

HOUSE OF ASSEMBLY.

Thursday, August 25, 1955.

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

SUPPLY ACT (No. 2).

His Excellency the Lieutenant-Governor intimated by message his assent to the Act.

QUESTIONS.**SITTINGS OF THE HOUSE.**

Mr. GEOFFREY CLARKE—Does the Premier intend to ask the House to sit on Tuesday night next week, and that the House shall adjourn on Wednesday, September 7 for Show Week?

The **Hon. T. PLAYFORD**—The Government will not ask the House to sit next week after dinner. On the Wednesday there is a function, and on the Tuesday night others matters will supervene. I have not yet had an opportunity to discuss the Show Week adjournment with the Leader of the Opposition, but I believe that at this time of the year certain conferences are held, and if it is suitable to the Opposition I propose that the House should adjourn on the conclusion of proceedings on Wednesday, September 7, until Tuesday, September 20.

FREE SCHOOL BOOKS.

Mr. FRANK WALSH—Has the Minister of Education a reply to my recent question concerning the issue of school books to the children of war widows?

The **Hon. B. PATTINSON**—Neither I nor my officers have any direct evidence that children of war widows are being embarrassed when purchasing books at school. I am anxious, however, to prevent any possibility of harm being done to sensitive children who receive free books whether children of war widows or on the free list for any other reason. I am publishing an instruction in the *Education Gazette* to the effect that heads of schools are to exercise the greatest care in avoiding such embarrassment and have agreed to the suggestion made by the honourable member that if children of war widows wish to purchase the books and pay for them they shall, on production of the receipt to the head teacher at a later time, be given a refund.

PORT PIRIE RAIL SERVICE.

Mr. DAVIS—The 8.40 a.m. train from Port Pirie, at one time a passenger train, has now become a mixed train, which I believe in the

United States of America is aptly called a peddler train because it stops at every station. As a result of its conversion to a mixed train it is frequently late; indeed, last Tuesday it was 40 minutes late. Like many people in Port Pirie and surrounding districts I would like to know whether the Government or the Railways Commissioner thinks it right that people from the northern parts of the State should travel in such a train. Will the Minister of Works, representing the Minister of Railways, take up this matter with a view to giving the people of Port Pirie a decent and faster passenger train?

The **Hon. M. McINTOSH**—Several questions are involved. Firstly, on the question of whether people in the northern areas should travel by train, I thought it was the policy of members opposite that they should travel by socialistic concerns. Secondly, what constitutes a fast train, I thought, would depend largely on the people responsible for running it. I will, however, direct the question through my colleague to the Commissioner of Railways and bring down a reply.

CORNSACK PRICES.

Mr. HEASLIP—Recently I brought a load of wool from the country by road because it was cheaper than by rail and thinking that I could get my cornsacks home for the coming harvest. When I went to purchase them, however, I found that although the cornsacks were in the store the Wheat Board had not fixed the price nor would it allow any delivery to be made. Will the Minister of Agriculture ascertain why this is so and for what reason it is done?

The **Hon. A. W. CHRISTIAN**—I shall be glad to go into the matter. Possibly the delay in releasing cornsacks is due to the changing over of control.

SHIPPING FREIGHT RATES.

Mr. TAPPING—The following extract, attributed to the Minister of Agriculture, appeared in last night's *News*:—

The threatened 10 per cent increase in freight rates was causing the S.A. Government a great deal of concern. But it is a problem in which the S.A. Government can do nothing. The Federal Government is the only Government that can exercise any influence.

In view of the possible effects on our export trade—particularly of wool—will the Minister of Agriculture take up with the Minister for Shipping the need for engaging steamers of the Commonwealth line to assist in transporting South Australia's valuable commerce

overseas, particularly as that line was inaugurated to assist Australians and Australia?

The Hon. A. W. CHRISTIAN—I do not know to what extent steamers of the Commonwealth line are available for overseas trade. I was under the impression they were being built largely for the Australian trade. However, I shall investigate the matter.

DISABILITIES GRANT.

Mr. O'HALLORAN—According to the press report of the Commonwealth Treasurer's Budget Speech, the disabilities grant to South Australia, Western Australia and Tasmania is to be increased by about £6,200,000 on the recommendation of the Grants Commission. No details were given as to what additional amounts would be provided for each of the States. Has the Treasurer any information on this matter and can he say to what extent South Australia will benefit from the increased amount available?

The Hon. T. PLAYFORD—I do not want members to take my figures as being absolutely final but I have been given to understand that the amount recommended for Western Australia is £9.8 million, Tasmania £3.5 million and South Australia £5.5 million.

PORT KEMBLA STEELWORKS.

Mr. RICHES—I understand that on August 30, at Port Kembla, extensions of the steelworks are to be opened by the Prime Minister. These works were undertaken by the B.H.P. Company after it had acquired, from South Australia, the indenture agreement under which it secured rights over leases of iron ore at Iron Knob. The works, I contend, were carried out in New South Wales instead of South Australia against the spirit of that agreement. Because of South Australia's interest in the steel works and the supply of ore, I should like to know whether the Government has been invited to the opening ceremony and, if so, whether it intends to accept.

The Hon. T. PLAYFORD—The Minister of Mines and I were invited by the company to be present at the opening ceremony. The matter was discussed in Cabinet and it was decided that the Government should be represented. A number of invitations were also issued to various public servants in South Australia and the Government decided that the Director of Mines and one other officer should attend.

LEIGH CREEK COALFIELD.

Mr. LAWN—Has the Premier a reply to my question of yesterday concerning working costs at the Leigh Creek coalfield?

The Hon. T. PLAYFORD—I regret that as I was busy this morning on the Loan Estimates papers I overlooked the matter, but I will see that the honourable member gets the information as quickly as possible.

TRAIN TO SALISBURY.

Mr. JOHN CLARK—The following appeared in this morning's *Advertiser*, headed "Salisbury, August 24":—

Salisbury train travellers who normally catch the 6.05 p.m. express to Salisbury from Adelaide each night, were not allowed on the train tonight. The train consists of new diesel-cars which were put on the service earlier this week. When they arrived at the Adelaide Railway Station they were held at the platform entrance gate by three officials and were told they would have to catch a later train at 6.15 p.m. which stopped at all stations to Islington.

The departure board showed the Salisbury train out at 6.05 and one passenger, Mr. W. Fagan, of Mawson Road, Salisbury, said tonight that the "Man in Blue" had no knowledge of the alteration. Mr. Fagan said that he had caught the 6.05 express for about 10 years, arriving home at 6.30 p.m. Tonight he, with 27 other passengers, arrived at Salisbury at 6.58 p.m. Fifteen of the passengers signed a statement complaining of their inconvenience. An inquiry at the Salisbury railway station tonight revealed that the schedule had not been altered.

Will the Minister of Works ask the Minister of Railways to ascertain why Salisbury passengers were banned on this train and whether it is likely to happen again?

The Hon. M. McINTOSH—I will get a full report on the matter?

Mr. JENNINGS—In the last few days I have had several complaints from some of my constituents about confusion at the Adelaide Railway Station concerning trains running to the northern suburbs as far as Salisbury as a result of the use of the new diesels on the 6.05 p.m. train. It seems that many people have not had prior notice of the changeover. They usually catch the 6.05 train but, without any explanation, they have been refused admission past the barrier and have had to catch a later train. I was wondering whether the Minister representing the Minister of Railways could give any information on this question.

The Hon. M. McINTOSH—The member for Gawler (Mr. Clark) asked a question on almost identical lines. I think the human element came into this matter, but I will take up the question with the Minister of Railways and bring down a reply.

HILTON AND RICHMOND TRAMS.

Mr. FRED WALSH—I seek information on a report that the Tramways Trust intends in the near future to replace with buses the present trams running to Hilton and Richmond. Can the Minister of Works indicate when the replacement is likely to take place and the expected route of the buses? Will they go down Hilton Road from West Terrace or follow the existing route?

The Hon. M. McINTOSH—I will get a reply for the honourable member and bring it down early next week.

HOUSING TRUST RENTAL HOMES.

Mr. QUIRKE—Has the Premier obtained a reply to the question I asked on August 16 regarding a proposal to build Housing Trust rental homes at Saddleworth?

The Hon. T. PLAYFORD—The chairman of the Housing Trust reports:—

So far no approach has been made to the South Australian Housing Trust for the erection of rental houses at Saddleworth, although some years ago the trust completed and sold a small group of sale houses in that town. If such an approach is made the trust will certainly give consideration to a small rental scheme. It may be mentioned that the trust has built or is building rental houses in over 30 country towns.

COCKBURN ELECTRICITY SUPPLY.

Mr. O'HALLORAN—For some years the Railways Department, which runs the electricity supply at Cockburn, has been experiencing difficulty with its plant. The position was temporarily overcome by the installation of new plant several years ago, but I have been informed that recently further difficulties have been encountered. It has been put to me that it may be possible to extend a trust line from Radium Hill to Cockburn via Mingary, and enable the town of Cockburn, as well as people at Mingary, to derive power from the trust; also the railway towns in the area could be supplied by the trust instead of from locally-operated railway plant. Will the Premier inquire from the Electricity Trust whether such a scheme is feasible?

The Hon. T. PLAYFORD—I will have the scheme investigated.

PORT PIRIE WEST PLAYGROUND.

Mr. DAVIS—Has the Minister of Education a reply to the question I asked on August 18 regarding the playground at Port Pirie West?

The Hon. B. PATTINSON—I have investigated the matter and find that the statements made by the honourable member last week

were correct. It happened a long time ago before I was appointed Minister of Education. I think my predecessor when visiting Port Pirie probably eight or nine years ago verbally promised a subsidy for filling, grading and developing the area but there is no record of any application being made by the school committee or of any correspondence on the matter since about 1949. As the honourable member is aware, playgrounds, recreation areas and ovals are usually developed on a subsidy basis. If the school committee, or the honourable member on its behalf, applied for a subsidy I would be pleased to give the application my early and favourable consideration.

BOOK ALLOWANCES.

Mr. RICHES—Some considerable time ago I asked the Minister of Education whether the Education Department would consider raising the book allowances for children attending secondary schools. Some time ago representation was made for free books for students of compulsory ages at secondary schools; this was later converted to a book allowance which, in view of the rising costs of such books, has proved inadequate. The Minister told me, I think last session, that he was looking into the whole matter of book allowances for secondary school students with a view to making a new regulation. Has that investigation been completed, and if so, can the Minister give the House the benefit of the inquiry?

The Hon. B. PATTINSON—I investigated the matter, came to the conclusion that the allowance was inadequate, and recommended to Cabinet that it be increased by 50 per cent. The regulation was amended accordingly.

BAROSSA VALLEY SOIL SURVEY.

Mr. TEUSNER—Has the Minister of Agriculture any knowledge whether a soil survey of Barossa Valley was recently completed by the C.S.I.R.O.; if so, has a report been furnished by that organization, and can it be made available?

The Hon. A. W. CHRISTIAN—A survey has been completed. For the purpose of that survey the C.S.I.R.O. divided the Barossa Valley into five zones. A report has been published for zone 1, which covers the area near Nuriootpa. I have a copy of this report that the honourable member can have if he so desires. Accompanying the report is a map that graphically portrays the types of soil in this area. Field work on the other four zones has been completed, and reports are now being

prepared. It is expected that these reports will be published one by one during the next 18 months.

DEEP SEA PORT.

Mr. CORCORAN—Some time ago I asked a question in relation to the proposed deep sea port at Rivoli Bay, and the Premier told me he was considering other matters bound up with the proposal in regard to dealing with the rockbound formation in that locality. Has the Premier any further information to give the House on this matter?

The Hon. T. PLAYFORD—No. To take the matter further would involve an investigation that would cost a large sum, which in the opinion of our engineers would not be warranted on the information we have at present. I have discussed this matter with a senior officer of the Harbors Board and propose, at an appropriate time, to go to the South-East and take him with me to discuss down there the alternatives that may present themselves. Notwithstanding the Public Works Committee's report on this matter, I have always held the view, and still strongly hold that view, that the South-East will be best developed by having some direct access to the sea. Therefore, it is essential that we establish a deep-sea port down there. Perhaps it would not pay its way at present, but the time may come when a big city could be established around a port, when it would be a great asset.

CONSTITUTION ACT AMENDMENT BILL.

The Hon. T. PLAYFORD (Premier and Treasurer), having obtained leave, introduced a Bill for an Act to amend the Constitution Act, 1934-1953. Read a first time.

LOAN ESTIMATES.

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

- (a) The repayment with interest of the sum of £24,050,000 to be borrowed for the purposes mentioned in the Loan Estimates for the financial year 1955-1956, and of any other sums to be borrowed pursuant to the Public Purposes Loan Bill, 1955.
- (b) To make payments from the Loan Fund of repaid loan money and surplus revenue for the purposes mentioned in the Loan Estimates for the financial year 1955-1956.
- (c) Any other purposes mentioned in the Public Purposes Loan Bill, 1955.

The Hon. T. PLAYFORD moved—

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the Loan Estimates for the year ending June 30, 1956, as set out in Parliamentary Paper No. 11.

Motion carried.

In Committee.

The Hon. T. PLAYFORD (Premier and Treasurer)—These Estimates provide for gross expenditure totalling £28,300,000. Actual expenditure from the Loan Fund last year amounted to £26,998,000. In addition to the expenditure of £28,300,000 of Loan funds, the State will have £3,600,000 available for expenditure on housing, so that the total programme envisaged this year for capital works amounts to £31,900,000. In considering the amount to be borrowed for capital works purposes this year the Loan Council, at its last meeting held in June, 1955, decided that it was desirable to maintain works and housing activity at much the same level as had obtained in 1954-55, when Loan funds available amounted to £180,000,000. Having regard to increases in wages and other costs the council considered that a total works programme amounting to £190,000,000 would meet that objective, and such a programme was approved by the council.

The raising of £190,000,000 is by no means assured. Last year public loan raisings in Australia amounted to £123 millions, which, when supplemented by the proceeds of certain overseas loans and special Commonwealth subscriptions, provided the £180 millions necessary to finance the programmes of the States. In order that the States may be assured of the funds necessary to implement their programmes this year it will be necessary for subscriptions to public loans to better last year's efforts and for similar supplementary funds to be provided from proceeds of overseas loans and from the Commonwealth. As to the latter, the Commonwealth has engaged to make available to the States the entire Australian currency proceeds of loans raised overseas, and, having regard to the response to loans offered to the public, to determine the extent of Commonwealth assistance in January, 1956.

The Loan Estimates now presented have been prepared on the assumption that the full amount of £190,000,000 will be available. If subscriptions to public loans do not come up to expectations it may be necessary to restrict expenditure later in the financial year. Loan

expenditure last year amounted to £26,998,000, an increase of £1,485,000 over similar expenditure during the year 1953-54. In part, of course, this additional expenditure reflected the impact of increased costs, but at the same time the year 1954-55 was noteworthy for its measure of achievement. In particular I refer to the completion of the Mannum-Adelaide pipeline to the stage where it was able to supplement the meagre water supplies left in reservoirs serving metropolitan and country areas last summer and avoid the necessity for severe water restrictions. Gratifying progress was made on many other public works and, for the information of members, I will refer to such progress when commenting on the proposals now made for 1955-56.

STATE BANK, £1,906,000.—Of this amount £1,450,000 is provided for Advances for Homes. An amount of £1,441,000 was disbursed by the bank last year. This amount was used in making advances in connection with the completion of 435 new homes and for progress advances in connection with 782 homes under construction. In addition nearly 350 applicants received advances to enable them to purchase existing houses or discharge mortgages. Of the amount now provided £500,000 will be required to finance loans already approved and £950,000 for advances in connection with over 650 new homes. A sum of £261,000 was advanced to applicants under the Loans to Producers Act last year for construction of and additions to cool stores, extensions to fruit packing sheds, milk product factories, wineries, distilleries, and for assistance to fishermen. A further £200,000 is provided for similar purposes this year.

Forty-one advances, amounting to £40,000, were made last year pursuant to the Advances to Settlers Act, and an amount of £50,000 for similar advances is provided in these Estimates. The sum of £200,000 is provided for advances to the State Bank. The bank, of course, has no capital similar to that available to the trading banks. It derives its funds from loan funds made available by the Government, and it uses those funds in just the same fashion as other trading banks, in making loans to industry on overdraft or on a long-term credit foncier basis. I make this explanation because I feel that there may be an impression that the State Bank has more funds at its disposal than is the case. Additional funds can only be made available to the bank by reducing the allocation to other Government activities.

ROADS AND BRIDGES, £200,000.—The funds necessary to carry out the programme of road

construction and maintenance are obtained from the proceeds of motor taxation, supplemented by this State's share of the petrol tax which is payable pursuant to the Commonwealth Aid Roads Agreement. However, in recent years these funds have been barely adequate to carry out the programme so essential to keep our roads in usual condition, and it has been necessary for the Government to supplement these funds by appropriations of loan moneys to enable the Highways and Local Government Department to purchase suitable roadmaking machinery and plant, and to make advances to local authorities for similar purposes. The amount provided on this year's Estimates follows a similar amount made available for such purposes last year.

LANDS, £80,000.—Of this amount £75,000 is provided to meet the costs of acquisition and development of land pursuant to the Crown Lands Development Act. Last year £58,000 was applied for this purpose, principally in connection with development in the Hundred of Jeffries, where 5,400 acres have been seeded to pasture, top dressed, and fencing, sheds, and water supply installed; and at Struan Estate, where 1,400 acres have been similarly developed.

IRRIGATION AND RECLAMATION OF SWAMP LANDS, £259,500.—Last year the expenditure on irrigation works amounted to £233,000, principally in connection with pumping plant electrification in reclaimed areas which is 30% finished with the completion of 3 pumping stations, concreting unlined channels in the Chaffey Irrigation Area at a total cost of £41,000, construction of irrigation pipeline (Loveday to Nookamka) which is estimated to be finished by November, 1955, and comprehensive drainage work for the Cobdogla Irrigation Area which, up to the present, has cost just under £300,000 and is estimated to be completed by June, 1956.

The total provided for irrigation purposes this year is £259,500. Of this amount £136,000 is allocated for further work on electrification of pumping plants at Berri and on the reclaimed areas. Channels, pipelines, and drainage works at Loveday, Nookamka, Cobdogla, and Glossop will cost £81,500. Improvements to town water supplies, and embankment sluices on reclaimed areas, will require £9,000. Land costing £8,000 will be purchased at Loxton for irrigation purposes, and plant purchases are expected to cost £15,000. A provision of £10,000 has been made for minor urgent works.

SOUTH-EASTERN DRAINAGE, £540,000.—Following a report made by the Parliamentary Committee on Land Settlement, work has been proceeding since 1950 on the drainage of an area of some 260,000 acres north of Millicent, and recently five contractors with large earth-moving plant have been associated with Government plant and employees in the construction of the main outlets. The estimated total cost of this scheme is £3,187,000, and up to June 30, 1955, £1,680,000 had been spent and over 4½ million cubic yards of excavation carried out. It is expected that the work on the main channels will be completed by 1957, when consideration will be given to the question of construction of the necessary subsidiary drains.

This year it is expected that £491,000 will be spent on continuation of drainage works, and on acquisition of land in the Western Division. An amount of £10,000 will be required for construction of bridges over existing drains, and £22,000 for the construction of petition drains. Surveys of drainage proposals in the Western Division of the South-East, surveys in the Eastern Division, and purchase of plant, will require £16,500.

AFFORESTATION AND TIMBER MILLING, £1,750,000.—Actual expenditure last year amounted to £1,397,000.

Forests: Provision is being made in 1955-56 to enable the established areas to be protected and maintained as in previous years. The establishment of 3,800 acres as the 1955 plantation is almost completed, and it is planned to commence work on the preparation of 4,000 acres for the 1956 plantation. After allowing for areas to be clear-felled it is estimated that approximately 125,000 acres will be under plantation by the end of 1956. In order to provide for future plantations 5,236 acres of land were purchased during 1954-55 at a cost of £36,669, and an amount of £20,000 is similarly provided for land this year. Production of log timber during 1954-55 was in the vicinity of 101 million super feet, and in total the utilizations of forests during 1955-56 is expected to reach 118 million super feet. This total utilization is made up of:—

	Super feet.
Production by private sawmills—	
Mainly for case production ..	45,000,000
Production by Government saw-	
mills—For flooring and cases ..	55,000,000
Plywood manufacture for the	
furniture trade and veneer for	
match splints	3,000,000
Pulpwood	15,000,000

In addition 3 million super feet of hardwood logs and 30,000 tons of firewood will be taken from State forest reserves.

Sawmills.—The production from State sawmills which is confined almost entirely to dressed and moulded flooring and cases, is expected to be 20 million lineal feet of flooring and 3½ million cases during 1955-56. This compares with approximately 17 million lineal feet of flooring and 3½ million cases produced during 1954-55. Flooring and other undressed timber are used almost exclusively for housing. Fruit cases will be supplied for use in the apple, citrus, and dried fruit industries. Case fitches, amounting to approximately 3 million super feet, will be sold for case production.

Mount Gambier Central Mill.—The construction of the sawmill adjacent to Mount Gambier is proceeding. This mill is estimated to cost £1,000,000, of which £313,000 was spent to June 30, 1955. Grading and levelling is completed and the Engineering and Water Supply Department will shortly commence drainage and water supply works, traverser tracks, and log skids. All the buildings have been erected with the exception of the log mill, dry case mill, and electricians' workshop, and these are in hand. Orders for all the machinery required have been placed or are in hand, and installations will be proceeded with as received. The installation of machinery in the engineers' workshop has commenced. Provision has also been made for the installation at Mount Gambier of a plant to treat pine railway sleepers. This work will be put in hand as soon as possible.

Nangwarry Mill.—Recent extensions to the dry box mill and salvage units at Nangwarry at a cost of approximately £14,500 will enable the output of dry fruit cases to be stepped up.

The amount provided in the Estimates covers working expenses of the department in addition to funds for capital works. All recoveries through sale of forest products are credited to the Loan Fund. These recoveries, estimated at £1,270,000, will more than meet the working expenses for 1955-56, for which the estimate is £1,066,000. Many years ago this House carried a resolution that the amounts paid to officers of the Woods and Forests Department be included in the Loan Estimates so that members could see how many persons were employed there. The terms of that resolution have been complied with, but I doubt whether the information is of much value to Parliament.

Mr. O'Halloran—Further, it places Forestry employees in a different position from that of other Government employees.

The Hon. T. PLAYFORD—That is so, and in view of the large amount of work involved in itemizing these payments, I would like the Leader of the Opposition, when he speaks on the Estimates, to express a view on this matter.

Mr. O'Halloran—I will express a very definite view.

The Hon. T. PLAYFORD—I shall be pleased to hear it.

RAILWAY ACCOMMODATION, £2,300,000.—The amount spent on railway capital works last year was £1,867,000. Work completed included the building of 100 "O" class freight cars, 20 motor body transport cars, 100 cattle vans, and 40 hopper waggons. Last year, too, work was completed on the siding at Nairne, for the loading of pyrites for transport to the new sulphuric acid plant at Birkenhead where operations commenced a few weeks ago.

Work in progress which will be proceeded with, or against which progress payments will be made from the funds now provided in these Estimates, includes 12 suburban diesel rail cars, two of which are nearing completion and the balance of which will be in commission by January, 1956; ten 750 h.p. diesel electric shunt locomotives, the first of which is scheduled for delivery in February, 1956; six 1,750 h.p. diesel electric locomotives, the first of which will be delivered in December of this year and the balance of which are scheduled for delivery at the rate of one per month thereafter; 14 diesel hydraulic rail cars for broad gauge operation, the total cost of which is estimated to be £1,350,000, and against which £649,000 has already been spent. Two cars are at present running trials, a further three cars will be in traffic by September, 1955, and the balance will be proceeded with progressively as components become available. Associated with these rail cars are 11 trailers which are estimated to cost, in total, £675,000, and upon which £160,000 has been spent to date. Progress on these will keep pace with the rail car units with which they will operate. Funds are also made available for other rolling-stock, including provision of additional joint stock cars to which the Victorian Railways Department will contribute its proportion in accordance with the long standing arrangement.

Work has proceeded on the duplication of the Goodwood to Marino line to the extent that the section between Edwardstown and Oaklands is now open for traffic. Provision is made in the Estimates for the continuation

of this work and at present progress is being made on the Oaklands-Brighton section. Provision is also made for the usual work in connection with ballasting, building platforms, station-yards, and for signalling and safety devices, bridges, culverts, drainage, housing for employees, etc.

HARBOURS ACCOMMODATION, £900,000.—Expenditure during 1954-55 amounted to £824,000, which enabled progress to be made with the programme for reconstruction of the timber wharves and with projects for the improvement of shipping accommodation and shipping facilities generally. The new concrete wharf at Nos. 8 and 9 berths was completed. A large cargo shed, equipped with offices, conveniences, and amenities for the use of port workers and the general public was also provided at No. 8 berth. The old timber wharf at No. 6 berth was demolished and replaced with one of steel and concrete. At Osborne the new wharf, forming an extension of the existing coal handling plant wharf, was completed and has been used by shipping as a layby berth for several months. Foundations for two new cranes, which are due to be completed towards the end of this financial year, were installed, together with the necessary rail tracks; and road work on the wharf apron was almost completed.

Good progress was made on the work of providing improved shipping facilities at Kingseote. This work provides for the widening and strengthening of the existing jetty to permit simultaneous handling of cargo from two ships and the movement of cargo by tow-motors and rubber-tyred trailers. The work of widening the jetty was more than half complete at June 30, 1955, and is expected to be finished by Christmas. A considerable amount of excavation was effected at the shore end of the jetty to provide grain stacking sites and a large level working area to relieve cargo and traffic congestion. New sheds for super-phosphate and general cargo were provided.

Provision is now made in the Loan Estimates for the continuation of the reconstruction programme in connection with berths at Port Adelaide, in connection with the rehabilitation of the dockyard, and the reconstruction of coal-handling plant at Osborne. The sum of £160,000 has also been provided for the provision of wharf equipment and modifications at Wallaroo (£130,000) and Port Lincoln (£30,000) for bulk handling of grain.

WATERWORKS AND SEWERS, £5,600,000.—Last year the expenditure on similar purposes was £7,365,000. As I mentioned earlier, work on

the pipeline from Mannum was sufficiently advanced to meet the emergency situation which arose last summer, and water was pumped from the River Murray at Mannum into our metropolitan reservoirs and the Warren Reservoir. However, the complete scheme, which is estimated to cost nearly £10,000,000, is still only 70 per cent completed, and to date has cost approximately £8,000,000. Pumping stations and the installation of pumping units were completed and in operation during last financial year, and a large reticulation main within the metropolitan area was also completed. To June 30, 1955, 23 miles of large diameter concrete-lined pipes had been laid and all of the 2-million gallon reinforced concrete storage tanks on the rising main section of the work were completed. The balance of this scheme will be proceeded with this financial year and should be completed by 1957. The sum of £1,300,000 is provided in this year's Estimates towards progress of this work.

Work was also in progress at the South Para reservoir, where an earthen dam across the South Para river near Williamstown will create a reservoir of ten thousand million gallons capacity. This scheme also involves a delivery pipeline to distribute water to the metropolitan and Barossa water districts. The estimated total cost of this project is £3,800,000. All preliminary work on the project has been completed and construction of the main bank is well under way. The work, which has cost £1,600,000 to date, is approximately 45 per cent complete and should be finished by 1958. As I have already mentioned, work completed during 1954-55 included the provision of a link from the Mannum-Adelaide pipeline to the Warren reservoir to alleviate the extremely acute water position in the Warren water district last summer. This measure was carried out as an urgent work at a total cost of £177,000. The pipeline linking the Mannum-Adelaide supply with the Warren reservoir is nearly 10 miles in length, and commenced supplying River Murray water to the Warren reservoir in January, 1955.

In order to meet the 1954-55 emergency, too, a pipeline was laid from Birdwood to the head of the Onkaparinga river at Mount Torrens at a cost of £220,000. The water commenced to flow from this pipeline in January, 1955, and continued to flow down the Onkaparinga to augment the supply to Mount Bold reservoir until rains made the metropolitan water supply safe. A water supply was constructed from a bore at Woodside to serve the Nairne pyrites work during 1954-55

at a total cost of £93,000. This system will eventually be linked up with the larger Onkaparinga Valley scheme to supply hills townships, but, pending the construction of this large work, a temporary supply was necessary. The Onkaparinga Valley scheme will ultimately derive its supply from the Mannum-Adelaide pipeline.

Water supplies for Jamestown and Caltowie were also provided during the year by the completion of a pipeline linked to the Morgan-Whyalla water main at Spalding. Reticulation works for these townships have been completed and water made available to the residents. The total cost of this scheme was £557,000.

Sewerage Works: Sewerage extensions to new South Australian Housing Trust areas were made during the year. The new areas which were completed during 1954-55 were Hampstead, Klemzig, Novar Gardens, Glengowrie, Woodville Gardens and Fulham Gardens. To June 30, 1955, a total of £454,000 had been expended in supplying sewerage facilities to the Housing Trust areas, the expenditure for the year being £149,000. In addition, sewerage extension were made to new War Service homes areas at Golflands and Woodville South at a total cost of £74,000. Work was also completed on that part of the larger scheme to supply sewerage facilities for the town of Port Lincoln to the extent of serving the hospital and the school. The cost of this work up to date is £41,000.

From the Loan Estimates for 1955-56 it will be seen that £2,403,600 is provided for works in Adelaide water district. An amount of £1,300,000 is provided for further progress work on Mannum-Adelaide pipeline where laying of the remainder of the 27 miles of pipeline will be continued, and a 30-million gallon storage reservoir in the hills will be completed and a second or terminal storage will have been commenced. The sum of £490,000 is provided for South Para reservoir which, with £100,000 provided under Barossa water district, will enable the construction of the main earthen bank, which is 150ft. high, to be more than half completed, and the spillway will be commenced. An amount of £10,000 is provided for preliminary investigations in connection with a proposed reservoir at Myponga which will augment the metropolitan water supply and provide a supply to the southern district around Yankalilla. The sum of £35,500 is included in the Estimates for the construction of a 2-million gallon concrete storage tank at

Darlington, and £20,000 for the commencement of work to provide a water supply to hills townships in the Onkaparinga Valley from the Mannum-Adelaide pipeline. An amount of £48,000 is provided for pumping stations designed to improve water pressures in the higher level areas of Mitcham, Springfield, Belair and Blackwood, and £398,100 for mains and services and minor works.

The total amount provided under Barossa water district is £194,000. Other than the provision for the South Para reservoir of £100,000 to which I have already made reference, £70,000 is provided for work in connection with a water supply for the new town north of Salisbury. This work, which is expected to be completed by 1960, is estimated to cost in total £620,000. Work has been carried out on laying mains in the new township to provide water facilities for houses being constructed by the Housing Trust, and the provision included in these Estimates will enable works to keep well up with housing construction. In Warren water district the Angaston water supply; cement lining; enlargement of the Warren trunk main; mains, services, minor works; and plant and machinery will absorb £40,500. An amount of £308,900 is provided for water supplies for various country districts which are detailed in the Estimates. Some of these water supplies are rapidly approaching completion. Karoonda, for instance, is 95 per cent complete; the Paringa scheme is in operation, although a temporary pumping unit only has been installed, and very little remains to be done to complete the Auburn scheme—which is in operation at the present time, as also is the Woods Point scheme.

The Warooka water scheme, estimated to cost £75,000 in total, is designed to supply the extreme southern end of Yorke Peninsula, and approximately 30 per cent of the work has been completed. At Meningie a water supply has been provided for the township at a cost of £48,000 and the scheme is in operation, but certain works, comprising construction of a pump house and the installation of chlorinating equipment, have yet to be completed. At Milang the new supply is in operation, £43,000 having been spent to date. The work remaining comprises replacements of temporary pumping equipment with permanent machinery. In each of the cases I have just cited works will be completed during this financial year. An amount of £27,000 is included for work on the Loxton supply. This scheme to provide a domestic water supply

to the new Loxton irrigation area, and to improve the existing country lands supply, is estimated to cost £315,000 in total, £264,000 of which was spent to June 30, 1955, when all reticulation mains had been laid and temporary pumps installed. Concrete tanks have yet to be constructed and the pumping stations and installation of the permanent pumping machinery completed before the scheme is finalized; £50,000 is provided for work on the Jamestown-Peterborough pipeline, and £30,000 for electrification of the Loxton Pumping Station and cement lining of pipes.

An amount of £185,500 is provided for various water supply schemes within the Tod River Water District for renewals of mains, reorganization of Port Lincoln reticulation, for cement lining, for buildings, main services, minor works, and plant and machinery, and for further work in connection with the Uley-Wanilla water supply, which latter work is expected this year to require £30,000.

For Beetaloo, Bundaleer, and Baroota Water District £1,151,300 has been provided. Of this amount £1,000,000 is provided for progress work in connection with the Yorke Peninsula scheme. This is a scheme to increase the supply to the existing water district and to provide an increased capacity to allow extension of a permanent water supply throughout the length of Yorke Peninsula. The scheme is estimated to cost £6,041,000, and should be completed by the end of 1958. To June 30, 1955, approximately 30 per cent of the work, comprising the replacement of the existing inadequate and worn out trunk main between Bundaleer reservoir and Bute, the construction of the necessary storage tanks in this section of the route, and the enlargement to 40-million gallon capacity of a reservoir near Paskeville, were completed. Subject to availability of steel the amount now provided in the Estimates will enable a further 40 miles of pipeline to be laid in connection with the Yorke Peninsula water scheme, and further large reinforced concrete storages will be completed. It is hoped also to make some progress with laying small diameter reticulating mains from the large backbone main. A sum of £41,000 is included in this section for the completion of the supply of water to the uranium treatment plant at Port Pirie from the Morgan-Whyalla pipeline. This work is of great urgency to enable the plant to treat ore railed from Radium Hill. The work was 60 per cent completed by June, 1955. Since that date the supply has been completed and the plant is now in operation.

The amount provided for Adelaide sewers for 1955-56 is £556,000, and I have already given members some brief review of the extent of new connections made during last financial year. A total of £220,000 is provided for similar purposes this year to continue the extension of sewerage facilities to rapidly developing areas.

An amount of £199,000 is provided for country sewers, and, as I have already indicated, Port Lincoln sewerage scheme was completed last year in its initial stages to the extent of connecting the hospital and the school to the system. A total of £35,000 is provided for the Salisbury sewerage scheme. £188,000 has been spent up to June 30, 1955, on the provision of sewerage facilities for the township of Salisbury, and this scheme is virtually completed. The amount now provided in the Estimates is to enable houses and factories to be connected to the sewer main.

An amount of £160,000 is included in the Estimates for the provision of a sewerage scheme to serve the New Town (north of Salisbury), £201,700 is included for water conservation purposes, and £324,400 for plant and machinery and Sassafras Depot.

GOVERNMENT BUILDINGS AND LAND, £3,680,000.—During last financial year £2,353,000 was spent on Government buildings and land, made up as follows:—

	£
Hospitals	888,000
Schools	1,105,000
Police and Courthouse Buildings	61,000
Agricultural College	12,000
Other Government Buildings	287,000

HOSPITAL BUILDINGS, £2,250,000.—An amount of £2,250,000 is provided for expendi-

ture on hospital buildings during this financial year. Of this amount £1,340,000 will be required in connection with the Queen Elizabeth Hospital. The maternity block at that hospital, on which £762,000 had been spent to June 30, 1955, is considered to be 85 per cent completed and should be finalized by July, 1956. A total of £1,000,000 is provided for progress work on the new general hospital. The Government has engaged a firm of Adelaide architects, in association with a firm of Melbourne architects, to design and supervise the construction of the general hospital. Tenders have been received from a number of well-known construction firms. These tenders are now under consideration and the Minister of Health will proceed to accept one of these tenders within the next week or so. The construction of this hospital will relieve the acute shortage of hospital accommodation in the metropolitan area.

Good progress was made last year in the provision of additional hospital accommodation, and for the information of members I give some of the more important works completed, or reaching the stage when the completion is well in sight. Works completed:—

Royal Adelaide Hospital.—Remodelling of wards, total cost £18,000; Nurses' quarters, £336,000; and Northfield wards—additional accommodation, £102,000.

Mount Gambier Hospital.—Children's ward, £18,000.

Port Pirie Hospital.—Nurses' quarters, £55,000

Queen Elizabeth Hospital.—Nurses' home—Portion temporarily used as maternity hospital, £331,000.

Parkside Mental Hospital.—Nurses' Home, £115,000; and Female admission block, £130,000.

Works in progress:—

	Estimated total cost. £	Estimated date of completion.
Mount Gambier—Nurses' quarters	300,000	June, 1957
Port Lincoln—Additions	60,000	August, 1955
Port Pirie—Theatre and men's ward	145,000	December, 1956
Queen Elizabeth Hospital—		
Maternity block	900,000	July, 1956
Boiler house	175,000	September, 1956
block	90,000	September, 1955
Northfield Mental Hospital—Women's T.B.	100,000	February, 1956
Parkside Mental Hospital—Male T.B. block		

The other main hospital works to be carried out this year include, at the Royal Adelaide Hospital, a new dental wing, new radiotherapy block, additional post-operative wards and x-ray treatment wards in McEwin Building, alteration and additions to wards, and wards at Northfield. At Parkside Mental Hospital a new T.B. male block, and a male treatment and admission block will be proceeded with.

At Northfield Mental Hospital additional accommodation for 260 patients is provided for, as also is a female T.B. ward, and a new boilerhouse, kitchen, and kiosk. Alterations and additions at a cost of £11,050 will be carried out at Bedford Park.

At Mount Gambier, nurses' quarters and the new general hospital will be proceeded with,

and £140,000 has been provided for this purpose. Alterations and additions at Port Augusta hospital are expected to cost £17,600, and £17,500 will be spent at Port Lincoln. For Port Pirie the estimates include £102,400 for new theatre and men's block, new kitchen and equipment, sewage treatment works, alterations and additions to various buildings, and new equipment. Additions at Wallaroo hospital are estimated at £4,000.

School Buildings, £1,150,000.—There is possibly no more spectacular feature in governmental social service activity than the huge increase in school enrolments which has characterized the last decade. In planning the building programme for the Education Department, therefore, the Government has not only had to meet current requirements, but has had to pursue long range plans in order that it will be able to meet the increased commitments of the future. In 1945 enrolments in primary schools were less than 60,000; today they are 107,000 and by 1959 they are expected to reach 130,000.

In 1945 the enrolments in secondary schools were under 11,000. Today they are over 18,000, and by 1959 they are expected to reach 28,000. This shows that in a period of approximately 10 years the enrolments in our primary and secondary schools have almost doubled. In the metropolitan area the increase has been most marked in the south-western, northern, north-western, and western suburbs, and here there has been an extensive building of primary and secondary schools. As an example of this expanded need for education facilities I quote comparative enrolments for 1944 and 1955 for primary schools in these areas:—Blair Athol, 511 and 1,107; Kilburn, 204 and 932; Northfield, 24 and 1,049; Woodville, 609 and 1,319; Ethelton, 463 and 835; Largs Bay, 586 and 1,225; Plympton, 254 and 926; Seaton Park, 129 and 845; and Ascot Park, 138 and 986.

In the country the development has been most marked in Port Augusta, Mount Gambier, and the Upper Murray districts, as is exemplified by the following primary school enrolment figures:—

	1944.	1955.
Port Augusta	154	380
Upper Murray	634	1,300
Mount Gambier	441	850

The most dramatic expansion in the primary school area has been around the Adelaide plains where schools recently completed have had to be extended within 12 months of opening. This applies to Forbes, Gepps Cross, Hendon, and several others. To meet this

situation the Government has had recourse in large measure to the use of prefabricated wooden portable buildings, and these have admirably met the situation by quickly providing an eminently suitable form of classroom accommodation. In some cases whole new schools have been established in this way pending the provision of solid construction buildings. When these latter are available the portable rooms will be moved to other sites to meet commitments as they arise. The programme of building these portable buildings will be continued this year, and £220,000 is provided in these Estimates for that purpose.

Last year saw the completion, other than minor final payments, of primary schools at Morphettville Park, Mount Gambier, Risdon Park, and St. Leonards; high schools at Findon, Marion, Minlaton, Naracoorte; and an infant school at Renmark. At the same time sundry timber classrooms to the value of £282,000 were completed and brought into commission. The amount now provided in these Estimates (£1,150,000) will see the completion during 1955-56 of primary schools at Dover Gardens, Hampstead, Hectorville, Mount Gambier East, and Payneham; infant schools at Plympton and Ridley Grove, as well as the area school at Yankalilla, and a large workshop at Nailsworth technical school.

Progress will also be made on new primary schools at Belair, Macclesfield, Nairne, Renmark, Seacliff, and at the new town (north of Salisbury) in two living areas; new infant schools at Gepps Cross, Hendon, Highgate, Salisbury North, and Thebarton; new technical schools at Gawler, Nailsworth Boys, and Croydon Girls; new area and higher primary schools at Yankalilla and Lucindale; and new high schools at Enfield and Unley Boys.

New high schools have been established to relieve the pressure at Unley which, in 1955, had grown to an enrolment of over 1,200, and Woodville, which had passed the thousand mark. The enrolments in the new high schools at Brighton and Enfield (which opened in 1953) and Marion and Findon (which opened in 1954) already total over 1,500 in all, and these numbers will expand rapidly. Of the high schools mentioned only Brighton is of solid construction: the others consist of wooden portable units which will be replaced in due course by permanent structures.

In addition there has been a lag for many years in accommodation for craft work and domestic arts centres. In an endeavour to overcome this, provision is being made for a

commencement with upwards of 21 woodwork or domestic arts centres in metropolitan and country areas, and £42,000 is provided in the Estimates for this purpose. For alterations and additions to 64 primary and infant schools £57,500 has been allocated. Details of the schools are set out in the Estimates.

For alterations and additions to technical schools at the Automotive Trades School, Blackwood primary, Croydon boys', Finsbury, Kapunda, Murray Bridge high, Nailsworth, Norwood boys', Norwood girls', Northfield primary, Peterborough high, Thebarton boys', Thebarton primary, and Unley girls', £35,000 has been provided. The area and higher primary schools at Cleve, Cummins, Eudunda, Karoonda, Oakbank, Pinnaroo and Wudinna, will require £29,500 for alterations and additions.

It is estimated that £14,800 will be expended on additional accommodation at the high schools at Booleroo Centre, Balaklava, Brighton, Kadina, Kapunda, Millicent, Minlaton, Port Pirie, and Urrbrae Agricultural. The sum of £31,000 has been allocated for septic tank installations and lavatory accommodation, primarily for country schools. Grading and paving school yards will cost £20,200. An amount of £50,000 is provided for the purchase of land to provide sites for future schools and for extension of building sites and playing areas at existing schools. Purchase of residences, and alterations and additions, are expected to cost £73,000. Alterations and additions to the Port Lincoln and Port Pirie teachers' hostels, and Adelaide Teachers College will cost £7,500. For buildings at the School of Mines £10,000.

Police and Courthouse Buildings.—The sum of £75,000 has been provided for a new police station at Enfield, new courthouses at Berri and Naracoorte, and additions to the Supreme Court library block. Additions and alterations will also be made to residences, offices, etc., at various districts.

Agricultural College.—The amount of £30,000 is provided to enable further progress to be made in the building of a new dormitory block at the College.

Other Government Buildings, £175,000.—For the Children's Welfare Department £41,000 is allocated for additional accommodation and alterations at Lochiel Park, Magill Reformatory, Seaforth Home, Somerton, and at Struan Farm. Alterations, additions, and provision of new equipment at the Adelaide Gaol, Yatala Labour Prison, Gladstone, Port Augusta and Mount Gambier gaols, have been provided for

by the allocation of £42,100. It is proposed to make available £10,000 for additions to the Observatory building at the University. For the purpose of providing residences at various country centres for Government staff, purchase of plant, vehicles, and equipment, and additions to the Public Library, £81,900 will be required, and this amount is included in the Estimates.

S.A. HOUSING TRUST, £500,000.—The amount provided in the Estimates, £500,000, is supplemented by funds provided pursuant to the Commonwealth-State Housing Agreement, which this year is estimated at £3,600,000, and loans to be raised by the Housing Trust itself, estimated at £250,000, making a total of £4,350,000. The trust has budgeted for the completion of 3,160 houses in 1955-56, following the completion of 3,264 houses in 1954-55. Of the houses built last year by the trust, 2,132 were in the metropolitan area and 1,132 at country towns. The homes built in the metropolitan area comprised 582 double unit rental houses, 80 rental flats, 90 rental cottage flats for pensioners, 678 sale houses, 109 timber frame single unit houses for rental or sale, and 593 imported dwellings for rental or sale. Houses built in the country consisted of 805 double unit rental houses, 214 sale houses, 52 rural dwellings for sale, 28 timber frame single unit houses for rental or sale, and 33 houses on soldier settlement blocks.

The building programme for 1955-56 will be of much the same order except that the number of houses to be erected in country centres will comprise a greater proportion of the total than last year, and the programme of locally made timber-frame houses for both rental and sale will be stepped up considerably to compensate for the completion of the imported dwelling programme which, over the past four years, has so materially assisted in the provision of houses. Last year the trust completed the erection of 593 imported dwellings which represent the last houses of a total programme of 3,827 imported dwellings.

The trust's country building programme has now extended to practically all of the larger and middle sized country towns, and the fact that more than one-third of the trust's total output in 1954-55 was in the country indicates that the policy of ensuring that country housing must be looked after is, as far as possible, being carried out. I have had compiled a schedule showing the country towns in which houses were completed last year or where houses were under construction at the close of the financial year, and I ask for approval to incorporate this schedule in

Hansard without reading it in order that the information will be available to members.

Leave granted.

S.A. HOUSING TRUST—COUNTRY TOWNS.

Town.	Houses completed, 1954-55.	Under construction, 30/6/55.
Central Area—		
Angaston	—	1
Brunkunga (Nairne) ..	3	6
Blanchetown	4	—
Balaklava	1	—
Bute	1	1
Clare	1	1
Curramulka	1	—
Gawler	13	9
Gumeracha	1	—
Kadina	3	2
Lobethal	—	7
Minlaton	2	—
Melton	2	—
Murray Bridge	7	9
McLaren Vale	—	1
Mannum	2	—
Mount Barker	9	4
Nuriootpa	2	—
Mount Pleasant	—	2
Port Broughton	2	—
Port Elliot	1	—
Paskeville	1	1
Riverton	4	4
Snowtown	2	—
Strathalbyn	4	4
Salisbury	471	—
Tanunda	6	—
Victor Harbour	2	—
Wallaroo	6	—
Wynarka	1	—
Yorketown	1	2
	553	54

Northern Area—

Burra	—	2
Booleroo Centre	—	1
Crystal Brook	8	2
Gladstone	1	2
Georgetown	—	1
Hawker	1	—
Jamestown	1	—
Peterborough	10	—
Port Augusta	121	94
Port Pirie	106	77
Radium Hill	3	7
Whyalla	6	—
	257	186

South-Eastern Area—

Bordertown	1	1
Keith	8	5
Kybybolite	1	—
Lucindale	1	—
Meningie	1	1
Millercient	—	1
Mount Gambier	94	94
Naracoorte	9	2
Penola	2	4
Tintinara	3	—
	120	108

Houses completed, 1954-55. Under construction, 30/6/55.

Town. River Murray Area—

Barmera	11	8
Berri	3	8
Cobdogla	—	1
Glossop	2	—
Meribah	—	1
Loxton	18	—
Renmark	—	6
Swan Reach	—	1
Waikerie	—	1
	34	26

Western Area—

Cowell	1	—
Cummins	—	1
Kimba	1	—
Kingscote	3	—
Minnipa	1	—
Port Lincoln	34	35
Port Neill	—	2
Parndana	3	—
	43	38

New Town	40	631
	1,047	1,043

The Hon. T. PLAYFORD—In addition to providing houses in country towns the trust completed last year 52 rural dwellings on farm properties. This type of house has, without any doubt, enabled some rural employees to enjoy the comforts of a modern house. The acceptance of these houses is exemplified by the demand, which is consistently heavy. The trust will continue to erect these dwellings in 1955-56, when it is expected that the output will exceed last year's figure. The trust has continued to erect houses in country areas under the Soldier Settlement Scheme and has completed, in all, 759 of these houses. In 1954-55 the trust completed 90 cottage flats for pensioners and persons on low fixed incomes. This scheme is being extended to cope with housing for widows with, say, a daughter, or for two elderly widows wishing to live together.

During 1954-55 more than 1,000 of the trust's houses were sold. The trust is giving every encouragement to home ownership and in many cases is assisting prospective owners with second mortgage finance to bridge the gap between the purchase price and finance available from lending institutions plus purchaser's deposit. A recent amendment to the Commonwealth-State Housing Agreement provided that tenants can, in certain circumstances, purchase their homes on favourable terms and conditions. The trust is helping such tenants

with such advice and assistance as is within its province and, moreover, is extending a similar option to tenants who occupy houses other than those built under the Agreement. The demand for both brick or solid construction houses and for timber houses is still very strong, the intake of applications from prospective purchasers being in the vicinity of 100 per week. Whilst the waiting time for a brick or solid house is still over twelve months, locally produced timber houses can be delivered to purchasers in about six months from date of application.

From the smallest of beginnings in 1937, and starting with a modest capital of £25,000, the Housing Trust has now developed into a large and extremely active organization, so much so that it is frequently the subject of favourable comment by interstate visitors, and is often held up as the leading housing authority in Australia. The original loan capital of the trust has risen from £25,000 to approximately £31,500,000. It has extended its activities throughout the length and breadth of South Australia. It has done a tremendous amount in providing much needed housing in the metropolitan area, but, in addition, and this is perhaps a much more difficult job, it has carried on house building throughout the State, and has built houses in 108 country towns. There is hardly a town of any size in South Australia in which the trust has not built a group of houses, be it a few, or, as in some instances, consisting of many hundreds. It has built farm houses throughout the State, both under the War Service Land Settlement Scheme and under the successful scheme now being operated by the trust under which it will undertake to erect a farm house upon any agricultural property in South Australia.

Since it began its operations the trust has completed over 24,000 houses of all types; most of these have been built during the period since the end of the war and have been built during times when great difficulties have existed as regards the supply of materials and labour. The total amount which has been expended in the provision of houses, both for letting and for sale, is the impressive figure of £47,000,000. The trust now collects in rents the amount of £1,260,000 per year, and its annual maintenance amounts to £116,000. It has 106 contractors building for it who employ about 3,000 men, and it builds houses to 46 different designs. The service the trust is giving to people who wish to rent homes at reasonable cost is equalled by the service

given to people who wish to buy their own homes at reasonable prices, and both the rental scheme and the house purchase scheme have been and are being carried out without any contribution from the State.

At the present time the trust is engaged in a bold and imaginative undertaking, the creation of the new town north of Salisbury. The town will have a population of some 25,000 people and its like does not exist in Australia. The best town planning principles have been applied to laying out this new town, which will be one place which will not suffer from the lack of open spaces and community facilities. The shopping centres being designed by the trust will incorporate all the best of overseas practice. Some months ago the trust sent two of its officers abroad to see what was being done in England, the Continent and the U.S.A. These officers have lately returned and, as a result of their investigations, the shopping centres and other facilities to be provided in the new town will incorporate the best of what they saw. Tree planting is proceeding apace, surface drainage is being attended to, sewers, water and electricity mains are being laid, and in a few months several hundred houses will be ready for occupation and the town will come to life. Inquiries are being received for industrial sites and it is expected that, in addition to the industries which have already been bespoken as sites, there will soon be a number of other organizations taking up land and commencing to build factories in the new town.

ELECTRICITY TRUST OF S.A., £5,000,000.—The trust's capital works programme for 1955-56 totals £8,600,000. The amount required over the £5,000,000 to be made available by the Government will be obtained as follows:—

	£
Funds in hand, June 30, 1955 ..	1,000,000
To be raised from institutions and public	1,500,000
Depreciation funds	1,100,000
	<hr/>
	£3,600,000

During the year ended June, 1955, £7,600,000 was spent on capital works and equipment for the electricity supply undertaking. The major projects on which this capital was spent were as follows:—

Port Augusta Power Station.—The Port Augusta "A" Power Station was officially opened by His Excellency the Governor on July 23, 1954, when the first boiler and the first 30,000 kilowatt turbo-alternator were placed in service. During the year the second

and third boilers and the second turbo-alternator were also completed, so that by the end of June the station was producing 45,000 kilowatts of electricity, which was being fed into the trust's transmission system. Work on the Port Augusta Power Station was first started in 1948 and by June, 1955, £7,661,000 had been spent on the project. Of this amount £1,550,000 was spent during the financial year just ended. The expenditure to date covers not only plant already in service but progress payments on work under construction for the last three boilers and a third turbo-alternator to complete the station. The estimated expenditure of the station when completed is £10,400,000.

The commissioning of Port Augusta power station was a most important event in the progress of South Australia. For the first time, a major power station is operating entirely independently of imported coal. The advent of the Port Augusta power station has made an appreciable reduction in the trust's fuel costs. Approximately 7,000 tons of Leigh Creek coal per week is being burnt at Port Augusta, thus saving a long haul to Adelaide. This was one of the major factors in the trust's ability to make an overall reduction in electricity tariffs last November.

Osborne Power Station.—No new plant was brought into service in the Osborne power station during the year, but work continued on the installation of the final two 30,000 kilowatt turbo alternators and four boilers. The sum of £888,000 was spent on these projects during the year. This station will be completed early in 1957 when the additional 60,000 kilowatts of plant will have been placed in service.

Because of the installation of oil refineries in Australia, it has become economic to burn residual oil at the Osborne power station. Two boilers in the Osborne "B" plant were converted to oil firing by the end of June at an expenditure of £40,000. It is proposed that seven boilers shall be made capable of burning either oil or coal.

Port Lincoln Power Station.—The sum of £89,000 was spent on the Port Lincoln power station during the year. Most of this expenditure was incurred in connection with the two 2,500 kilowatt turbo-alternators with corresponding boiler plant which are now being installed and which will be in operation during 1956. The total estimated cost of the power station when this work is completed is £550,000.

Mount Gambier Power Station.—Work on the new Mount Gambier power station commenced during the year and £60,000 has been spent mainly in progress payments for the manufacture of boilers and turbo-alternators which are to be installed. It is expected that this station will be commissioned in the second half of 1956 and that the first major portion of the station will be completed in 1957 at a cost of £2 million. This power station is being constructed in conjunction with the new Woods and Forests department mill at Mount Gambier, and its main source of fuel will be off-cuts from the mill. The ultimate capacity of this station will be 16,500 kilowatts and its operation will be of extreme importance to the welfare and development of the South-East of this State.

Transmission and Distribution.—In conjunction with the construction of the Port Augusta power station over the last few years, it has been necessary to develop a transmission system operating at 132,000 volts to carry the power to Adelaide and major country centres. By June, 1955, over 650 miles of 132,000 volt transmission line had been constructed and placed in operation. All this work has been done during the last five years at a total cost of £2,560,000, of which £321,000 was spent in the financial year just ended.

In addition to lines between Port Augusta and Adelaide, the 132,000 volt system is now supplying Radium Hill, the Upper Murray area, and the Mannum-Adelaide pipeline. The lines between Port Augusta and Adelaide have been tapped at Waterloo, South Hummocks, and near Port Pirie to form firm centres of supply in the country. At each of these points major substations have been constructed, and another particularly important substation is at Northfield, where the power is received from Port Augusta for the metropolitan area. Expenditure on this substation during the year was £170,000, bringing the total expenditure to £427,000. The full cost of this substation, which includes special regulating equipment for the whole transmission system, will be £550,000.

During the year 10,582 new consumers were added to the trust's distribution system. An amount of £1,470,000 was spent on additions and alterations to distribution mains to provide for these consumers, and to cope with the increasing demands of existing consumers. Of the total number of consumers connected during the year 3,921 were in country areas where the expenditure per consumer is higher than in the metropolitan area. The growth

of new consumers connected in country areas over the last few years has been quite remarkable, as the following figures indicate:—

Year.	New consumers in country areas.
1950	1,367
1951	2,140
1952	2,477
1953	2,906
1954	3,435
1955	3,921

Not only has the number of consumers in the country increased in this way, but the consumption of electricity by existing consumers has also expanded rapidly and the programme of construction of new transmission lines to country areas must be vigorously continued. Electricity sold during the year ended June, 1955, was 813 million kilowatt-hours, an increase of 138 million, or 20 per cent on the previous year. This is by far the largest increase ever incurred in one year and indicates the necessity for the trust to continue its capital expansion as rapidly as possible, particularly in view of the long period which must elapse between the planning and completion of new power projects. Pumping water through the Mannum-Adelaide pipeline accounted for the consumption of a large amount of electricity last year. Following the good rains experienced lately usage of power for this purpose in the current year will be considerably less.

It is interesting to note that the increase in the kilowatt-hours sold for one year, namely 138 million units, is equal to the total electricity sold for the year 1939. During the year 1955-56 the power station at Osborne will have its capacity increased by the installation of the fifth 30,000 kilowatt turbo-alternator and, in addition, the installation of the sixth 30,000 kilowatt turbo-alternator will proceed to enable it to be commissioned early in 1957. The power station at Port Augusta will also have its capacity increased by the installation of the third 30,000 kilowatt turbo-alternator. Civil works will be advanced on the second power station at Port Augusta to enable the commissioning of the first 60,000 kilowatt turbo-alternator early in 1959 to be accomplished.

At the new regional steam power station at Port Lincoln the first 2,500 kilowatt turbo-alternator will be commissioned during this financial year and the second 2,500 kilowatt turbo-alternator will be nearing completion. The new regional steam power station at Mount Gambier will also be commissioned during 1956 with the completion of the first 3,250 kilowatt turbo-alternator. The installa-

tion of the second 3,250 kilowatt turbo-alternator will be nearing completion. To meet load growth, further extensions will be made to the 66,000 and 33,000 volt transmission systems; additional meters, appliances and substation equipment, such as transformers and switch gear, will be purchased during the year, and the area being changed over from the 210 volt system to the standard 240 volts will be extended.

At Osborne it is estimated that capital expenditure will amount to £1,740,000 on extending the powerhouse building (£150,000), progress payments on four large boilers (£740,000), and on two 30,000 kilowatt turbo-alternators (£580,000), provision of switch-gear, oil firing equipment, change rooms, and further workshops (£270,000).

At Port Augusta the powerhouse building is being further extended to provide for the installation of the third 30,000 kilowatt generator and the boilers necessary to provide the steam supply. These extensions to the building and provision of the plant will require £1,302,000. In addition £240,000 will be necessary for electrical equipment and workshops, stores, roads, and other miscellaneous items. These amounts make a total expected expenditure on Port Augusta "A" station of £1,542,000. Work has been commenced on the "B" station and £60,000 is required in connection with civil work on the construction of the coffer dam, such as sheet piling, earth filling, dewatering, piling and foundations.

At Port Lincoln, where work has been in hand for some time on a steam power station, £340,000 is provided for buildings, payments on boilers, turbo-alternators, electrical equipment, workshops, etc. Tenders have been let for boilers and plant for a steam station adjacent to Mount Gambier. The station house is expected to take £60,000 this year, and £320,000 is required for boilers and alternators. Other sundry items, such as electrical equipment and workshops, will require £120,000. A start will be made on the distribution system during the year and £20,000 has been provided mainly for this purpose. The trust has purchased the diesel power house and distribution system at Mount Gambier from the corporation, together with all stores on hand at date of handing over, at an estimated figure of £150,000. The transmission lines to be undertaken this year in connection with the main system include 66,000 volt line to Strathalbyn and Willunga at a cost of £100,000. The increasing load

in the metropolitan area will be looked after by the provision of further 66,000 volt lines on which £220,000 will be spent during the year. On depots and miscellaneous transmission projects £105,000 will be expended.

The growth of the electricity undertaking demands that much work must be carried out in connection with substations to protect the transmission and distribution systems, and also to protect the costly powerhouses from damage which can be caused by faults which occur due to accidents, wind, rain, and electrical storms. The substations are also required to ensure supply to other consumers by isolating the areas affected by storms, etc. On the transmission lines from Port Augusta to the metropolitan area £160,000 will be spent on substations, and £30,000 on lines to country areas. It will be necessary to spend £370,000 on stations associated with converting existing lines to 66,000 volts and in connection with new 33,000 volt lines. The purchase of transformers will cost £420,000. The system for indicating faults on the lines, for control purposes, radio system of communication, mobile transformers, and buildings and workshops, require £70,000 for the year, making a total of £1,050,000 for substations for the year. Consumers' plant and appliances, such as meters, time switches, hire appliances (ranges, water-heaters, washboilers and bath heaters), change-over costs from D.C. to A.C. and 210 volts to 240 volts, will absorb £578,000.

Provision has been made to connect 10,500 new consumers during the year at a cost of £1,405,000. New consumers in the country districts are estimated at 2,050, and cost of connections £615,000. Improvements to mains will cost £260,000. The localities in the country where extensions of electricity will be made during the year are:—Kangarilla, Sellicks Beach and Aldinga Beach, McLaren Flat, Willunga, Yankalilla, Aldinga, Normanville, Yundi, McLaren Vale, Noarlunga, Nangkita, Second Valley, Happy Valley, Mantarra, Myponga, Hindmarsh Valley, White Flat, Little Swamp, North Shields, Cummins, Edillilie, Wanilla, Yeelanna, Jervois, Macclesfield, Milang, Langhorne Creek, Callington, Bletchley, Kanmantoo, Hollands Creek, Lobethal, Cambrai, Sedan, Charleston, Hermitage, Kersbrook, Lenswood, Castambul, Forreston, Mannum to Swan Reach, Keyneton, Gumeracha, Flaxley, Echunga, Hahndorf, Prospect Hill, Kuitpo, Ironbank, Dashwood Gully, Mount Barker, Jupiter Creek, Nairne, Basket Range, Brenda Park, Holden, Cadell, Morgan,

Blanchetown, Swan Reach, Waikerie, Paruna Road Loxton, Murtho, Barmera, Williamstown, Buckland Park, Gawler River, Cockatoo Valley, Roseworthy, Kapunda, Vine Vale, Nuriootpa, Salisbury, Two Wells, Warooka, Stansbury, Wool Bay, Coobowie, Urania, Port Clinton, Ardrossan, Arthurlton, Port Victoria, Maitland, Georgetown, Balaklava, Port Wakefield, Halbury, Kybunga, Barinia White Hut, Auburn, Waterloo, Farrells Flat, Brinkworth, Condowie Siding, Clare, Mintaro, Manoora, Marrabel, Riverton, Hampton, Spring Hut Creek, Auburn East, Hampden, Point Pass, Paskeville, Simms Cove, Port Hughes, Moonta, Bute, Solar Salt, Wirrabara Forest, Bungama, Nelshaby, Napierby and Fullerville.

LEIGH CREEK COALFIELD, £450,000.—During the year ended June last £750,000 of capital expenditure was incurred at the Leigh Creek coalfield. The major item of construction was the Aroona dam, on which £330,000 was spent during the year, bringing the total expenditure on this project to £923,000. The total cost is estimated at £1,023,000, and the work is almost completed. Early in the year, the dam was constructed to a sufficient height to hold water, and subsequent rains have provided ample storage in the reservoir. Thus, for the first time since the coalfield began operating, an adequate water supply of comparatively good quality has been available. Provision of water has always been one of the chief difficulties at the field, and the completion of the dam will enable future development to proceed on a firm basis. Apart from expenditure on town services, houses, etc., the principal items of capital expenditure during the year have been for additional plant in the power station and for an additional drag-line excavator. A sum of £50,000 was spent during the year on the power plant additions and £63,000 on the new excavator.

The coalfield is now capable of economically producing as much coal as can be handled by the railway system, and for the fourth successive year has achieved a revenue surplus, after taking all expenditure, including interest and depreciation, into account. Coal despatched from the field during the year amounted to 483,470 tons. The total works programme for Leigh Creek is estimated at £785,000. The balance of funds available at the end of last year was £345,000, leaving £450,000 required to carry out the programme. The advent in the near future of the standard gauge railway to the field, and the necessity to transfer coal production operations to the north field, necessitates the provision of a

new coal crushing and grading plant and storage bins. Work was commenced on this important work last year and excavation through cuttings, and filling, for the new line was carried out by trust employees. This year £100,000 will be expended on the dam, which will be completed by November next, and £160,000 will be required for the coal handling and treatment plant. New houses and a new retail store will require £131,000. Sealing road surfaces with bitumen, and laying curbs and gutters for drainage, will require £105,000. The railway line had previously gone through the centre of the coalfield and when the question of the change of gauge came up the Government felt that it would be a great mistake to relay the line over the coalfield because that would tie up for all time a considerable tonnage of coal capable of being won by open cut methods. An agreement has been worked out with the Commonwealth Railways Department whereby the line will be diverted east of the coalfield, which will mean that about 4,000,000 or 5,000,000 tons of additional coal will be available.

Mr. O'Halloran—That coal is at the southern perimeter of the field?

The Hon. T. PLAYFORD—Yes, and the line now runs along the eastern side of the field. This has involved us in certain expenditure on cuttings because the Commonwealth Railways Department took the view that the diversion of the line was for our benefit and therefore we should meet such expenditure. Extensions to the power station and plant and to the distribution system will cost £89,500. Coal transfer facilities to permit some Leigh Creek coal for the city will have to be provided at Port Pirie at a cost of £35,000, and £15,000 will be required for rail diversion at the field. New machinery, particularly tractors, will cost £45,500, and new transport vehicles £45,000.

Expenditure on this work is necessary to provide facilities to enable the field to meet next winter's demand for coal by the new Port Augusta power station, when it is estimated that at least 10,000 tons per week will be consumed at Port Augusta in addition to 4,000 tons per week in the city.

URANIUM PRODUCTION, £2,750,000.—This amount will be required to finance further capital expenditure and the operations of the Radium Hill mine and the chemical treatment plant at Port Pirie. Under the agreement with the Atomic Energy Commissions of the United Kingdom and the United States, this

State is required to provide the working capital for this project. The treatment plant at Port Pirie is now in operation and concentrate from the mine is now being treated by the plant. The end product will be sold to the Combined Development Agency, a body representative of the United Kingdom and the United States, and the proceeds credited to the Loan Fund. By the end of October it is confidently anticipated that sufficient uranium oxide will have been produced by the plant to enable a consignment to be sent to the United States, and on a conservative estimate I expect proceeds from the sale of the product to total at least £800,000 this financial year.

METROPOLITAN AND EXPORT ABATTOIRS BOARD, £100,000.—This amount will be loaned to the Abattoirs Board for extension of chilling facilities, slaughtering accommodation, roadways, housing, and other general works.

LANDS DEPARTMENT, £50,000.—This amount is required to provide residences in the country for officers and alterations and additions to offices, purchase of vehicles, photogrammetric and photolithographic equipment.

PRINTING AND STATIONERY DEPARTMENT, £30,000.—We are all aware of the good work carried out by the Government Printer and his staff and the rush of work with which they have to contend, especially during sessions of Parliament and in the period when end of year reports are required to be printed. To assist the Government Printer and his staff £30,000 is to be made available for the purchase of new machines and for replacement of old machines.

PRODUCE DEPARTMENT, £30,000.—This amount is required to provide for extensions to slaughtering, refrigerating, and treatment plants at Port Lincoln works, and alterations to refrigeration plant and additions at Light Square.

MUNICIPAL TRAMWAYS TRUST, £500,000.—This amount will be advanced to the trust in connection with its rehabilitation and conversion programme. In accordance with its decision to abandon trams on certain routes and replace them with buses, the trust some time ago ordered 70 single deck fuel buses at a cost of £522,000. This order was 75 per cent fulfilled at June 30, 1955, and the final delivery is scheduled for October this year. The trust has now placed orders for a further 70 buses and delivery of the chassis should commence next month. Funds are required

by the trust for the commencement of modern buildings and traffic offices at Port Adelaide and Glenunga for the fuelling and servicing of the expanded bus fleet, and for progress on a similar depot, now nearly completed, at Hackney South. The Hackney depot will provide facilities for 120 buses, the Port Adelaide depot and the Glenunga depots each for 100 buses. Other works which the trust will put in hand include restoration of roadways following removal of tram tracks, and conversion of the trust's converter station to take 50 cycle power from the Electricity Trust. By June,

1956, the Tramways Trust should be able to retire its power station and draw all its power requirements from the Electricity Trust.

Mr. Chairman, I have given members a comprehensive statement on the progress of Government works programmes last year and of the proposals for the current year. I now move the adoption of the first line.

Progress reported; Committee to sit again.

ADJOURNMENT.

At 4.14 p.m. the House adjourned until Tuesday, August 30, at 2 p.m.