious Minister to replace Sir George Jenkins. I wish him the greatest success.

I have been privileged to hold the position of chairman of the Industries Development Committee. I came on to that committee in fear and trepidation because I succeeded men far more capable than I; but I am proud of the work done by that committee and pay a tribute to those who have served on it. Mr. C. L. Abbott (now Mr. Justice Abbott) was its first chairman, and Mr. O'Halloran, the late Frank Smith, Mr. Frank Walsh, the Hon. F. T. Perry and the Hon. E. H. Edmonds are all former members of the committee. The Hon. K. E. J. Bardolph who has been a member of the committee since its inception, is one of its most active members. He gives great service and I cannot speak too highly of his work. Mr. Geoffrey Clarke, the member for Burnside, was recently appointed chairman, and I trust he has the same support from members, both Government and Opposition, that I had. Other Parliamentary members today are the Hon. L. H. Densley and Mr. Riches. Mr. Drew, the

present Under-Treasurer and an original member of the committee was later succeeded by Mr. Seaman, Government Economist. Today Mr. Carey, Assistant to the Under-Treasurer, occupies that position on the committee, and I pay a tribute to the work done by these Treasury officers, for it would be impossible to find three more capable men to assist the Premier on this State's finances. Until recently Mr. C. L. Johnston, secretary to the Attorney-General, was secretary of the committee, and his capable work is being carried on by a young public servant, Mr. John White of the Attorney-General's Department. The value of the work of this committee has been proved by the industrial progress in country areas as well as in the metropolitan area. Cellulose Australia Ltd., the first project to be investigated by the committee, has been assisted by the Government and is now employing 300 or 400 men at Tantanoola. The committee has also recommended assistance, *inter alia*, to certain brick companies, the Adelaide Cement Co. Ltd. and Nairne Pyrites Ltd. The last-named should develop into a great industry.

South Australia is the greatest State in the Commonwealth. The other day we heard the Treasurer's speech on the motion, and it revealed progress and prosperity throughout the State. I listened with interest particularly to his remarks on housing and railways. I was impressed by his optimistic outlook on the State's future, which contrasted sharply with that of some country members who are always talking about the bad times of 20 or 30 years ago. I hope we shall never go back to the bad old days, and we should be more optimistic about the State's future, which seems rosy indeed. The great increase in our population should ensure the maintenance of a demand for our primary products upon which the welfare of this State has been built. The Premier's speech indicated progress on every hand, and, as a member of the Government Party, I am proud that this Government and the South Australian Parliament have played such a large part in the general welfare of the community, which I attribute to the good work of the Cabinet and the co-operation of members opposite, particularly their Leader. Had it not been for his efforts on occasions, the Government would not have been able to do some of the things it has done, and Government members appreciate his ability and co-operation.

Recently I was appointed a member of the Public Works Committee, and last month members of that committee visited Barmera where

we saw work on irrigation and drainage. The committee also visited Cooltong and saw the progress being made on soldier settlement blocks. It seems to me that nothing more can be done for those boys; their housing conditions and general set-up are simply amazing. As a metropolitan member I consider that, in view of the hundreds of thousands of pounds spent to settle those boys on the land, it is time more money was spent to help lads from the metropolitan area.

Mr. Wm. Jenkins—The money spent on those blocks has not been lost to the country.

Mr. DUNNAGE—No, but we do not give our metropolitan boys even a block on which to build a house. It is time we did something for these boys in the city, as it seems that one section of the community is getting everything and another nothing.

Mr. Heaslip—Where do those soldier settlers come from?

Mr. DUNNAGE—Many are farmers' sons from the country.

Mr. Corcoran—The ex-serviceman from the city has the same right as one from the country to apply for a block.

Mr. DUNNAGE—Possibly, but the supply of blocks is limited. I also visited the new Loxton settlement and was amazed to see the progress made since it was opened. I spoke to one young man whose six-year-old apricot trees were at least 12ft. high. He told me that his return this year was £300 an acre, yet the trees are only six years old and have only just started to bear reasonable crops. Admittedly, he had to pay costs from that amount but nevertheless it was a remarkable return. I congratulate the Minister on the work carried out on the blocks I have seen in the last few weeks, and I wish all members could have the opportunity of seeing them. Although the settlement at Loxton is not completed, future possibilities there are very great.

Mr. Macgillivray—How many more men do you think could be put on the land in that area?

Mr. DUNNAGE—I can only make a guess, but I would think 50 more; however, the Minister would know all the details. The settlement impressed me so much that I intend to visit the South-East in the near future to see what has been done there, and I am going to have another look at the river district later.

Mr. Lawn—You might stay there.

Mr. DUNNAGE—If I were in the money like my friends opposite I might do so, but as we have to battle in the metropolitan area it is hard for us to get enough money together to

set up there. I congratulate the Minister and the departmental officials on the work that has been done, particularly at Loxton and Cooltong. The Governor's Speech has met with a lot of criticism. With reference to war service land settlement, the Governor said, "A high degree of success has attended the scheme." The other day the Minister said that a number of men had not replied to a letter he sent asking them to make application for land or see him.

Mr. Davis—What for?

Mr. DUNNAGE—The Minister's reply has been given and there is no need for me to go into it. He said that propaganda about the falling prices of dried fruits frightened some of them. Somebody went to no end of trouble to explain this matter yet the honourable member evidently paid no attention. The speech continued:—

The settlers are already achieving satisfactory levels of production and it is clear that the settlements will prove highly beneficial both to the settlers and the State as a whole. During the year 71,000 acres of additional land on Kangaroo Island have been reported on by the Parliamentary Committee on Land Settlement, and will shortly be submitted to the Commonwealth for inclusion in the scheme.

If each settler is given 1,000 acres, 71 more will go on the land soon; one day they will probably have families so the population on Kangaroo Island will be increased and it will become more popular than it is today. There are many problems existing there which I hope the Government will be able to overcome. In paragraph 9 it is stated:—

In the irrigation areas an important development is the extended use of electricity for pumping. The electrically-operated pumping station at Loveday is giving full satisfaction, and the conversion of other pumping stations to electricity is being carried out.

In paragraph 11 it is mentioned that the Government adheres to its policy of improving the railways and although I could say a lot about this, I do not think it is necessary.

Mr. Lawn—What is it to be—electrification of diesel?

Mr. DUNNAGE—The Government intends to buy more diesel electric engines. The Premier, whose opinion I respect, has said that a diesel electric engine saves £50,000 a year in operating costs as compared with a steam engine and brings in an additional £30,000 revenue annually. This has also been the experience overseas, particularly in the United States. We were all delighted to know that, even those opposite, because during the war and until recently we have had difficulties in obtaining coal, compelling us to get diesel

electric engines. We now have them and they have been successful, which is a fine tribute to the person who recommended them. They have saved a considerable amount of money and I wonder if they may not be suitable for the metropolitan area. I realize that the type in use now may not be suitable, but perhaps some type of diesel electric engine will answer our problems.

The Hon. M. McIntosh—A suitable type has been ordered.

Mr. DUNNAGE—I am very pleased that that has been done.

Mr. Davis—Doesn't the Government consider the country? You have been speaking about the metropolitan area.

Mr. DUNNAGE—All my speech has been devoted to the country and I wish the honourable member, who is a member of the Land Settlement Committee, had listened to what I said.

Mr. Lawn—I thought you represented the metropolitan area.

Mr. DUNNAGE—Our hopes are being fulfilled; we will soon have diesel electrics in the metropolitan area, and they will be a big advantage. It is about time that we got something good for metropolitan transport instead of everything going to the country.

Mr. Lawn—Don't you think electrification of the metropolitan railways would be better than diesel electric engines?

Mr. DUNNAGE—From the little I know of the matter, I would think electric railways would be far superior to diesel. That is only my own opinion. I would far rather see electrification than diesel electric transport because like Mr. Lawn I look forward to the atomic age when I hope we will get very cheap electricity. If we do not this talk about uranium and atomic energy has been all hokey. We never want to rely on coal again.

Mr. Davis—Do you want to throw miners out of work?

Mr. DUNNAGE—I will not tell the honourable member what I think about them because he might be surprised. I know that one day oil will be found in this country and perhaps the diesel electric system will be the best means of transport then. Oil has already been struck at Rough Range at the rate of 500 barrels a day and it is quite certain that we will strike more oil in Australia.

[Sitting suspended from 6 p.m. to 7.30 p.m.]

Mr. DUNNAGE—To clear up doubts I shall quote from the *Industrial and Mining Review*, which reported what Mr. Walkley had to say

about oil in Australia. He is managing director of Ampol Petroleum Ltd., and I should think he has had more to do with oil in Australia than anyone. He was asked:—

Does that mean that the Rough Range No. 1 exploratory well in which you struck oil last December will be abandoned?

His answer was:—

No. It certainly does not. Present plans are to drill Rough Range No. 1 to about 1,200ft. because we want to know the geological strata to that depth. But no one is forgetting that there is a very nice stratum of oil-bearing sand starting at the 3,605ft. level. On test that stratum brought us more than 500 barrels of oil a day. In Texas and Oklahoma even a 50 barrel a day well at that depth is considered very nice to own.

Of course, Mr. Walkley said that the Rough Range No. 1 well was an exploratory well, but he also said it could be turned into a developmental or production well. In answer to another question he said:—

Canadian experience gives us some precedent. Seven years ago oil was discovered at Leduc in the Province of Alberta. Since then the rapid growth of the Canadian oil industry has required the investment of more than 1,300 million dollars in new capital funds in addition to money earned and re-invested. Capital requirements for further expansion in Canada are estimated at 250 to 400 million dollars per year for several years to come.

Mr. Dunks—I do not think the report states that Ampol Petroleum got 500 barrels a day on test.

Mr. DUNNAGE—Yes, according to the general manager. Later, he said:—

The oil strike is as big a thing in our political and economic history as the introduction of the Merino sheep by Macarthur. A big oil strike stimulates every phase of economic activity. Everyone knows what happened in Canada after the Leduc strike. The entire economy of the country moved up into a new and more prosperous level. If there is as much oil out west as I think there is, Australia will take a new and more important position among the free nations. With oil and uranium Australia has become a strategic area and will speak with new authority and prestige. But this wealth also has its obligations and responsibilities. As it increases our strength so also it increases the danger that we may become a target for the greedy and envious. We Australians now must learn to think big, and to be big—or else.

Mr. Dunks—Oil shares will go up tomorrow!

Mr. DUNNAGE—They went down last week after the Premier made a statement, so we must try and boost them up a bit. With all due respect to the Premier, he made that statement and share prices dropped, but that did not hurt the big man. It was the little man that the Premier was supposed to be assisting that

got hurt because the little man gets the wind up; the big man knows something about the game and is not frightened. We have every reason to say with certainty that oil has been found in Australia. We shall have the diesel electric and the atomic age to look forward to. This will bring cheap power and a great deal more development throughout the country.

Paragraph 31 of the Governor's Speech states that the Government is preparing legislation for the establishment of a Metropolitan Public Transport Council. This is of great interest to a metropolitan member. It may not affect my district to a great extent so far as railways are concerned because fortunately, or unfortunately, there are no railways running through it. I was much impressed by Mr. Geoffrey Clarke's remarks about running Budd cars between the Outer Harbour and Adelaide. When I rode in a Budd car between Port Pirie and Port Augusta on the day of the opening of the new power station I realized what could be done with modern rail cars. I wondered whether we could inaugurate a day service to Melbourne with similar cars. The Melbourne express runs during the night, but a day service would enable people to see the country *en route*.

The Hon. M. McIntosh—The Railways Commissioner has advocated such a service for years, but so far Victoria has not agreed.

Mr. DUNNAGE—By travelling at night many people have to incur extra charges by occupying sleepers, but not many get a good night's rest. Surely the railways could run Budd cars to Gawler and Kapunda and on other lines where there are not many steep hills. It would be greatly appreciated by the public and would save the railways money. I hope the transport council to be established will overhaul the metropolitan transport system. For instance, a railway runs to Port Adelaide, but a bus service runs almost parallel for most of the way. The transport problem is very complex. Many members have spoken at length on the tramway problem, and I think every metropolitan council should closely examine the position. Recently, I travelled on the Burnside bus route and the bus hit a great hole in a beautiful road that was surfaced not long ago. This hole had been torn up by the big buses. I can imagine the enormous upkeep in maintaining our roads once we get rid of trams. I was interested in the pamphlet from which Mr. Dunstan quoted extensively. One extract gives force to my argument about the huge increase in road repairs once buses are used extensively. It states that in the Northcote

city council area in Victoria it will cost £500,000 to reconstruct two and a half miles of a street (exclusive of the portion occupied by the new tramway) where buses are run, so members can see what may happen in Adelaide. Public buses stop and start at set places. People with motor cars or trucks pull up here, there and everywhere, so they do not cause as much damage to our roads as 10-ton buses.

Some people say that our roads have deteriorated greatly, but I do not agree. I think we are doing a fairly good job throughout the country. We are constructing new roads and spending much money on road making machinery, which will eventually have a great impact on our roads. I have heard something of what is happening in the Coonalpyn Downs area. Big interstate companies are making roads there that greatly impress me. The Minister has stated, and I agree, that the only way to tackle our road problems is to engage private contractors to build and repair our highways. The sooner we do that and keep these big firms here the better for us. I understand that the A.M.P. is employing a big company on road works in the Coonalpyn Downs area, and that it is doing a good job. A young man working there told me that whereas it took two and a half hours to get to the site of his job it now takes only a half an hour because a first-class road has been put down.

Mr. Riches—How much are such roads costing?

Mr. DUNNAGE—I take it that Parliament will allocate about £5,000,000 this year for roads. That is not a bad sum for a small State like South Australia, though admittedly we are the most prosperous State in the Commonwealth.

Mr. Riches—How does the private contractor's charges compare with the cost of other roads?

Mr. DUNNAGE—I have not gone into those figures, but I think the private contractor would be more efficient because he has to make the job pay. Metropolitan councils have to face the problem of widening roads. Many roads will have to be widened 7ft. on both sides. I wonder whether it would be more economical to go back 14ft. on one side. People must be compensated if some of their land is taken from them. In the Unley council area the fronts of some two-storey houses have been pulled out to widen the street, and this means compensation of anything up to £1,000 a block. As there are dozens of such houses to be so

reconstructed in the near future, the ratepayers will be faced with heavy expenditure on compensation. Paragraph 19 of the Governor's Speech commences:—

The Education Department is still faced with a rapid annual increase in the number of pupils. During the past five years, enrolments in the schools have risen 47 per cent. No other Australian State has had an increase of this magnitude, which gives rise to serious problems of staffing and accommodation.

I congratulate Mr. John Clark on his excellent speech on this subject, with which he is familiar. Another member of the Opposition, who thought he knew a great deal about the subject, criticized the department for its methods of attracting young people into the teaching ranks. Statistics prove that there has been a 25 per cent increase in the number entering that profession in the last year. He also suggested that the Savings Bank and other banks paid higher salaries to young people to attract them to their organizations. Notwithstanding all its advertising the Savings Bank cannot get young employees any more readily than the Education Department. There are two pages of "Situations Vacant" in this morning's *Advertiser*, including an advertisement from the Savings Bank. The Railways Department and Engineering and Water Supply Department are also seeking employees. One obtains only a certain response to advertisements notwithstanding what salary is offered. Some people prefer certain occupations and will accept lower salaries to obtain them. I imagine some members were attracted here because they preferred this work.

Mr. McAlees—We couldn't get another job.

Mr. DUNNAGE—That might apply to a lot of us. I offered a young lad a position today. It was a clean, decent job with a good wage but he refused it. Despite what Mr. Dunstan said, the Education Department is not the only organization which is seeking young people. Statistics issued by Mr. Dwyer this week indicate that there are only 77 unemployed in South Australia. It has been frequently suggested that if Mr. Menzies remained in power the country would be on the down grade, but the fact remains that there are only 77 unemployed in South Australia today. For 12 years I have been seeking the provision of a new Unley High School. I have been president of that school council for about 15 years and I consider that I have had a raw deal and I take exception to it.

Mr. Davis—Why have you had a raw deal?

Mr. DUNNAGE—Because for some reason or another, everyone else has been considered and I have not.

Mr. Hawker—Port Pirie has been considered.

Mr. DUNNAGE—Yes, it has a new school.

Mr. Davis—And it is about 20 years too late.

Mr. DUNNAGE—The Unley High School is 12 years too late. I have already approached the new Minister and asked that something be done. I asked Mr. McDonald, in the Minister's presence, how much he thought it would cost and he said about £750,000. I then asked how many high schools were needed in this State and he said that about 10 new schools were required. If they are all to cost £750,000 some districts will never get a new high school. Our school would be required to accommodate about 1,300 children. About two years ago the estimated cost was £600,000, but that would have since increased as more accommodation is now required because the number of pupils has increased.

Mr. John Clark—You would need two schools to accommodate 1,300 children.

Mr. DUNNAGE—I agree, but what would it cost to build two new schools? A school with 1,300 pupils cannot be run efficiently.

Mr. John Clark—The headmaster would not get to know his assistants.

Mr. DUNNAGE—That is true. There are 500 pupils in the Unley Girls Technical School accommodated in 11 different places. The headmistress would need a motor scooter if she were to visit every class once a day. Some pupils are accommodated in the Unley Town Hall and others in churches. In one instance, they are using rooms at the back of a house. It is time my district received some consideration. If the number of pupils further increase, we will have to take over the Unley Town Hall or the picture theatre. If something is not done we will not be able to accommodate future pupils. Some members refer to the long distances students have to travel in the country, but the same applies in my district.

Mr. Davis—Don't be foolish.

Mr. DUNNAGE—Some pupils travel 30 miles to Unley technical school. It has such a good reputation that girls from all southern districts attend it. The Unley High School would be similarly utilized.

All members are concerned with the problem of housing. I commend the Government for its efforts, but suggest it should do more. Every day sad cases are brought to my notice. If we have to build 12,000 houses instead of 9,000 to meet the position let us have the 12,000.

Senator Spooner said we are catching up with the housing lag, but I doubt whether that is so, because I still hear of many distressing cases. Some people seem to get a good hearing when they apply for a house, but others do not. In the last few weeks some were told they could not have a house because, on examination, an inspector found that they were not suitable applicants. When they cannot get a house from the trust it means that the private landlord has to find them accommodation. I wish the trust would tell people the reason why they cannot get a house instead of asking them to come in for an interview, because that makes the people concerned believe they will get a house, only to find later that they cannot, and then they have to live in a caravan or with relatives.

Mr. Riches—Would a Minister of Housing help?

Mr. DUNNAGE—It would not help now. The report regarding the latest Australian Gallup Poll in regard to housing says:—

One in 10 plans to build a house. At least two out of every 10 people are dissatisfied with their housing and would move tomorrow if they could. One in 10 plans to build a house in the next couple of years. That's the healthy replacement demand confronting the building industry today. . . . Asked whether they owned or rented their homes—65 per cent said they owned or were buying it, 29 per cent said they rented, and six per cent board.

Another extract says:—

There has been no improvement in the housing shortage in the last year. One dwelling in 10, the same as a year ago, houses an "extra family" . . . The latest figure for cities is unchanged at 12 per cent. Elsewhere it is nine per cent . . . Almost half of the extra families are childless couples: most of the others have one or two children.

They are childless couples because of the conditions under which they live. The disposal of household refuse in the metropolitan area is a problem which most people do not understand, probably because they do not interest themselves in it. They put their rubbish in the tin and do not care where it goes. At Unley thousands of pounds a year are spent in disposing of refuse and that does not include the cost of collecting. The cost of the service is included in the general rate. I wonder whether it would not be possible to have a large area of land on the flats near St. Kilda where the rubbish could be dumped.

Mr. Davis—Where does your council dump its rubbish?

Mr. DUNNAGE—It is put in a quarry at Glen Osmond, but we are in trouble with the Burnside Council and at the end of the month

we have to move because we have smoked out all the residents in the area. We are moving to Mitcham to a site alongside the Centennial Park Cemetery.

Mr. Davis—If yours is a progressive council you should make the necessary provision and not come to Parliament for help.

Mr. DUNNAGE—Ours is a progressive council. In the near future there will be much building up of soil necessary in the flats near St. Kilda and the rubbish could be dumped there.

Mr. Macgillivray—Has your council gone into the cost and practicability of composting the refuse?

Mr. DUNNAGE—We have not gone far into the matter of composting, only to find out what other people have done, and it has not been successful.

Mr. Macgillivray—It has been successful in Sydney and New Zealand.

Mr. DUNNAGE—The Canterbury Council in Sydney has had a scheme operating for three months. Whether it will prove to be successful I do not know. Composting must be done with sludge. In no part of the metropolitan area, except where the people are used to it, would a council like to mix sludge with rubbish because of the consequent offensive smells. I am sure the Unley Council would not use the method. They are optimistic at Canterbury. The other night I moved at an Unley Council meeting that our mayor and engineer go to Canterbury to see the position, but the matter was deferred for three months so as to give the Canterbury Council an opportunity to operate for six months before any further inquiry was made. The city of Canterbury comprises 120,000 people. It is a thickly populated high-class area, yet 7,000 of its houses are not sewered.

Mr. Davis—What sanitary system have they at Canterbury?

Mr. DUNNAGE—The pan system, something we would not have in our metropolitan area.

Mr. Macgillivray—I understand that in the Old Country and in New Zealand they have been successful with composting.

Mr. DUNNAGE—We have written to a number of places for information. I understand that now there is a departmental officer overseas investigating the problem.

The Hon. M. McIntosh—Mr. Hodgson is overseas.

Mr. Macgillivray—We have sent men overseas before and they have not been successful in their inquiries.

Mr. DUNNAGE—As the honourable member says, we have sent men overseas before, but we have benefited from it. I think members of Parliament should be sent overseas to broaden their knowledge. It was suggested by Mr. Geoffrey Clarke on one occasion that members should pay into a fund so that when it reached a certain amount it could be subsidized by the Government in order that members could be sent overseas. That is the right thing to do. The Tasmanian Parliament does it. It is fitting that members should broaden their outlook on every-day problems. Two or three of our members should be regularly sent overseas. A week ago we had in this House a Tasmanian member who had been sent to Malaya by the Tasmanian Parliament. He went all over Malaya and even into the fighting area so that he could see the actual position. It would be interesting and instructive to members if sent overseas in this way. The problem of getting rid of our household refuse in the metropolitan area must be solved one day, and as each day goes by the problem gets greater. Individual councils cannot attend to it because it is too expensive. The Adelaide City Council will have to build a big incinerator somewhere to get rid of its refuse. The Halifax Street incinerator is becoming a menace and the City council has to meet the problem. Our council has to find another place to dump its rubbish, and the Mitcham Council will have to act soon. I ask the Government to do something in this matter. When the report is received from the departmental officer who is now overseas the councils should be told the position. They would be grateful to have the information.

Since I have been a member of the Public Works Committee it has dealt with two or three country water schemes, some of which have shown a considerable loss. In considering the subject, the committee has kept in mind the importance of people getting water. Equally important is that Parliament should be notified of the cost. I am inclined to think that the days of cheap water are almost numbered and that before long rates will have to be increased or new assessments made. Losses are now being experienced on the metropolitan water supply, whereas previously it had been a paying proposition. Country schemes are losing everywhere.

Mr. Davis—Did you say everywhere?

The Hon. M. McIntosh—Not one country scheme is showing a margin of profit.

Mr. DUNNAGE—It is therefore about time we considered the water supply problem.

Although South Australia is one of the most arid of the States 95 per cent of its people can get water by turning on a tap connected with a Government scheme. It will therefore be appreciated how effective the Minister of Works and his department have been in supplying people with water.

Mr. Davis interjecting:

The SPEAKER—I warn the member for Port Pirie for the first time. He must cease interrupting.

Mr. DUNNAGE—When the Mannum-Adelaide scheme is completed I hope we shall be free from water shortages in the metropolitan area, and I also hope that the public will not think it will always get cheap water, for I am convinced that the charges will have to be increased. At present water costs only 3d. a ton delivered at the tap—the cheapest thing available except air, although some petrol stations charge more for blowing up your tyres. We have now begun to solve the metropolitan water problem. The Government intends to build more reservoirs, including one at Myponga, which Mr. Dunks said would not be linked with the metropolitan water supply. I can tell him that it will. This new supply will prove a valuable asset to the metropolitan area. Although from time to time I have criticized the Minister of Works, I now congratulate him on what he has achieved during his long and honourable term of office. He has done his best for the State in this particular direction. I also congratulate all those who have spoken in this debate on their studied and effective remarks, although we may not have had exhibitions of oratory and the waving of arms as on previous occasions. I have much pleasure in supporting the motion.

Mr. FRANK WALSH (Goodwood)—I congratulate all honourable members who have spoken on the motion and offer my congratulations to the Royal Family and the new Ministers who have been appointed. I listened to the member for Unley, and believe one should be truthful and say there was too much elaboration in his praise. It must have been almost embarrassing to those concerned, particularly yourself, Mr. Speaker. We can be genuine and sincere without all this extraordinary elaboration. I have never been in a Government Party since my election to Parliament, or chairman of a Parliamentary Committee, but I was somewhat amazed by the honourable member's remarks, knowing some of his Party's traditions. As he is chairman of a responsible Party, I was amazed to hear him

castigate a Minister in this House. It is not fitting for a member representing about 18,000 electors to blame the Minister of Education, who has been a member for only a short period. The member for Unley, as a responsible officer in his Party, should have had the decency to have a quiet talk with the Minister first.

I intend to speak about the Licensing Act, a subject which has not been mentioned during this debate. It is amongst the most contentious of any social legislation on the Statute Book of any State. I have been assured from time to time that the Government takes notice of the remarks made during this debate and I therefore recommend that it consider the advisability of appointing a committee, representative of both sides of the House, or even comprised of members of both Chambers, to examine the Licensing Act, and particularly the section providing for local options. I believe that there are sufficient licensed premises in the State, and if they were properly dispersed, particularly in the new areas, both industrial and residential, there would be enough to provide an effective service for the people. When I was elected to my district in 1941 there were approximately 16,000 electors on the roll, but when the last roll was printed there were almost 29,000. In the district, which covers a very large area, there are three hotels, two within 100 yards of each other, the other being near the border of the Glenelg district. In the principal town of the district so ably represented by the Leader of Opposition there are, I believe, four hotels in the main street.

Mr. O'Halloran—And all needed and serving a very good purpose.

Mr. FRANK WALSH—I would not dispute that. In Glenelg there are three hotels within 50 yards of each other—the Pier, the Family and the St. Vincent.

The Hon. B. Pattinson—But there is a long dry area in the south.

Mr. FRANK WALSH—I think the Minister would agree there is need for an investigation, as I have suggested. I would not mind if the Government appointed the Superintendent of the Licensing Court to make an investigation and report to Parliament. I am informed that in the City of Adelaide there are 89 operative hotel licences, but two have recently gone out of existence because in one instance the Adelaide City Council did not desire to continue its licence at the Prince Alfred Hotel, and the Windsor Hotel at Victoria Square West is to be demolished to make way for a commercial building. I

understand that three licences in the Semaphore and Port Adelaide districts are held by the Harbors Board. The position regarding local option polls is most unsatisfactory. The value and importance of a State Parliamentary election are sometimes almost subordinated to a local option poll held on the same day. I emphasize the importance to this State of the traditions of the Constitution providing for the election of members of Parliament. I would be willing to abide by a majority decision of the people on an extension of licensing hours. A committee should be appointed to inquire into a more even distribution of hotel licences and report to Parliament next session. Paragraph 5 of His Excellency's speech states:—

The inflationary factors in our economy have been brought under control with the result that a large measure of stability of prices and costs has been achieved.

Mr. O'Halloran, however, pointed out that whatever measure of stability had been achieved it had been achieved entirely at the expense of the workers. He said:—

First, there was the pegging of cost of living adjustments then the Commonwealth Arbitration Court said that no increases in margins would be granted because it would cut across the policy adopted in pegging cost of living adjustments.

In their approach to the wages of the worker the Menzies and Playford Governments have adopted a similar policy. Only this afternoon Mr. Dunnage congratulated Mr. Menzies on his election victory at the recent polls, yet the Menzies Government was returned with a reduced majority and lost the only swinging seat it held in this State. Both the Playford and the Menzies Governments subscribed to wage pegging and they were behind the Arbitration Court in its decision to freeze both the basic wage and margins for skill. Earlier in this debate the Premier said the average wage for South Australian male adults was £16 a week, but Mr. Dunstan later pointed out that, on the figures of the Commonwealth Statistician, the wage of the ordinary wage-earner as at December 31, 1953, was £13 18s. 9d., and, despite Mr. Pearson's challenge by way of question and the Premier's reply, that figure remains unshaken. Mr. Playford went so far as to produce a report from Mr. Seaman, the Government Economist, which stated:—

The recorded average wage naturally varies somewhat differently from the average of award wages for a standard week, for it includes over-time payments, all other "penalty" payments, over-award payments, incentive payments, etc., and includes salaries as well as wages.

Therefore, Mr. Seaman's assessment was based on eventualities that could happen.

Mr. O'Halloran—They may never happen!

Mr. FRANK WALSH—That is so. Was Mr. Seaman's estimate and report made at the Premier's instigation? Was he, on the Premier's instructions, trying to make the picture of the State's economy brighter than it really is? I feel that in this matter the Premier has imposed upon Mr. Seaman as an economist.

It has been stated that new types of locomotives are to be introduced into our railway system. Mr. Stephens has repeatedly complained of the damage done by oil-burning locomotives on the Port Adelaide line, and I have received complaints from residents adjacent to the railway line between Goodwood and Mitcham who have suffered from the noise and vibration of the trains and the aggravating noise of the warning devices at crossings. Why should these people be subjected to the continual strain and stress caused by these locomotives and warning devices? If the warning devices operate for so long merely because evidence of their operation would be required by the coroner in the case of accident, could not the appropriate legislation be amended so as to enable a more reasonable warning to be given at these crossings? The Government must decide whether to replace steam locomotives with diesels or diesel-electrics on suburban lines. Admittedly the diesel electrics are fast, but have their bogie wheels been satisfactorily adjusted to run on the existing tracks, particularly in the hills where derailments have recently taken place? Are the diesel-electrics responsible for pushing our hills tracks out of alignment? The Railways Commissioner should be asked to report on these matters. Yesterday I received a reply to a question I asked about certain warning devices on the Marino line, particularly that on the Marion Road crossing. I said that it was bad planning on the part of the Railways Department, and I repeat that, because the warning device must be operated prior to the entry of trains into the station.

The Hon. M. McIntosh—The reason is that it would not otherwise give sufficient warning of the approach of an express train.

Mr. WALSH—Recently a new station was erected on the western side of Marion Road. I do not know why it was shifted nearer to the Marion Road; it is bad planning on the part of the railways.

The Hon. M. McIntosh—I read the Commissioner's reply; I do not know anything about the planning of signals.

Mr. WALSH—The erection of this signal has caused unnecessary delay at that crossing and this could have been overcome by a commonsense approach to the problem. I understood from the late Railways Commissioner that he believed on good authority that an electrification system was intended for the suburban railways, but I now learn that this proposal is to be scrapped and diesel cars will be used instead. Surely the erection of a power station at Port Augusta and the increasing capacity of Osborne make it possible to provide sufficient power for the electrification scheme to make it a better proposition than the use of diesels. I do not agree with Mr. Dunnage's statement about the certainty of oil being found in large quantities in Australia, and I trust that shareholders will not pay much attention to his remark. Unless some very valid reason can be given for further advances to the present administration of the tramways, I will not support them. Some years ago I asked the Minister then responsible why there was no through traffic along Grenfell and Currie Streets and was told that the trust had the matter under consideration. I cannot see the wisdom of bringing trams from St. Peters and Payneham westwards along North Terrace, left into King William Street and then left again into Wakefield Street when they pass over other tracks that could be used to provide a through circuit. It is no wonder that there is so much congestion in one street. Trams are held up and consequently provide a very poor service, so how can they be expected to pay? There is a solution to the tramways problem. I believe that all tracks should be brought up to a proper standard, that no further tracks should be pulled up, a review should be made of the length of sections, and a better and cheaper service provided. As I have said many times the tramways can only obtain revenue by increasing the number of people who use them; I still hold that view. Not long ago one could go to the corner of King William Street and North Terrace and catch a tram to the other end of the city at almost any minute of the day and at a low fare, but now on most occasions it is possible to walk to the Post Office before being overtaken by a tram. This does not encourage people to use tramcars to travel around the city, especially as the fare is costly and the journey slow.

Pulling up tram tracks seems to have become an obsession with the present administration.

It is not very long ago that an extension was laid to Erindale, yet today there is no semblance of a track on that route. I do not know if the Flinders Street circuit is used now; a tremendous amount of money was spent laying a track there years ago, but for what purpose I do not know. The trust has asked Parliament for money, but if this is the best it can do I oppose the granting of its request. Recently in less than a week about one-third of the track between East Terrace and the Britannia Hotel was pulled out and later bulldozers and other machinery came along and filled up the road. I will refer to the top dressing later.

I now turn to the City Fathers, the Adelaide City Council, the body controlling all streets within the city of Adelaide and through the parklands. As a user of the Anzac Highway I know that the council has introduced a system of roundabouts. The member for Onkaparinga recently asked a question in this House about an accident at the roundabout at the intersection of Portrush and Greenhill Roads, and Anzac Highway users have to contend with a similar structure on West Terrace. On the other side of the city at a certain intersection there is a collection of sandbags and drums on the site of an intended roundabout. In these modern times the City Council had men using picks and shovels and trimming the edges of the footpaths they are still waiting to topdress; they are so up-to-date that they had a man with a small hand pump spraying tar so the first sealing coat could be put down. When the Minister of Works held the Local Government portfolio I asked why such a one-eyed stupid policy of asking local government bodies to buy expensive machinery but inadequate was adopted. Surely it would be better for the Highways Department to purchase the most efficient machinery and hire it and the operators out to the councils and thereby provide more efficient methods at a lower cost.

During this debate it was stated that road costs have been reduced in America. It is time we took a new approach to these problems. In the past we have looked upon bulldozers as machines for destruction, but surely they can be used for construction. I remember seeing a machine topdressing an interstate highway. It spread the metal and the bitumen and could do miles of road in a short time. I suppose we have the same type of equipment in the Highways Department, but it is not being used on jobs such as that undertaken on Wakefield Road. It was reported in the press this week that the public transport that runs through my

district and to the Minister of Education's district broke down on account of the condition of the road. We must provide transport for the people. We should get more efficient machinery to build roads and enable councils to hire modern plant instead of being responsible for buying their own equipment, which in many cases is not satisfactory. All councils, at some stage, must construct roads and footpaths. The Unley Corporation is in the fortunate position of having made most of the necessary roads. It had its own quarry from which to get metal, but although it has made its roads and footpaths it still charges high rates.

The Treasurer told us recently that the revenue of the State has far exceeded expectations. The Supplementary Estimates passed not long ago totalled a little over, £500,000, the surplus announced by the Treasurer was almost £2,000,000, and the actual surplus was £2,371,389, but when the Budget for 1953-54 was brought down the Government expected a surplus of £10,000. When it was proposed last year to increase motor registration fees I doubted whether the increases should be so steep, particularly as the Government said that the fees had to be increased to provide more money for roads. We recently had a Federal election, and we were told that the Federal Government would refund a greater portion of the petrol tax than in the past. Before the Treasurer presents his next Budget he should therefore consider reducing motor registration and driver's licences fees.

A Minister in another place often complained about the unfairness of the betting tax. It is most unfair because to compel a person to pay taxation on a capital investment is an imposition. For how much longer will this Government be a tax collector for racing and trotting clubs? The Government makes certain disbursements to these clubs on the condition that at least two-thirds of 25 per cent. of the betting tax paid to racing clubs, and that at least five-sixths of the 20 per cent allocated to trotting clubs in the metropolitan area shall go towards stakes. The country clubs can please themselves how they allocate this money, but it was most interesting to hear Mr. Stephens on this question. He said it seemed that 12 men in South Australia were running the Trotting League. That is an extraordinary number, for we do not find it necessary to have many people running horse racing. This body of 12 exercises authority over and above club representation.

We passed an Act stipulating that two representatives from each club were to sit on the trotting control board. Another section provided that there shall be an appeals committee. I am wondering how much protection is being afforded to the community. There is so much control in trotting that no one exercises control in the interests of the public. I have seen many things at trotting meetings that were outrageous; it would never do for me to be a steward or in control! From what Mr. Stephens said, there are 12 men in control of trotting in South Australia. If one investigates the position, he will discover that persons who are interested in trotting as reinsmen, owners, trainers or breeders, also have a personal interest in the Trotting Appeal Board. There should be a change in the administration. It has been suggested that the controlling body should comprise two members from the metropolitan club, two from other clubs and an independent chairman. There are a large number of people who are earning a livelihood from this sport as a result of the number of horses in training. The controlling body would be responsible for the conduct of meetings and would decide what races were most suitable. None of the members would be personally interested in the sport. There are men in South Australia who possess the necessary qualifications and if such appointments were made it would be in the interests of all concerned. I firmly believe that there should be an efficient and more compact controlling body.

I would like to know from the Minister of Works when the Government is going to erect a decent building to accommodate our public servants. Last session I referred to the unsatisfactory condition of the Government building in Victoria Square. It is not safe for a short-sighted person to enter that building, because, if he were to fall, he would probably injure himself seriously. That building is rapidly deteriorating. A scaffolding has been partly erected on the Wakefield Street frontage and a man, who represents himself as a mason, is attempting to reduce the overhang of the coping because it is fretting away. For many years it was advocated that stonemasons be employed in repairing that building but the Government always protested that it did not have sufficient money.

Mr. O'Halloran—As long ago as 1925 there was a plan for work on that building.

Mr. FRANK WALSH—I would not dispute that. I do not know when the Education Building on the corner of Gawler Place and

Flinders Street was erected but the only building constructed by the Government since then which accommodates public servants is Parliament House.

Mr. Dunks—It has purchased a number of buildings. It bought Simpson's building.

Mr. FRANK WALSH—I understood that the Government was renting that building. I believe it has spent a large sum on it, but there is still not sufficient accommodation for public servants. A great deal has been expended on the old Exhibition Building and other buildings merely to prevent them from falling to pieces. When the Government was approached on this matter some years ago it didn't have the money. Now, it complains it has not the manpower. What has the Government done to obtain manpower? At one time many men were employed in the Architect-in-Chief's Department as building operatives, but how many apprentices in that department have been encouraged to undertake bricklaying, masonry or plaster work in the last 20 years.

The Hon. M. McIntosh—There is a standing inducement.

Mr. FRANK WALSH—If there were decent sized stone jobs to be done today there would be no stonemasons capable of doing them. We have lost that craft because no-one attempted to build it up. Since 1933 the Government has never attempted to erect a decent building for its public servants, but, I believe that if it were not for the electoral set-up of this State something would have been done. Since 1933 we have had a Government that has done nothing to decently house public servants. Departments are all over the place and situated in buildings that should have been demolished years ago. On March 9, 1945, the following letter was written to the physician in charge of the Chest Clinic at the Royal Adelaide Hospital by the then Director-General of Medical Services:—

Re new clinic ward block, etc., for tuberculosis patients. This is listed as one of the works to be undertaken in the post-war period and the honorary advisory council for tuberculosis services would appreciate your views concerning the type of building that can be recommended.

It is urgent that we have a proper chest clinic at the Royal Hospital, or as near as possible to it. I would not care if two or three acres of adjoining land were taken for the purpose because the matter is so important. The type of building required depends considerably on whether the chest surgical work is to be done in the central institution or elsewhere. I understand that when the old isolation block on

North Terrace was made available to the Botanic Gardens Board there was to be an exchange of land, but so far there has been no building extension on that land. Has any member ever gone to the chest clinic at the Royal Adelaide Hospital to see the conditions? There is seating accommodation, but it is always over-crowded, and there are always delays because of the patients being sent from the clinic to the X-ray department and then back again. In 1945 it was suggested that the clinic should comprise three storeys so as to provide for proper seating accommodation for the patients whilst waiting, an operating theatre, a space for records, and wards. Doctor Cowan, as a member of the advisory council, presented very strong views on the matter and they were accepted by Dr. L. W. Jefferies, the then Director-General of Medical Services, who said that the matter would be dealt with by the Government. There is a desire for the Government to deal with it urgently.

At the Bedford Park institution a great job has been done under difficulties. The Government should build a complete block there as soon as possible. It has fallen down on the job. I do not think any Government in the world had a greater appreciation of the health of the people, especially those suffering from tuberculosis, than the Chifley Government. The present Menzies Government has been pleased to make use of legislation introduced by it. The Playford Government will do nothing in the matter. The Bedford Park hospital must have decent wards and administrative blocks. Most of the accommodation there now is of an emergency character. If the Government erected a hospital at Bedford Park as suggested, something which is long overdue, it could use some of the existing chalets to accommodate single men who are now trying to earn a living. They would be happy to go back there and prepared to pay for their accommodation. It is something of national importance. I do not know whether my remarks will fall on deaf ears, or whether there will be a complete change of front by the Government on the question of hospitalization and the need for a modern clinic. There are 400 acres available at Bedford Park, which is in a more or less isolated area, and the men stationed there could be made happy and contented. It is ideally situated for their treatment. The scenery is varied, including vistas of vineyards and picturesque views of the Gulf to take their minds away from their troubles. I hope the Government will realize the need to do something.

There is an important announcement in today's *News* regarding the expected huge increase of students in our secondary schools, reference to which was made in an address by the Minister of Education at the annual meeting of the School Welfare Club conference. A great need exists to train youths to meet the requirements of industry. I was interested to read the text of an address by Mr. Walker (Superintendent of Technical Schools) in the *Journal of Industrial Progress and Development* of January last. It dealt with many important phases of education, particularly with secondary education and the demand for apprentices. He dealt with the extraordinary industrial progress which had taken place and the causes for shortage of apprentices in industry. Probably the most highly skilled are required for the metal trades. As I have said on other occasions, we shall reach the position when we shall not have sufficient tradesmen to erect homes and industrial buildings which are so necessary. Mr. Walker estimates that it will be about 1960 before we can expect to meet the demand in certain trades. Those employers who desire labour to be trained for their requirements would be advised to consult the Career Officer of the Education Department.

The Government might be disappointed if I did not say something on housing. We all know the song *Kathleen Mavourneen*—it may be for years and it may be for ever. I am reminded of a question I asked the Treasurer some weeks ago which I was asked to place on the *Notice Paper* for August 17—a long time ahead. It was:—

Is it the intention of the Government to proceed with the construction of a satellite town near Salisbury? If so, is the South Australian Housing Trust only waiting Government approval to begin the construction?

It may be that soon—possibly before August 17—the Housing Trust will be instructed to proceed with the satellite town project; but I had hoped that the Premier would inform members of such a decision on the floor of this House rather than give the press a hand-out on what should be Parliamentary business, as has been done recently. It may be that the Premier does not know his own mind in this matter, but Labour members consider it would be more advantageous to build more houses at Gawler rather than to proceed with the new satellite town, which, as it is to house 60,000 people, will need much planning by the trust.

I do not know what is involved in the green belt that has been mentioned by the Premier, but it must be remembered that the blue belt

of the coastline limits the expansion of housing west of the Adelaide plains. It might be possible to reserve such areas as the Torrens Gorge and land beyond Gepps Cross as part of the green belt. The Housing Trust may be forced to proceed with the satellite town, because it is getting short of land nearer the city. I understand it has bought up vineyards and market gardens and that it was recently prepared to buy individual building blocks in Parkholme; so it must be short of land. The only alternative is for it to continue building houses in the Glenelg electorate with the result that soon there may be 45,000 electors in that district.

Earlier in this debate Mr. Riches said it was more difficult for young people to obtain houses today than some years ago, and, although that statement was challenged by Mr. Dunks by way of interjection, I claim that it is more difficult for young people to obtain their own homes today than ever before. In 1925, when the basic wage was £4 5s. 6d., one of the biggest housing programmes ever undertaken by the State Government—the thousand homes scheme—was being implemented. The dearest of those homes cost £785, and the only conditions imposed on the purchaser were that he had to have a family and to provide a deposit much less than £100. Today the trust's timber-frame homes cost between £2,880 and £2,945, and its solid construction homes between £2,960 and £3,260. The deposit required by the trust on purchase depends on the earning capacity of the purchaser; for instance, a tradesman with a family might be asked for a deposit of only £300 or £400, but in some cases more may be required. A hardship is imposed on purchasers who, because of an extraordinary first and second mortgage scheme, may be called upon to pay interest on £2,500, besides having to pay water and council rates. I do not know how such people can be expected to meet their commitments. I regret that this Government has allowed the group home building scheme of the State Bank to almost lapse. It is a crying shame that such an organization should have been almost compelled to drop the scheme it had in operation. I will say nothing more than that it was another nail driven into the coffin of an organization that could be still building homes of a high standard.

In reply to a question earlier this Session I was told that many of the existing landlord and tenant controls would no longer operate. I have with me a report of certain shop rents paid in Gay's Arcade; I will not go into them

other than to say that one small shopowner will have to go out of business because of an increase in rent. I will be pleased to receive copies of letters that may be sent to the Premier or any other Government member on the question of shop and office rents, but I have sufficient information in my possession to indicate that rents are being charged out of all proportion to the value of the premises and that has been brought about by the action of the Government last session.

Mr. O'Halloran—The equivalent of key money is also being charged.

Mr. FRANK WALSH—Yes, I have one report of £500 being asked for key money. About 2½ years ago a young man started a business on the Goodwood Road and before he was permitted by the Unley Council to open his shop he had to spend a week cleaning it up. He did this and built it up to a good standard. His lease runs out later this month and he has been informed that unless he can find £400 key money he will lose any interest in the shop, and he will of course lose his goodwill. This has been brought about by the present policy of the Government. This man endeavoured to buy a shop with dwelling attached, but as it is intended to widen Goodwood Road he has been told by the Highways Department that he should demolish a 14in. wall 18ft. long and set his shop window seven feet further back than the alignment of other shops, but for what purpose I do not know. A fortnight ago I wrote to the Highways Department stating that this man would undertake in writing his preparedness to include in the deeds his willingness to move the shop window when required by the department to do so. It must be remembered that the land may not be wanted for 100 years—at any rate it will not be required for another 30. This man has to go out of business because of the Government's attitude on shop rents and because he is unable to get a permit from the Highways Department. The fashion today amongst landlords

seems to be to demand key money and other backhanded graft. I will be pleased to attempt to introduce, with the assistance of the Leader of the Opposition and members on this side, further amendments to any more proposals for decontrol. I support the motion. °

The Hon. Sir GEORGE JENKINS (Newcastle)—It is a long time since I rose to address the House on the Address in Reply and I would not do so on this occasion if it were not that I wish to express my gratitude to members on both sides of this House for the kind references to me and my work during the time I occupied the position of Minister of Agriculture. I would be ungrateful if I accepted them without voicing my gratitude, also to the people outside who have similarly referred to me. That is my justification for speaking at this late hour. Nothing can give greater pleasure than expressions of goodwill such as were made by the Opposition and members on this side of the House. The letters I have received from people in all parts of the State, beyond the State and from overseas have made me feel that the job I did and the time I spent in it was worthwhile. My task as Minister was easy to me because it was congenial. I have always been a representative of the primary producers and have always tried, whether as Minister of Agriculture or otherwise to do my best on their behalf. I express to the members of this House my appreciation of their very kindly references to me. I want it recorded in *Hansard* that I express my gratitude also to people outside this Chamber, to whom I have already replied by letter. I am most thankful for all the kindly things said about me both inside the House and outside.

Mr. STOTT secured the adjournment of the debate.

ADJOURNMENT.

At 10.02 p.m. the House adjourned until Thursday, August 12, at 2 p.m.