

HOUSE OF ASSEMBLY.

Tuesday, May 24, 1955.

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

QUESTIONS.**PETERBOROUGH AND YONGALA WATER SUPPLY.**

Mr. O'HALLORAN—In view of the great public interest shown in the town of Peterborough and the Yongala district in the recent inquiry by the Public Works Standing Committee into a proposal to improve, by pipeline, the water supplies of those districts, has the Minister of Works any information to give the House on this subject, particularly about when the committee is likely to present its report?

The Hon. M. McINTOSH—The original scheme was much more elaborate than that finally submitted for consideration by the committee. Following on a series of discussions with the honourable member I revised the plan and a more practical scheme was evolved, utilizing the present works at Peterborough with the extension from the Spalding-Jamestown pipeline. On December 16 last a proposal for the extension of the Spalding-Jamestown pipeline to Peterborough at an estimated cost of about £238,000 was submitted to the Public Works Committee. In a letter dated April 21 the Chairman of the committee stated that the committee had resolved to recommend that the project be carried out and that the charges for water be based on $1\frac{1}{2}$ times ordinary country township rating and $1\frac{1}{2}$ times standard price of water. The Engineer-in-Chief is now investigating the implications of this recommendation. Because of the provisions of the Public Works Committee Act provision for this project could not be sought on the 1955-56 Loan Estimates, but now that the scheme has in essence been recommended by the Committee a review of the Loan programme will be made when it is known what loan funds will be available and on receipt of the committee's report.

CHRYSLER COMPANY SPUR RAILWAY LINE.

Mr. FRANK WALSH—This morning's *Advertiser* reports that an area of land in a southern suburb has been purchased by Chrysler Australia Limited, but, although the plan suggests that the land is on the eastern side of the South Road, I believe it is on the western side. Can the Treasurer say whether the Government intends to provide for this area a rail service, either by joining up with the main

south line at some point to be determined or, in addition, by the extension of the Adelaide-Marino line to provide a spur line?

The Hon. T. PLAYFORD—The decision of the company to extend its operations in South Australia is of great importance to this State. Not long ago the preceding company was reported to have purchased a large area near Sydney and it seemed that the future of this important industry in South Australia would be jeopardized. It is of the first importance to this State that we retain this magnificent industry. I am not well acquainted with the locality, but I believe this was Housing Trust land made available to the company. I think the honourable member is correct in his conjecture that it is on the western side of the South Road. The company is a large user of the railways in the way of interstate freight. The arrangement with it could only be concluded on the undertaking that a railway siding would be established for it. The area is in a direct line for extensions that would ultimately go through to Marino. The Government has undertaken, subject to Parliamentary approval (which, of course, involves an inquiry by the Public Works Committee), to build a spur line to connect with the company's siding in the area concerned. That line will be available for public passenger transport as well as for the company's use. It should be a profitable line to us, and the company has agreed to enter into a 10-year contract to rail its commodities to the other States by using the railway system of this State, so we shall have a reciprocal agreement with the company: it will use the railways for its transport requirements and, on the other hand, the Government will undertake, subject to Parliamentary approval, to construct a railway line to its siding. I am sure that that line will ultimately go right through, as indicated by the honourable member.

STRATHALBYN SOLDIERS' MEMORIAL HOSPITAL.

Mr. WILLIAM JENKINS—The *Advertiser* of May 23 reported a Government plan to help private hospitals to the extent of £250,000. One paragraph stated:—

Government assistance has already been given to community hospitals, and Parliament will now be asked to extend the scope of this assistance.

The Strathalbyn Soldiers' Memorial Hospital is not a Government-subsidized hospital, but is conducted by a board. It is subsidized by the local corporation and district council and

by the wonderful and sustained effort of a band of women who raise money by providing lunch and afternoon tea at stock sales every week. This hospital is situated 18 miles from the nearest Government hospital at Mount Barker and 32 miles from Victor Harbour. It fills a great need in the district. Can the Premier inform me whether this hospital will be eligible under the proposed legislation to receive a general subsidy, or whether a subsidy can be granted only if new work is undertaken?

The Hon. T. PLAYFORD—The question of subsidies that I have previously mentioned has delayed the presentation of the Supplementary Estimates to the House because certain organizations were not quite ready with their plans and were not able to give sufficient information on the work they could undertake in the immediate future. Those subsidies will be given to assist non-profitmaking hospitals to meet capital costs in the way Parliament has subsidized community hospitals. From what the honourable member has said I understand that the Strathalbyn Hospital Board does not propose to increase the size of the hospital, so it would not normally come under the scheme I have mentioned, but I will submit the question to the Chief Secretary to see whether any form of subsidy can be provided.

ROADS IN HOUSING TRUST AREAS.

Mr. JENNINGS—There are several new Housing Trust settlements in my electorate, but the roads through them are mostly abominable, particularly in Northfield and Clearview. I realize that the provision of roads in these areas is the responsibility of councils, and I also realize they are doing the best they can with their limited resources, but is it possible, when the Housing Trust establishes new settlements, to provide some material or financial aid so that proper roads can be constructed initially and the people will not have to wade through mud in winter and put up with dust in summer for years hence?

The Hon. T. PLAYFORD—The Housing Trust has considerably assisted councils in the construction of roads in its areas, and I know that it has given assistance in the areas the honourable member has mentioned, but I agree with him that the present position is not satisfactory. One of the main provisions in a Bill passed by this House last year, but defeated in another place, was that in all subdivisions of land for housing the subdivider had to provide a road before the subdivision could be approved. I believe this to be an essential provision, and I

hope it will be considered again by Parliament this year. I will refer the honourable member's question about Northfield and Clearview, where there is a large volume of building taking place, to the chairman of the Housing Trust to see whether it is possible to render further assistance.

SUPERPHOSPHATE DELIVERIES.

Mr. HEASLIP—Last Thursday I asked a question about the supply of superphosphate to the northern districts, and when I arrived home on Friday I was besieged by people who wanted to start seeding but had not received their superphosphate. If Fertilizer Sales Ltd. promised to deliver superphosphate to farmers who agreed to take delivery part early and part late it must live up to that promise. In one instance a farmer took part delivery in February, the balance to be delivered later, but still he has not received a bag of super, whilst others on late deliveries have already received the whole of their superphosphate. Two brothers ordered their superphosphate the same day, part early delivery and part late; one has received all his superphosphate, and the other not a bag. Another farmer who ordered part early and part late delivery found he was running out of superphosphate and ordered another three tons on about three weeks' notice and got the lot. Will the Minister of Agriculture inquire into this matter, and has he an answer to the question I asked last Thursday?

The Hon. A. W. CHRISTIAN—First I want to make it clear, particularly to the producers concerned, that the Government's responsibility is only in respect of two matters: quality (and on that score I have not heard of any complaint), and transportation by railway. The report I am about to read makes it clear that the railways are not in any way to blame for any delays in delivery. A report from the manager of Fertilizer Sales Ltd., states:—

The response to the wide publicity given to the importance of early ordering and early delivery of superphosphate was considerably short of expectations, and had the effect of precipitating an exceptionally heavy delivery programme for later months. A much greater tonnage could have been despatched earlier in the season had orders been available. Orders for March-April delivery were particularly heavy and far exceeded the tonnage that could be handled during those months. This has necessitated a substantial carry-over of orders into the latter part of the season. The objective was to have all orders lodged by the 30th September, 1954. Up to that date, orders received for the Wallaroo area were 21,664 tons. At the 31st December, the figure was 41,645 tons—at the 31st March, 64,409 tons, and at the 20th May, 69,539 tons. These figures

indicate the difficulty of planning deliveries when such a high proportion of orders are lodged later in the season. Farmers who took early delivery of portion of their supplies were entitled to a priority as regards date of delivery of the balance of their orders. Every endeavour has been made to regulate deliveries by road transport to ensure a steady output by rail, but this has proved a difficult matter. For some time, ex-works deliveries have been rostered, and by the end of May, all rail orders, other than those received during recent weeks, will have been despatched. Late orders will be supplied in rotation after delivery of earlier orders has been completed.

The following is the passage to which I particularly draw attention:—

The delay in rail deliveries is in no way attributable to the South Australian Railways. The delivery problem could have been solved without any difficulty if all farmers were prepared to take delivery of portion of their superphosphate supplies between September 1 and December 31. The manufacturers have given the widest publicity to early delivery, over many years, and it is a matter of increasing importance in view of the steady yearly increase in demand for superphosphate.

BRIDGE ACROSS RIVER MURRAY.

Mr. STOTT—Can the Minister of Works say when the Government can expect a report from the Public Works Committee in respect of the proposed bridge across the Murray and whether the Government expects it in time to include a line in this year's Estimates?

The Hon. M. McINTOSH—I cannot forecast when the committee will be in a position to present that report, but I will ask the chairman of that committee and bring down his reply. I point out that the provisions of the Public Works Standing Committee Act make it obligatory on the Government not to introduce legislation for any work until a report is received. The Government cannot anticipate the nature of a report.

HOUSING TRUST LAND PURCHASES.

Mr. JOHN CLARK—Can the Premier say whether the Housing Trust or its agents have purchased or contemplate purchasing further land between Smithfield and Gawler, and, if so, for what purpose?

The Hon. T. PLAYFORD—I am not sure, but I believe the trust is prepared to purchase an area there for parklands. I will try to get more precise information.

DISMAL SWAMP DRAINAGE.

Mr. FLETCHER—For some time I have been inquiring what has been done in regard to draining the Dismal Swamp area. I understand an arrangement has been made

between the Governments of Victoria and South Australia to drain water from the Dismal Swamp area into the Glenelg River in Victoria. Has the Minister of Lands any information on this matter?

The Hon. C. S. HINCKS—It is true that the member has asked three or four questions on this project and that the Government has endeavoured to get the co-operation of the Victorian Government in respect of it. The first meeting took place at Mount Gambier early in 1953 between officers of the Victorian and South Australian departments, when it was agreed that it was necessary to investigate this important proposal. After a long discussion the Victorian delegates went back and reported the matter, with the result that this Government was advised that Victoria had insufficient staff to undertake the necessary survey work. However, the South Australian Government made surveyors available to undertake the entire survey work from Dismal Swamp to the Glenelg River in Victoria with the exception of the subsidiary drains. This report was sent to the Victorian Government in November, 1953, but we did not receive a further report from that Government until February, 1955. That report is quite favourable and I am hopeful, as a result of a further meeting between officers from both States early this year, that some work will be undertaken. Tomorrow, Mr. Johnson, Secretary of the South-Eastern Drainage Board, is going to Victoria to confer again with the Victorian authorities. As soon as I get further information I will let the honourable member have it.

ASSISTANCE TO DRIED FRUITS INDUSTRY.

Mr. MACGILLIVRAY—Last session the Minister of Agriculture and the Premier interested themselves in the position of the dried fruits industry following on the bad 1954 harvest and poor marketing conditions. They were asked whether they would take up the question of a subsidy or a stabilized marketing scheme with the Commonwealth Minister for Agriculture, but nothing has eventuated. If 1954 was a bad year, then 1955 has been disastrous to growers of dried fruit right along the Murray. The growers have been agitating for assistance from the Commonwealth Government as this is a Commonwealth responsibility, but we have got, as usual, many conflicting statements. The Federal Minister, Mr. McEwen, through the press, said he would be pleased to make his

officers available to help the industry formulate a stabilization scheme. The chairman of the Australian Dried Fruits Association, Mr. Malloch, is quoted in the press as saying that there were many legal, financial and legislative difficulties to be overcome before a suitable stabilization scheme for the Australian dried fruits industry could be introduced. The growers are so confused with these conflicting statements that they do not know whether a genuine attempt is being made to stabilize the industry. Will the Minister of Agriculture take this matter up with the Federal Minister and ascertain what has been done up to the present and what difficulties must be overcome before the industry can get similar benefits to those received by other primary industries?

The Hon. A. W. CHRISTIAN—As a prerequisite to any scheme I should think the producers in the industry should make up their own minds what they want and possibly formulate a scheme for presentation to the Federal authorities. I shall be very glad to take this matter up with the Minister for Commerce and Agriculture, and will try to have it listed for the forthcoming Agricultural Council meeting on July 4 and 5.

MOUNT GAMBIER TO MILLICENT RAILWAY.

Mr. CORCORAN—Can the Minister representing the Minister of Railways intimate the approximate date of completion of the broadening of the gauge to Millicent? Will there be a commemoration by an official opening similar to those at Naracoorte and Mount Gambier when the broadening of the gauge was completed to those towns?

The Hon. M. McINTOSH—I have no personal knowledge of the time of completion of the work; I will make inquiries. I think such a notable event should be properly commemorated. Sometimes such functions are regarded as superfluous but this work is of first class importance and I am sure its recognition will appeal to my colleagues.

DRIVING LICENCES.

Mr. DUNNAGE—I understand that people disqualified for holding a driver's licence in this State can go to another State, reside there for a few days, apply for a driving licence, and, if successful in passing the test, get one, and then come back to South Australia and drive a motor vehicle. I am told that certain people in this State have already done this. Can the Premier say if this is correct, and if so, what action the Government intends to take to stop the practice?

The Hon. T. PLAYFORD—Offhand, I would say it is not correct. If there is a loophole in any of our Acts to enable it to be done I can promise the honourable member that the matter will be speedily brought before Parliament for correction. As far as I know, immediately a disqualification is registered in another State the disqualification applies here, and the same procedure is followed by the other States. As the Minister in charge of the department, I have power to direct that the Registrar shall not issue a licence in certain cases, and following on police reports certain licences have not been issued. So far as I know there is no legal loophole of the type mentioned by the honourable member. I would not say that it could not occur that a person leaving this State to reside in another could, without revealing that he had been disqualified here, apply for a licence and get one after passing the normal test. By some subterfuge it might be done, but as far as I know there is no rightful way in which it can be done.

HANSARD REPORT OF DIVISION.

Mr. STOTT—In the *Hansard* pull of last Thursday's proceedings, though the report of the election of the Chairman of Committees is really correct, a person reading it would not get a correct idea of the actual proceedings. You, Mr. Speaker, will remember that in the division the "Ayes," those who favoured the election of Mr. B. H. Teusner, went to your right-hand side, but the record in *Hansard* shows those who went to your left-hand side as being Ayes. In the motion that Mr. Teusner be appointed Chairman of Committees the Leader of the Opposition moved to delete "Teusner" and insert "Lawn." The question put by the Speaker was "That 'Teusner' proposed to be struck out stand part of the motion," and in the division there were 20 Ayes and 14 Noes, but the *Hansard* report says, "The House divided on the amendment," and shows 14 Ayes and 20 Noes. I admit that the result is the same and the report is correct, but can you, Mr. Speaker, say if the report is in accordance with the proceedings in this Chamber? I have had questions put to me previously on this matter. Will you discuss it with the Leader of the *Hansard* staff or can you give your views on the matter now?

The SPEAKER—I point out that the voting in any division in this House appears also in the Votes and Proceedings. I will investigate the matter raised, because it is desirable that proceedings be so reported that they will be understood.

INSURANCE OF MOTOR VEHICLES.

Mr. O'HALLORAN—It has been reported to me that under the system of insuring motor vehicles a rebate is granted where no claim has been made against the insurance for the preceding period. Where a claim has been made the rebate is not allowed on the insurance for a subsequent period. This leads to cases where a perfectly innocent person may lose the benefit of the rebate. For instance, an accident may occur and be solely the responsibility of one driver, but the innocent person loses the rebate. Will the Premier look into this aspect of motor vehicle insurance to see if means can be devised whereby the innocent person will not suffer in cases such as I have mentioned?

The Hon. T. PLAYFORD—This aspect of insurance had escaped my notice. I entirely agree with the Leader of the Opposition that a person can become involved in an accident through no fault of his. In fact, he may be involved in an accident which was quite unavoidable as far as he was concerned. As set out by the honourable member he would lose his good marks and be compelled to pay a higher premium as though he had been responsible for the accident. I will have the matter examined. I agree that where a person is not responsible for an accident he should not be penalized in his insurance payments.

GRANTS TO SWIMMING CLUBS.

Mr. TAPPING—Because of harbour development in my area and certain reclamation work being carried out, three swimming clubs, which have performed good service in many years, will be put out of action. If that occurs it will be a tragedy to the State because each year the clubs have taught hundreds of people to swim. In view of the circumstances I have set out, can the Minister representing the Minister of Local Government say whether a municipal council can legally make grants to build swimming pools?

The Hon. M. McINTOSH—I hesitate to give a legal opinion of that nature offhand; in fact, I do not think it is within the province of a Minister to do so. It is probably rather the council's duty to consult its solicitor, but seeing that this is a matter of general importance I will ask my colleague to get in touch with the Crown Law authorities and clear up that point.

SOUTH COAST ELECTRICITY SUPPLY.

Mr. WILLIAM JENKINS—Some months ago the Victor Harbour Corporation and a few surrounding district councils refused a

further franchise to the Harbour Electricity Company; the present franchise expires in two years. A letter was also sent to the Chairman of the Electricity Trust notifying him of the refusal. Can the Premier say whether the trust has negotiated with the Harbour Electricity Company and whether any progress has been made on providing installations for the supply of electricity in this district after the franchise expires?

The Hon. T. PLAYFORD—I have not that information with me, but I will get a report from the Electricity Trust and make it available to the honourable member, probably on Thursday.

SCHOOL TELEPHONE ACCOUNTS.

Mr. JENNINGS.—In most cases school telephone accounts are paid not by the Education Department, but from school committee funds. Obviously, a telephone is essential to the proper management of a school and the telephone is almost exclusively used on official business. The present practice of the payment of telephone accounts is causing grave dissatisfaction among many school committees in my electorate. They do not mind giving generously of their time and labour to provide amenities for the children, but they resent having to pay what they consider to be a legitimate charge on the department. This question is probably one of departmental or Government policy, and I would have put it on notice, except for the fact that I have not yet received a reply to a letter I wrote to the Minister of Education concerning it on March 2, 1955; therefore, I consider he has had notice of it and that it has been engaging his attention since then. Can the Minister give any information on this matter?

The Hon. B. PATTINSON—It is true that the honourable member wrote to me about this matter, but so did the Schools Committees Association of South Australia, and their representatives attended as a deputation on the Director and me. The telephone rental is paid by the department, and the department is willing to pay for all calls made by the school to it. If we could find some proper definition of "official calls" we would be willing to pay for all official calls, but for the time being they are the only two concessions we are willing to make.

SCHOOL COUNCIL SECRETARIES.

Mr. HUTCHENS—Because of regulations it is mandatory that the head mistress or head master of a technical school shall, on the

appointment of a school council, become the secretary of that council. Further, there is a regulation prohibiting members of a teaching staff from making representations to their Parliamentary representatives. Obviously, it is difficult for a teacher, on behalf of the school council, to approach his employer by way of deputation. It is also an acknowledged fact that a secretary of any organization is one who has all the particulars at his fingertips and, because a head master or head mistress at a technical school is busy owing to staff shortages and other difficulties, it would be advisable in the interests of the school that the regulations be changed to permit another member of the school council to be the secretary. Will the Minister of Education have this matter investigated with a view to taking possible action?

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

GOVERNMENT HOUSE RENOVATIONS.

Mr. FRANK WALSH—Has the Minister of Works a reply to my question of Thursday last regarding specifications for the repair of Government House?

The Hon. M. McINTOSH—I am pleased to say that the view held by both the honourable member and me was correct: it would be a crime to paint beautiful cedar. Therefore, there is no specification involving such action.

MOUNT VICTORIA HUT URANIUM FIELD.

Mr. O'HALLORAN—Can the Premier say whether the boring tests at the Mount Victoria Hut uranium field have been completed and, if so, whether they have disclosed sufficient ore to warrant the establishment of a mine there? If so, does the department intend to begin mining soon?

The Hon. T. PLAYFORD—The boring has not been completed in the sense that we have determined the full extent of the lode matter. The lode matter outcrops on a long lode which on the surface did not appear impressive, but in boring it was discovered that it continued in depth. The deepest holes we have are still in good grade ore with an undiminished width of seam; therefore, boring has disclosed an area sufficiently large to warrant the opening of a mine. It would not, however, be as large a project as Radium Hill, but it would be a good supplementary one. The present intention of the Government is to take action to open up the mine at Mount Victoria Hut, perhaps not establishing the

permanent fixtures that have been established at Radium Hill where the lode matter was better known and much larger. It is no longer economic to determine any further depth at Mount Victoria Hut because the holes are so deep that it would become very costly to put down further boreholes. The primary treatment will be done at the field and the ore supplied to Port Pirie. Investigations by the Mines Department have disclosed that the system of treatment at Port Pirie would be suitable for treating that ore, which could be fed into the chemical works there, in conjunction with and supplementary to Radium Hill ore. It is not necessary, therefore, to establish an additional chemical plant or to modify the present chemical plant. It would be necessary, however, to have a small supplementary plant similar to that at Radium Hill with which to concentrate the material.

Mr. O'HALLORAN—Can the Premier indicate whether the plan for the development of this area has reached a stage at which the Government can consider its connection to the Broken Hill railway line and, if so, at what point would the connection be made?

The Hon. T. PLAYFORD—The size of the ore body disclosed does not warrant a railway line being put into the area. The ore would be concentrated on the field and taken out by suitable road transport to the railway line. The enterprise is actually only now in its planning stage, and I cannot give details of the type of township that will be erected and the plant that will go there. As soon as that information is available I will acquaint the Leader of the Opposition with it because I realize the area is in his district.

SHELTERS AT BUS STOPS.

Mr. JENNINGS.—I ask the Minister of Works whether he will request the Tramways Trust to provide shelters at bus stops on the long routes, particularly on Hampstead Road on the Northfield route and on the Main North-East Road to Hillcrest. There are no shelters there and with winter coming, great inconvenience will be caused if they are not provided.

The Hon. M. McINTOSH—The honourable member prefaced his question "Would I request the trust?" but that is not my function. I will convey the honourable member's request to the trust and bring down its answer.

IRRIGATION WATER RATES.

Mr. MACGILLIVRAY.—On several occasions last session I drew the attention of the Minister of Irrigation to the cost of water to

our irrigation areas. On October 6, in answer to my question, he stated:—

I remind the honourable member that increases or decreases of water rates are considered in April of each year. Because of that and more recent reports of improved dried fruit sales there may be a better opportunity later of considering the market position, when it will be possible to consider the prices of dried fruits, wine grapes and other fruits. However, I am prepared early in the new year to refer the matter to Cabinet again before a decision is made on rates for the following year.

I remind the Minister that the committee on whose recommendations the water rates were increased also made a recommendation that in the event of the settlers' incomes being reduced the question of the price of water should be again reviewed. The position of the settlers in the irrigation areas is now worse than it has been since the 1930's. The Government has made advances to the Renmark Irrigation Trust to help settlers there to pay water rates, and I ask the Minister whether he has taken up with the Cabinet the desirability of reducing the price of water to irrigation areas, as recommended by the committee, and what has been the result?

The Hon. C. S. HINCKS—I have taken up this matter with Cabinet, which considered the price of fruits not for any one year, but for various years. The years 1950-51, 1951-52, and 1952-53 were very good, but I agree with the honourable member that 1953-54 was not so good, although it was not very much below average. Cabinet went fully into this matter and considered the price for water in other districts. The honourable member knows that the water charges of the Mildura Trust and the Renmark Trust are higher than those in the other State areas. Cabinet agreed that the rates for the ensuing year should be the same.

Mr. MACGILLIVRAY—The Minister omitted to refer to the 1955 harvest, and obviously the decision has been based on previous seasons. Does the Minister know that many settlers have spent large sums in having grapes picked, dipped and spread for drying, with the unfortunate result that they had to spend more money to have them taken off for use as manure? The settlers got no profit at all. Can the Minister intimate whether those facts were taken into consideration when that decision was reached?

The Hon. C. S. HINCKS—I am sorry I did not refer to the 1955 season which was disastrous. I was making the point that the four previous seasons were from average to very good and I felt, as did my colleagues,

that the settlers should be in a position to tide themselves over at least one bad season.

Mr. Macgillivray—There were two bad seasons.

The Hon. C. S. HINCKS—The 1954 season is not finalized and no doubt there will be further claims coming in. I sympathize with the honourable member, but I believe that in an industry of this nature the human element comes into it. Some settlers have had a really bad time, others not so bad. The honourable member would admit that in parts of the district the position is not as bad as was first thought.

Mr. MACGILLIVRAY—In a schedule appearing in the *Government Gazette* of April 21 the water rates for a 24in. irrigation at the Chaffey and Cobdogla irrigation areas are shown as £7 an acre, but at Nookamka the rate is £6 10s. It seems strange that settlers should have to pay 10s. an acre more for low water lifts than for high water lifts. Possibly there is a mistake in this usually authentic publication. Does the Minister of Lands know anything about this?

The Hon. C. S. HINCKS—I am not aware of any mistake having been made, but I will check it and let the member have a reply.

GEPPS CROSS MIGRANT HOSTEL.

Mr. JENNINGS—At the Gepps Cross Migrant Hostel there is one toilet block to each eight flats, which means that about 30 people have to use the one toilet block, and in the men's section there is no bath—only showers. These unfavourable conditions were always objected to by the migrants, but formerly the objections were tempered by the thought that these families only had to put up with hostel conditions for a limited time. However, many of them are now becoming worried that they may have to stay there indefinitely, seeing that timber houses are not now being imported and that they are not eligible for temporary trust houses. Furthermore, they would have to wait about six years before they could get a trust rental home. Under these circumstances, I ask is it fair that they should have to put up with their present conditions? Will the Premier discuss with the Housing Trust the possibility of converting the Gepps Cross flats into completely self-contained flats?

The Hon. T. PLAYFORD—The hostel does not belong to the Housing Trust or to the State. It was previously a hostel run by the Commonwealth through a company. Meals were provided, and it was to all intents and purposes set up as a camp type of life where

everyone had to eat in a community hall, and there was a good deal of objection to it. The present arrangements arose out of a suggestion that kitchenettes should be provided at each of the buildings. That proposal was put to the migrants, who signified their desire to have it implemented. I believe this has been much more satisfactory than the previous arrangement which, I think, was a bad one. I point out that the State is only involved under a temporary arrangement. The Commonwealth could resume the camp at any time on giving six months' notice and we, in turn, could give six months' notice and vacate it. However, I will discuss the honourable member's question with the chairman of the Housing Trust. I understand that last year the trust made no profit out of its service, but I will see whether it is feasible to provide any additional facilities without becoming heavily involved financially. We desire these people to be as happy as possible until they get suitable accommodation.

NAILSWORTH BOYS TECHNICAL SCHOOL.

Mr. JENNINGS—Has the Minister of Education a reply to the question I asked last Thursday concerning the roadway into the Nailsworth Boys Technical School?

The Hon. B. PATTINSON—Yes. The following reply has been received from the Architect in Chief:—

Following the letting of a contract for the formation of a permanent roadway, the contractors are working at the present time. Two gateways give access to the school and if the eastern gateway had been used, there would have been no trouble regarding the parents' cars becoming bogged. By means of this gateway, the existing natural ground is used as a temporary roadway across the block and no access has to be made over the filled area where the new ground formation is taking place. Prior to the parents' meeting, a sign board was erected at the eastern gateway directing traffic to the school. Notwithstanding this, car owners used the usual gateway at the western end. The Architect-in-Chief has arranged for his building inspector and the contractor to confer on the site and for another sign to be erected on the western gateway to prevent any further trouble. The contractors state that the permanent roadway will be completed by the end of June.

SOUTH-EAST RAILWAY LINES.

Mr. CORCORAN—Recently the Transport Control Board visited the South-East and inquired into the retention of the Glencoe railway line and portion of the Mount Gambier

line between Millicent and Beachport. Residents of those areas are concerned about the matter. Can the Premier indicate when the board is likely to reach a decision and whether it will be made known to this House? Can he say who was responsible for that visit: did the board act on its own initiative or was it instructed by some other authority?

The Hon. T. PLAYFORD—I assume that the Transport Control Board acted on its own authority. It is a Royal Commission permanently appointed by Parliament to investigate matters, primarily the declaring of certain highways and the control of transport conducted for profit upon them. Another section of the Act, however, provides that it shall, from time to time, investigate railway lines which may be regarded as unprofitable and report whether or not they should be closed. Without having precise information I would think that the board was acting under that permanent instruction with the object of making a recommendation to Parliament. The matter must come before Parliament before any action can be taken.

MENTAL INSTITUTIONS.

Mr. LAWN (on notice)—

1. What are the present numbers of inmates in South Australian mental institutions in the following categories:—(a) adult males; (b) adult females; and (c) children?

2. Of the adults, how many, according to the Superintendent of Mental Institutions, are merely there because of old age as distinct from mental ill-health?

3. Is it the intention of the Government to continue to put aged pensioners into mental institutions instead of providing infirmary accommodation elsewhere?

4. At what stage of construction are the following buildings recommended by the Public Works Standing Committee for Parkside and Northfield Mental Hospitals—(a) new nurses' quarters, Parkside (recommended March 15, 1948); (b) new female treatment block, Parkside (recommended August 17, 1949); (c) Northfield Mental Hospital additions (recommended March 18, 1952); (d) male tuberculosis block, Parkside (recommended April 10, 1952) and (e) new men's admission block, Parkside (recommended June 25, 1953)?

The Hon. T. PLAYFORD—The replies are:—

1. Total numbers in the three mental institutions on May 20, 1955—2,650. (a) 1,322 adult males. (b) 1,227 adult females. (c) 101 children under the age of 16 years.

2. and 3. Approximately 670 patients are over the age of 65 years and of these some 300

to 400 could be cared for by their relatives at home or in an infirmary type of hospital. Many of these elderly patients are suffering from varying degrees of mental infirmity consequent upon the deteriorating processes of advancing years. The Government does not "put aged pensioners into mental institutions." Practically all of the senile admissions are received into the mental institutions on the signed request of a relative or friend supported by medical certificates of one or two medical practitioners.

4. (a) (New nurses' home, Parkside)—completed and now occupied by the resident nurses. (b) (Female treatment block, Parkside)—Completed except for about two months' work. (c) (Northfield Mental Hospital—additions)—(i.) Building for 40 women with tuberculosis—about two-thirds completed. (ii.) Staff dining room—three-quarters completed. (iii.) Residence for doctor—completed. (iv.) Building for 80 senile men patients—tenders close June 29, 1955. Building for 80 senile women patients—specifications and bills of quantities being prepared. Building for 100 juvenile patients—specifications and bills of quantities being prepared. New laundry—in abeyance, pending decision with regard to central departmental laundry and extensions to other laundries. New kitchen—tenders close June 8, 1955. (d) (Male tuberculosis block, Parkside)—half completed. (e) (Men's admission block, Parkside)—contract signed.

SESSIONAL COMMITTEES.

The Legislative Council notified its appointment of sessional committees.

SITTINGS AND BUSINESS OF THE HOUSE.

The Hon. T. PLAYFORD moved—

That during the present session, unless otherwise ordered, the House meet on Tuesday, Wednesday, and Thursday in each week, at two o'clock.

Motion carried.

The Hon. T. PLAYFORD moved—

That during the present session, on Tuesdays and Thursdays, and after the six o'clock adjournment on Wednesdays, Government business take precedence over other business, except questions.

Motion carried.

SUPPLY BILL (No. 1).

His Excellency the Lieutenant-Governor, by message, recommended the House to make provision by Bill for defraying the salaries and other expenses of the several departments and

public services of the Government of South Australia during the year ending June 30, 1956.

The Hon. T. PLAYFORD (Premier and Treasurer) moved—

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole to consider a Supply to be granted to Her Majesty.

Mr. FRANK WALSH (Goodwood)—I draw attention to the fact that the Government does not intend to reimpose control of rents of shops and other accommodation excluded from the legislation. Since last session representations have been made to me by small shopkeepers and last Thursday I asked the Premier whether the Government intended to consider reimposing control of shop rents. He has made many pronouncements that if the Government considered rents were being increased too steeply it would reimpose control. Increased rents mean increased costs of living. When a shopkeeper renders a service to the community he is an important part of the welfare of the State. In these days when country people come to the city at week-ends to attend functions they find it increasingly difficult to obtain refreshments, mainly because the larger emporiums have caused the smaller shopkeepers to go out of the refreshment business. Earlier I raised the matter of the City Arcade and certain phases associated with it have not been satisfactorily answered. In a shopping centre in Bank Street one shopkeeper is now paying a rent of £8 a week but soon it is to be increased. The rent is paid for a shop 35ft. deep and 15ft. wide, inclusive of solid walls. Council and water rates amount to £50 a year. There are six shops in the block, but there is only one lavatory for both males and females. One man who has conducted a hairdressing business in the block for a long time is to have his rent increased to £16 a week as from November this year.

Probably the Government will not consider the position of these small shopkeepers because the Premier has said that it is not its responsibility to do so. If the Government will not look into the matter I must take advantage of one of the few opportunities private members have of airing their grievances. Besides the increases in the rents, there is to be a new frontage constructed for each shop at an individual estimated cost of £1,200. It is also expected that the rates will be increased to £4 a week because later it is proposed

to widen Bank Street. In addition, it will be necessary to erect a verandah to each shop at an individual estimated cost of £800. Because of the inability of small shopkeepers to remain in business owing to the competition of larger emporiums and increased rents, there are few refreshment shops in our city. Probably it is said they should not be considered because of the small service they render. One shopkeeper in Bank Street remained open until 11 o'clock on several nights in order to sell refreshments, and a number of people on high-powered motor vehicles met at the shop but within a few nights the number increased. They did not want to buy anything from the shop, but used it as a meeting place. Soon it became the meeting place of bodgies and widgies and the shopkeeper had to seek the assistance of the police. We have the position of a shopkeeper trying to render a service to the community, but having to seek police protection against people who use his premises for bodgie and widgie purposes. In order to retain his other customers the bodgies and widgies had to be kept away by the police.

The Premier has said that the Government would consider recontrolling shop rents if it were found that they were being increased beyond a reasonable figure. This case is in addition to those that occurred last year. Faced with an increase in rent from £8 to £16 a week this business proprietor cannot continue to extend to the community the service he wishes to give it. There are many people, both country and suburban, who wish to enjoy light refreshment after an evening at the theatre, but the number of cafes and snack bars is becoming fewer and fewer because of the increase in rents of business premises. Because of these increases, many small business proprietors are being deprived of their livelihood and, in the interests of the community generally, the Government should seriously consider the reimposition of controls over the rents of shops.

Mr. LAWN (Adelaide)—I support the remarks of the member for Goodwood. My constituents view with grave concern the wholesale demolition of homes that has taken place in the city during the last year or two. Since the lifting of building controls about two years ago no control has been exercised by the Government or any other authority over the demolition of homes and their replacement by shops, warehouses and factories. In recent years hundreds of homes in my electorate have been demolished and replaced by factories. I was advised two years ago by the Board of Health

that there were 3,000 houses within the city limits which would be declared unfit for use as dwelling places when the supply of homes became more plentiful. At that time, however, because of the grave housing shortage the health authorities were not condemning those homes.

Despite the consideration extended by the health authorities firms have availed themselves of the complete lack of legislation in this matter in order to purchase homes, demolish them and replace them with business premises. In many cases such firms own all the houses on one side or even on both sides of the street. I know of between 100 and 200 people in the city who are under notice to quit their homes. In reply to a question I asked last Thursday the Premier said that many of the premises being demolished were substandard and occupying valuable land. Certainly they are occupying valuable land, but they are by no means substandard. The Police Department demolished an excellent two-storey dwelling in Angas Street, and I know of other two-storey houses in the city that have been demolished and replaced by business premises. The tenants of those homes have been given notice to quit and have had to find other dwellings.

The Housing Trust alone cannot cope with the housing shortage, and in saying that I do not decry its efforts. When I said last Thursday that the Housing Trust had failed, I did not mean that to be taken as a criticism of the trust; but I must point out that the number of people awaiting homes from the trust is about the same as when I was first elected to this House five years ago. By its lack of legislation in this field the Government is responsible for the failure to overtake the housing lag.

The natural increase in our population and the number of people who are being forced by business firms to quit their homes are both factors contributing to the housing shortage. Further, His Excellency's speech indicated that the Government proposes to continue its immigration programme. This will further accentuate the problem. The number of orders—both for possession and eviction—granted by the court in respect of city homes has more than doubled in the past 12 months. That is a further indication of the serious plight in which some people find themselves. Recently I have come in contact with some excellent people who are forced to sleep in the park. I wrote to the Treasurer on behalf of one pensioner couple who 15 years ago applied to the Housing Trust for a home but who had not been allotted one.

Late yesterday afternoon I received a reply from the Treasurer who was good enough to take up this matter with the trust. That reply satisfied me that the chairman of the trust had thoroughly investigated my complaint and that he could find nothing wrong with these people as tenants. I desire, however, to refer to the final paragraph of his report, which indicates the trust's attitude to a certain section and which states:—

Officers of the trust have seen Mr. and Mrs. ——— many times. There is no suggestion of delinquency in connection with either of them; they appear to be poor old people who cannot really care for themselves and the premises they occupy. The trust is not indifferent to the sufferings and difficulties of these people and the many others whom it is from time to time unable to assist, but it is not its function nor has it the organization and the experience to care for tenants who are more or less helpless old folk and it has been found that if it is to house such it must accept full responsibility for their care. This is surely a task for other institutions, governmental, religious, or philanthropic in the community. I am afraid I can hold out no hope that the trust will provide Mr. and Mrs. ——— with accommodation.

The Treasurer was good enough to supply with the letter a list of those organizations which have received Government subsidies and which help such people as these. I appreciate that action and assure him that an endeavour will be made to place these people.

This pensioner couple are spending about 90 per cent of their fortnightly pension in obtaining accommodation in the city over weekends; the rest of the time they spend in the open or anywhere else they can get to live. At one time they were offered a temporary home at the Warradale Army Camp, but they did not take advantage of that offer. I am pleased to know, however, that that refusal has not been held against them by the trust. The report from the chairman of the trust indicates that his organization does not accept responsibility for the housing of pensioners. Indeed, I have known pensioners who have been told by officers of the trust that they could not afford to pay housing trust rents. My letter is evidence that the trust considers that the responsibility for the housing of pensioners is one to be shouldered by other institutions.

I must point out, however, that the people being evicted from city homes by business firms are not all pensioners. Many are younger couples with families. Recently I took up with the trust cases on behalf of people living in the city where sometimes nine people—from more than one family—were occupying

a three-roomed house, six of them sleeping on the floor. I have taken up numerous such cases with the trust. In some instances these people are being forced into their unhappy position because the court has granted possession to owners who desired to live in them. In other cases business firms have obtained possession of houses and demolished them or converted them into warehouses, shops or factories. I could take members around the city and show them what has happened in the last five years and what is happening now.

Sometimes we hear that homes cannot be found for unfortunate families because of a lack of building materials, but one sometimes reads in the press that a hotel or a milk bar will be demolished and that other buildings will be erected in their place. These demolitions and buildings take place practically overnight. Not long ago an hotel in Victoria Square was knocked down and a milk bar in King William Street was demolished. Other big business premises are now being erected there, but when the people cry out for homes they are told of all sorts of difficulties, such as lack of contractors, manpower and building materials. However, there is no lack of contractors, labour or material to build huge business premises. The Government is the only authority that can give a lead in this problem, which is too big to be left to private individuals.

Because of the increase in the interest rates and tighter money many people have had to abandon their plans to build their own homes. The position is going from bad to worse. I urge the Government to reintroduce the controls under which no person could build certain buildings unless he obtained a permit from the Minister. In answer to my question last week about the demolition of houses the Premier replied:—

I point out to members that any rigid rule can have grave effects upon development, not only in Adelaide but throughout the State. For thousands of years the practice has been to pull down old buildings to make way for better structures.

I have already stated that many of the houses that have been demolished, including the one taken over by the Police Department, are not dilapidated and useless. The Premier referred to "rigid rule," but I emphasize that previous legislation made it obligatory upon a person wishing to erect certain buildings to obtain a permit from the Minister first. If the health authorities declared houses

to be unfit for human habitation such a permit could be obtained, but if they were in good order the Minister could refuse permission for them to be demolished. It is a blot on the community to allow good dwellings to be pulled down by business firms and replaced by large premises when there is still a grave shortage of houses. Some two-storey houses with 11 or 12 rooms have been pulled down though they were better than many being built today. Perhaps 100 to 200 people in my electorate are under notice to vacate their premises, and I hope the Government will seriously consider reintroducing legislation so that a permit must be obtained before certain buildings are erected.

Mr. DUNSTAN (Norwood)—I take this opportunity of referring to bus services in my district, not because bus services in themselves are of vital importance to the whole State, but because in this case we have an example of the utter stupidity of the Government's policy with relation to the Municipal Tramways Trust. Labor members, and others on the Independent benches, have complained continually about the Government's policy of creating combines and trusts which are not responsible to Parliament. We want the people of this State to have some control and voice in their own affairs and to have public servants answerable to the people. We cannot have democracy in any other circumstances.

In my district we had an inter-suburban bus service run by the firm of Lewis Bros., who were giving a good service, though it was not a profitable one. Some of the private city bus services are extremely profitable, but Lewis' service was carried on at little more than cost. At the end of last year negotiations were carried on between the bus proprietors and the Municipal Tramway Trust with a view to obtaining for the proprietors a five-year tenure of licence. Originally, it was proposed that a licence be for seven years, but the term was reduced to five. The bus proprietors felt that they should have security of tenure if they had to invest large sums in purchasing buses. Certain proposals were made to the trust for a payment for the franchise on these licences. The proposal made by the proprietors was that the city operators with profitable runs should pay substantial sums, but that the inter-suburban operators should pay nothing to the trust because they were not in a position to pay much on the unprofitable services. Last year the Premier gave me a reply on the amount of profit that could be expected from Lewis'

service when I said that certain of their runs had been discontinued, and he showed that they were not profitable.

The General Manager of the Tramways Trust agreed to the proposition that the inter-suburban services should not have to pay any fees and the operators agreed to the trust's terms, but suddenly the trust decided it would not go ahead with this proposition, and imposed a charge of £30 a bus upon all operators, whether on inter-suburban or profitable lines. That meant that instead of Lewis Bros. paying nothing for their licence to the trust they would have to pay £150 a year, which was uneconomic. They said they could not continue with their service under those circumstances, and the trust decided to reduce the fee to £7 10s. a bus. That was still an imposition on this service and quite unfair in relation to the profit made by Lewis Bros., who indicated that they would be prepared to pay £1 1s. for inspection of each bus. This proposal was endorsed by other metropolitan operators, but the trust would not accept this and when Lewis Bros. said they would have to discontinue their service the trust negotiated with other proprietors in the area not that they should run the service on the same basis as did Lewis Bros., but that the trust would provide its own buses for the operators to run with their own drivers, and that in addition the trust might consider a subsidy. What more fantastic tomfoolery could we expect from public servants than this?

If the trust had been sensible it could have had a good service run with modern buses at a return to the trust which was very small, but enough to cover the cost of inspection of buses. The trust would have been involved in no expense. Instead, the people of this State are being involved in the provision of Tramway Trust buses which are not nearly as good as the buses run by Lewis Bros., and in addition the trust may have to subsidize the service. When Mr. Lewis went to the Premier about this matter the Premier received a reply from the general manager of the trust to the effect that a subsidy had not been provided, but the trust's traffic manager has informed the Metropolitan Bus Operators' Association that a subsidy will be considered. Being concerned about the continuation of this service in my district, I then asked the Minister of Works to take up the matter. On another occasion he was kind enough to take up a complaint about lack of information from the trust to see whether he could get the information I wanted. On this occasion I wanted to

know whether the city operators with profitable lines had been granted their tenure of licence and whether the trust had any guarantee that a new company that had been hurriedly formed by two or three city operators would carry on this non-profitable service once it had secured its tenure of licence on the profitable lines. Of course, it is in the interests of the metropolitan bus operators on profitable lines to co-operate with the trust until they have their profitable licences, but after that there is not much point in their being charitable.

I was very interested to get a reply from the Minister of Works, which was that the Tramways Trust had set forth the terms of a section of the Municipal Tramways Trust Act which gave it power to grant licences. It then said there were representations for a long tenure of licence and that the trust's policy would be that as for some time there would be a situation whereby certain routes could not be run by the trust the operators could run them and that when the licences were due for renewal the position would be reviewed in the light of the then existing circumstances. That is all the reply I got. The time has come when this House should seriously consider the position of the Municipal Tramways Trust. We do not get nearly enough information here and there is no Minister responsible to this House for the trust. The Minister of Works said today in relation to a question about the trust that his function was not to request it to do this or that, but merely to pass on the requests of another member. We have no Minister who can constantly be questioned or embarrassed if his department is not doing what it should do. We cannot bring matters constantly before the public or bring Ministers to book on matters that are proper for members of this House and for the public to have some say in. I hope that when the Government brings forward proposals, as undoubtedly it will, for the expenditure of further large sums of money on the trust we will hear a proposal to allow this House to have some say in the policy of the trust and of the other trusts that it has seen fit to erect in the community.

Mr. DAVIS (Port Pirie)—I protest against the Government's decision not to bring down legislation for the control of shop rents, and will bring before the notice of the Government the way some shopkeepers are being exploited by unscrupulous landlords. A Port Pirie resident recently asked me to bring

before the Government what is going on in relation to some of the premises there. Four years ago two shops were sold for £1,000, and at that time the occupiers were paying 35s. a week rent, but that has gradually been increased to £6 a week, an increase of approximately 240 per cent. The gentlemen concerned approached the authorities but were told that nothing could be done because the sky was the limit, all controls having been lifted from business premises. They were told that if the landlord desired he could continue to raise rents to any figure he wished. How true that the sky is the limit for rents of business premises! People cannot open up businesses in Port Pirie today unless they pay exorbitant rentals, and those people already occupying premises have to vacate unless they are prepared to pay the exorbitant rents that others will pay. This means that the people in Port Pirie will be driven out of properties. I know that two have already been driven out, and others are afraid that in future they will be asked to pay higher rents. I am sure that, when the Premier realizes what is going on, he will do something to protect such people.

Recently I was asked to interview persons who wanted a trust home in Port Pirie. I went into the home they were occupying and not one room was fit to live in. In each room it was necessary to have some container to catch the water that ran through the roof. I was told that the rental was £3 10s. a week and that although they were only paying a certain amount to the agent for the premises, the balance had to be paid under the lap, otherwise they would be evicted. These premises could only be called a shack. When the owner of the property came to collect the additional money they told him they were prepared to pay it provided he renovated the home. When he said he would not do so the tenants said they would not pay the additional money.

The Government should seriously consider recontrolling business premises because every time a business man's rent is increased it has a reflection on the cost of living of people in that area. In Port Pirie no doubt several people are doing just as this person that I mentioned is doing, and it must be going on right through the country. As wages have been pegged the Government should give every consideration to the people occupying these premises.

Motion carried.

In Committee of Supply.

The Hon. T. PLAYFORD—I move—

That towards defraying expenses of the establishments and public services of the State for the year ending June 30, 1956, a sum of £7,000,000 be granted; provided that no payments for any establishment or service shall be made out of the said sum in excess of the rates voted for similar establishments or services on the Estimates for the financial year ending June 30, 1955, except increases of salaries or wages fixed or prescribed by any return made under any Act relating to the Public Service, or by any regulation, or by any award, order, or determination of any court or other body empowered to fix or prescribe wages or salaries.

Resolution agreed to, adopted in Committee of Ways and Means and agreed to by the House. Bill introduced by the Treasurer and read a first time.

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

That this Bill be now read a second time. This is the normal Supply Bill to enable the services of the State to be maintained. The amount is slightly larger than was included in last year's Supply Bill but it is hoped this Session to reduce the number of Supply Bills. Last year there were three Supply Bills before the Estimates were concluded but as Parliament will not be sitting in July we hope that the financial papers will be prepared somewhat earlier and that there will be only two. The Bill permits the Government to pay increases in salaries or wages fixed or prescribed pursuant to any award or determination.

I hope, within a few days, to submit the Supplementary Estimates for this year. In so doing I will present somewhat more detailed information than last year. The Supplementary Estimates have been delayed because we have received a

number of requests for assistance. One matter that was considered by Cabinet only this morning related to the establishment of a spastic centre in the district represented by Mr. Tapping. Provision will be included in those Estimates for this purpose. We have received many such requests and they have delayed the presentation of the Supplementary Estimates. Generally speaking, the net result will be very much in line with those estimated when the Budget was introduced, but the result will not be attained in quite the method then outlined. The expenditure will be higher because there have been a number of fairly sharp increases due to marginal increases, the amount involved for a full year being about £1,000,000. Expenditure has also increased because of the cost of supplying Adelaide with Murray River water.

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

ADDRESS IN REPLY.

The Hon. T. PLAYFORD (Premier and Treasurer) brought up the following report of the committee appointed to prepare the draft Address in Reply to His Excellency the Lieutenant Governor's Speech:—

May it please Your Excellency—

1. We, the members of the House of Assembly, express our thanks for the Speech with which Your Excellency was pleased to open Parliament.

2. We assure Your Excellency that we will give our best attention to all matters placed before us.

3. We earnestly join in Your Excellency's prayer for the Divine blessing on the proceedings of the session.

ADJOURNMENT.

At 4.28 the House adjourned until Wednesday, May 25, at 2 p.m.