

HOUSE OF ASSEMBLY.

Tuesday, August 14, 1956.

The SPEAKER (Hon. B. H. Teusner) took the Chair at 2 p.m. and read prayers.

SUPPLY ACT (No. 1).

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

SWEARING IN NEW MEMBER.

Mr. STEPHENS, to whom the Oath of Allegiance was administered by the Speaker, took his seat in the House as member for the district of Port Adelaide.

DEATH OF HON. A. W. CHRISTIAN.

The SPEAKER—I inform the House that, in reply to a resolution passed by the Assembly on opening day, expressing its deep regret at the death of the Hon. A. W. Christian, former Minister of Agriculture and Minister of Forests, and member for Eyre, the following letter has been received from Mrs. Christian:—

Very many thanks for your letter of May 8. I can assure you I appreciate fully the feelings expressed by the Hon. the Premier (the Hon. T. Playford), the Deputy Leader of the Opposition (Mr. Frank Walsh), Mr. Jack Fletcher and members. I would be pleased if you would convey to them my heartfelt thanks.

CENTENARY OF RESPONSIBLE GOVERNMENT IN NEW SOUTH WALES.

The SPEAKER—I should like to inform honourable members that on May 14 last, as Speaker and on behalf of the members of the House of Assembly, I wrote a letter of congratulations to the Speaker of the Legislative Assembly of New South Wales upon the occasion of the centenary of responsible government in that State. I should like to read to to the House Mr. Speaker Lamb's reply thereto:—

My Dear Mr. Speaker,

Will you allow me (somewhat belatedly, because of the week of celebrations we have just ended), to express to you, and through you, to the members of the House of Assembly in the Parliament of South Australia, the appreciation felt by myself and by the members of the Legislative Assembly of New South Wales upon the receipt of your letter of congratulations, which you were kind enough to write to me on the 14th instant on the occasion of the centenary of responsible Parliamentary Government in New South Wales. I am conscious of the importance of your letter, not only because of the inspiring sentiments it conveys, but more particularly because of the happy recognition by you and the members of your House of what is, after all, a great, occa-

sion in the history of Parliamentary development and progress in Australia.

I feel, after the week of celebrations we have been privileged to enjoy here, that there should be, as a result of our own centenary and those which will be following so soon afterwards in the Legislatures of some of the other States of Australia, including South Australia, a noticeable increase in the interest of the people throughout the whole of Australia in the work and well-being of Parliament as an institution. I am sure that the series of celebrations should conduce greatly towards the strengthening of Parliament and establishing a finer sense of appreciation of the great trust which was committed to the people when responsible government was established in the Mother State of Australia just one hundred years ago. The celebrations also confirm in a signal manner the correctness of Sir William Denison's prophecy that the institution of responsible government would be "conducive to the happiness and prosperity of the people of New South Wales," and likewise to the people in each of the other States in the Commonwealth of Australia.

I regarded your thoughtful contribution to our historical records as being of such quality and importance to the Parliament of New South Wales that I reported your letter in full to the Legislative Assembly at its sitting on the 23rd instant, and upon motion moved by the Honourable the Premier, the House unanimously agreed that it should be incorporated in the Votes and Proceedings of the House. I am happy indeed to thank you for your kind congratulations to myself and to the members and officers of the Legislative Assembly, and if the success of the week's celebrations here is any indication of the interest which I feel will certainly be taken in your own South Australian celebration, it augurs well for the success of the similarly important event which your State will commemorate on April 22, 1957. In the belief that you may wish to see the record of your own encouraging communication in the Votes and Proceedings of the Legislative Assembly of New South Wales, I am forwarding to you two copies thereof with this letter.

My kindest regards,

Yours sincerely,

(Sgd.) W. H. LAMB, Speaker.

QUESTIONS.**PREMIERS' ECONOMIC CONFERENCE.**

Mr. O'HALLORAN—I understand that this week the Premier will attend an economic conference called by the Federal Government at Canberra, where the advice of State Premiers will be sought to evolve a policy to be implemented by the Federal Government to assist in solving some of our economic difficulties. Can the Premier say whether this Government has considered any questions to be submitted to that conference, particularly the advisability of rigid price fixing throughout Australia, profit control, capital issues control, and wage pegging as correlated to the other items?

The Hon. T. PLAYFORD—Naturally some attention has been given by the Government to the questions associated with the conference to be held next Thursday. The matters to be considered were said by the Commonwealth to be firstly uniform wage policy and arbitration throughout Australia, and secondly, all matters associated with the present economic problems. The Commonwealth has therefore left the field wide open for the raising of the questions mentioned by the Leader: in fact, any economic question whatever may be discussed in relation to the present problem. No definite proposals have been submitted by the Commonwealth to the State Government. I have noticed that some other State Premiers have made statements on what their policy would be, but at the moment I feel it premature to make a statement on what this State will advocate until we have at least heard the proposals to be considered. Under those circumstances I prefer not to outline today the views held by my Government, but to report to the House next Tuesday and I will have a full statement on the issues that arise at the conference, together with the views of my Government on them, if the Leader asks a question then. I believe that it would be better to give the House an outline then of all the matters coming before the conference and any further action that may be taken, because any policy will depend for implementation on one or two things: either the Commonwealth taking a referendum of the Australian people, or this Parliament giving effect by either a transfer of powers or State legislation to a mutual policy that would be evolved. I believe that any conference would be entirely lopsided if it sought to stabilize only one aspect of the big problem because in the final result these things are interwoven closely in our economy. If action is to be taken by Governments under a general policy to stabilize our economy I believe all the various inter-related matters should be considered.

RIVER MURRAY FLOOD.

Mr. JENKINS—An article in last night's *News* charged the Government with bungling assistance to settlers in the flooded areas of the Lower Murray, but having witnessed much of the activity there I consider that report contrary to what I have seen. Will the Minister of Irrigation outline the efforts of his Government to bring relief to these settlers?

The Hon. C. S. HINCKS—When I read the report I was absolutely disgusted, and when

the broadcasting stations and the press asked me last evening whether I would care to reply to the article, I told them I felt too hurt and disgusted. Probably some members have not read that report, so I shall read the following four or five lines:—

Government Bungling in Flood Area Alleged.—About 2,000 watersiders at a stop-work meeting today were told that State Government handling of the Murray Bridge flood threat at the weekend was bungled.

Port Adelaide Waterside Workers' Federation executive member Mr. Jim Mitchell was applauded when he said this.

I cannot believe that the waterside workers would applaud such a statement. I know many of them personally and have some good friends amongst them. On two previous Saturdays they had given good service in the River Murray areas. Knowing that a question would be asked on this matter, I have obtained a report from the Engineer-in-Chief (Mr. Dridan) and from the liaison officer between the Government and councils in the flooded areas (Mr. A. C. Gordon). I think they are very reasonable statements in reply to the allegations made by Mr. Mitchell. Mr. Dridan states:—

In the *News* of August 13 under the heading "Government Bungling in Flood Area Alleged" statements were made criticizing the handling of volunteer labour in the Murray Bridge district on Sunday 12 and various other aspects of the campaign being waged against the rising flood waters. These statements are misleading and it is unfortunate that executive officers of the Waterside Workers' Federation should see fit to voice this criticism when many members of their organization have voluntarily given such excellent service at two week-ends. All operations on the banks protecting the reclaimed areas are being directed by this department's Engineer for Construction, Mr. G. G. Poole, who works in close liaison with local settlers' committees and the District Superintendent of the Department of Lands. During week days operations are carried out mainly by Government employees and local settlers, but many volunteers have assisted during week-ends. While the volunteers have given excellent service the organization of their operations, in an attempt to use them to the best advantage, is fraught with many difficulties. There is limited working space on and restricted access to the banks.

I point out that because of this it is often dangerous to have an abundance of volunteer workers in the neighbourhood. The report continues:—

Before a situation developed on Saturday 11 that resulted in waterside workers being informed that their services could not be profitably used on the following day Mr. Poole had requested broadcasting stations to appeal for volunteers who could provide their own transport. However, the situation became hopeless on several banks and it was obvious

that there would not be room for all volunteers, including waterside workers. Many volunteer groups from various places had arranged transport and other details and it was considered better to ask the waterside workers—a highly organized body—to cancel their arrangements, particularly as many of them had already worked hard on the banks during the two previous Sundays. With many of the other volunteers it was their first effort and, therefore, the broadcast appeal was allowed to continue. Residents of the areas where the position was hazardous were in constant touch with the situation both through their personal observations and their local settlers' committees and knew that they may be required to hurriedly remove their livestock and other belongings at any time. No action was taken by Mr. Poole without the knowledge and agreement of the settlers' committee for the particular area concerned. In at least one instance an embankment had failed some hours before the time decided upon for giving up the fight and abandoning the area.

In the circumstances which have existed along the lower river in recent weeks it had been impossible to stand on ceremony, and the man on the spot must have full authority to make immediate decisions provided, of course, that there is no departure from the policy determined by the Government, namely, an all-out effort when there is any chance of saving an area. Although in urgent emergency work of this nature with a widely fluctuating labour force there is bound to be some inefficiency and confusion at times, I feel that the only error of any consequence made was to continue the fight in some areas when the situation looked almost hopeless. The attitude adopted in this regard was determined largely by the herculean efforts and the spirit of optimism of the settlers themselves. I feel sure that each settler knows that every effort was made to safeguard his property and livelihood and that no area has been abandoned to the floodwaters as long as there was a vestige of hope of saving this area. In conclusion, I express concern at the criticism levelled at Mr. Poole—criticism which would not, I am sure, be voiced by anyone with a full knowledge of the unceasing efforts made by this officer, who not only supervised the construction of many of these embankments, but has been called upon on two occasions to wage a fight against encroaching floodwaters.

Mr. Gordon's report states:—

Referring to the statement which appeared in the *News* of the 13th instant and which was attributed to Mr. J. Mitchell, Waterside Workers' Executive Officer, the District Officer, Murray Bridge, reports that a total of 680 men had offered voluntary assistance in the reclaimed areas during the week-end, but as it was apparent on Friday that the banks on certain areas would not survive over the week-end and that no further useful work could be done on them, it was necessary to re-organize the voluntary labour force offered for Sunday. After consultation with the Engineer for Construction, Mr. Poole, the District Officer contacted Mr. Ryan, the Waterside Workers' Vice-President, by telephone at 4.45 p.m. and asked that the number of water-

side workers for Murray Bridge arranged for Sunday be reduced from 200 to 100.

Mr. Ryan explained that as the men had already left the wharves and could not be contacted individually, the only alternative would be to cancel the arrangements altogether, and this was agreed upon. In point of fact, three areas were flooded on Saturday and two more on Monday, and no amount of work performed could have saved them, which demonstrates the wisdom of the action taken. Regarding the alleged loss of settlers' property over the areas inundated, the District Officer reports that every assistance was extended to them by the Engineering and Water Supply Department, Lands Department and local residents.

Only one loss has been reported and much of this loss could have been avoided had the person concerned accepted the advice and assistance offered to him. If there are any specific cases where avoidable losses resulted, I shall immediately have the position investigated and report back to the House. During the critical period there has been the closest co-operation between the settlers, through their advisory boards and the departments concerned and it has been generally accepted that everything possible has been done by all concerned to deal with the difficult situation which has arisen.

Mr. BYWATERS—Can the Premier say if consideration has been given to providing a railway concession freight rate for the transport of stock from flooded areas to agistment areas?

The Hon. T. PLAYFORD—No. At the request of the Government, Sir Kingsley Paine has agreed to go into the whole question of relief in the matters of rehabilitation and personal distress of flood victims. The matter will be considered by a competent committee and it will go into the whole aspect. The Railways Commissioner is conducting a public utility and if there is to be a concession it will be made by the Government and not by a governmental instrumentality, because each such instrumentality has a responsibility of its own. If a concession should be made the Government will be advised by the committee of its necessity and the decision will be taken by the Government, not by the Railways Commissioner. If it were not done in that way assistance could be given when it might not be strictly justified. On the other hand, if every case were dealt with on its merits by a competent authority it would be more satisfactory. No doubt representation will come from each of the areas concerned, as in connection with bush fire relief, and with the assistance of local government authorities and the Irrigation Department it will be the proper way to deal with the matter, rather than having a department give a concession which might or might not be justified.

Mr. RICHES (to Mr. Bywaters)—I understand that the honourable member has been actively associated with the organization of work on the levees at Murray Bridge, and I am sure we regret the misunderstanding which may have occurred last weekend, particularly the effect it may have on any future calls for help. Has the honourable member any information to give the House in addition to the informative statement of the Minister this afternoon concerning the misunderstanding?

Mr. BYWATERS—I regret the publicity given to the position at Murray Bridge last weekend, and am surprised that my name was included in the report. My first knowledge of the matter was when I was informed over the telephone. Waterside workers had just cause to feel somewhat resentful in not being allowed to go to Murray Bridge over the weekend to continue their magnificent fight of the two previous weekends. I was responsible in the first place for these men going to Murray Bridge to assist to fight the floods. I rang the secretary of the federation and asked if a dozen or two men could come to the assistance of the settlers, who had been putting up a magnificent battle under adverse conditions, working long hours, but I was very pleased when 200 came. The members of the Waterside Workers' Federation, by their magnificent efforts, have assisted not only materially, but also morally, in giving the settlers impetus to carry on, and I pay a tribute to the way these men worked. Settlers were loud in their praise of their efforts. During the weekend calls were made over the air for assistance at Wall Flat, but the waterside workers having been refused the opportunity to go to Murray Bridge, it is not surprising that they should feel resentment when they heard these repeated calls for assistance. I listened with interest to the Minister's report, most of which was fairly accurate, but it was odd that members of the Waterside Workers' Federation who had gained experience in this work during the previous two Sundays should be displaced by people without previous experience in fighting floods. I understand that the request for 100 men came to hand late on Friday, by which time it was impossible to contact the members to see whether that number could be obtained. Mr. Ryan said it would have to be all or nothing, and that is quite understandable because it was impossible to contact the members at such short notice and a radio announcement had to be made to the effect that their services would not be required. I congratulate the waterside

workers on the fight they put up in fighting the floods on the lower Murray; I was proud to be associated with them.

Mr. O'HALLORAN—I noticed in today's *Advertiser* that steps are being taken in Victoria to promulgate a scheme for the future control of the flood waters of the River Murray. The newspaper report was to the effect that the Victorian Minister of Works, in conjunction with the Water Conservation Department, had been directed to devise a scheme which the Deputy Premier would submit to the Premiers' Conference to be held at Canberra this week. I think that at the moment all our energies should be directed towards trying to succour those suffering from the floods, but that does not dispose of the necessity for planning for the future. If a plan is proposed by Mr. Rylah at the Premiers' Conference will the Premier see that South Australia's needs are considered?

The Hon. T. PLAYFORD—Yes. Naturally, we shall be anxious to see whether any more effective steps can be taken to control future floods because we are on the receiving end of floodwaters. The present flood has been described by the Engineer-in-Chief as the flood of a thousand years because every branch of the Murray and the Darling is in flood at the same time. The amount of water coming down into South Australia is nearly 50 per cent greater than in the 1931 flood. This flood is so much bigger than anything we have had previously that our engineers find it most difficult to predict what the rises will be at various places. My Government has for some years been most concerned that the catchment areas of the Murray River in other States have been, in many places, subject to great soil erosion, and we think that much more could be done to see that those areas are maintained so that as much water as possible may be absorbed into the soil, particularly during heavy rain, rather than run off as it does at present. My Government will certainly be anxious to further any scheme that would provide for a more effective care of the watershed of the Murray.

Mr. KING—Can the Minister of Lands give any further forecast on the rise of the river at Renmark?

The Hon. C. S. HINCKS—This afternoon I received a report regarding the river levels. On July 31 it was estimated that the river would rise to 28ft. 6in. at Renmark, but today it rose to 29ft. 3in., and it is now estimated that it will reach 29ft. 9in., compared with the height of the 1931 flood there of 28ft.

10in. It is now estimated that the height above the 1931 level at the following places will be:—Renmark, 2ft. 10in.; Berri, 3ft.; Cobdogla, 5ft. 4in.; Waikerie, 6ft. 2in.; Morgan, 6ft. 5in.; Mannum, 4ft. 3in.; Murray Bridge, 3ft. 3in.; Wellington, 1ft. 5in. The latest report says that the position at Renmark is critical. The only other flood of this magnitude occurred in 1870 when there was no Renmark and the floodwaters were spread out over a vast flood plain on the Renmark side of the river. This plain is now banked off and is creating a serious bottleneck. The result is that the level at Renmark has been rising 2½in. a day for several days whereas the average rate of rise at Wentworth has only been an inch a day for some weeks. A week ago it appeared that the peak of the flow would reach Renmark on August 26, but it is now likely that it will arrive several days earlier, say on August 22. However, this is still eight days away and this means that the rise will continue at Renmark for another eight days. The rate of rise cannot be predicted with accuracy as this depends upon the bottleneck effect of the Renmark protecting embankments. The rise at Renmark during the next week will be caused by the rise which occurred at Wentworth for the week ended Saturday, August 11. This amounted to 6in. at Wentworth and would have been less than this at Renmark but for the adverse effect of the protecting banks.

The height at Renmark today is 29ft. 3in. and the ultimate height may even reach 30ft. on or about August 22. Ability of the protecting embankments to stand such an enormous river is very questionable. Several weeks ago when it became possible to gain some idea of the volume of flow it seemed likely that the maximum would be in the vicinity of 28ft. 6in., but the restricting effect of the protecting embankments is forcing the water much higher. This is supported by the fact that the maximum has been reached at Wentworth and this is one foot below the 1870 level whereas at Renmark the height will be well above the 1870 level. There was no Renmark in 1870, and, of course, no protecting banks.

Mr. JENKINS—My question has already been substantially answered by the Premier in his replies to other questions, but in my district there are some persons who have only recently settled in areas now flooded and they are not in a position to face the possibility of their pastures being inundated for a lengthy period. Can the Premier intimate whether those settlers should make direct application for assistance to the relief committee?

The Hon. T. PLAYFORD—A special committee has been appointed to assist in making arrangements for fodder and agistment, but it has no financial functions. However, if any settler requires financial assistance, Sir Kingsley Paine has been instructed to receive a recommendation from that committee. The settlers would normally deal with the agistment and fodder committee which, in turn, would make a direct recommendation concerning any financial matter that may arise.

Mr. STOTT—The Minister of Lands may be aware that a near disaster occurred at the Renmark Hospital because there was not sufficient appreciation of the type of soil used in building levees there. He has given information concerning river levels at various centres, but has not referred to Moorook or Cadell. Some time ago the settlers at Moorook were informed that the level would be only 1ft. 6in. above the 1931 level and they constructed levees and banks in accordance with that information. At present they are rather alarmed at the position. The latest information is that the Cadell ferry will close on August 18, but in view of the rapid flow of the river will the Minister of Lands ascertain whether it should not be immediately closed before a disaster occurs there?

The Hon. C. S. HINCKS—I can assure the honourable member that the Renmark Irrigation Trust and the Renmark Corporation are selective in the type of soil they use in building banks. If they can get clay they use it because it makes the best type of bank. Unfortunately, in some localities it is not always possible to secure clay and they have to make the best use of the soil available. Concerning river levels, the Engineer-in-Chief has indicated the difficulty of obtaining an exact survey of the position further upstream. He is endeavouring at all times to get the best information so that it can be made available as early as possible to the various settlers. I will obtain a report on the advisability of closing the Cadell ferry and let the House have that information.

Mr. BYWATERS—Settlers in my district are concerned about disposing of the floodwaters as soon as possible after the water recedes. Can the Premier say what would be the lowest possible pool level in the river that would permit water to drain in a natural way?

The Hon. T. PLAYFORD—One of the unfortunate aspects of this flood is that it will not be of a short duration. The floodwaters are early and the waters from the thawing snow have yet to come. Probably the water will stay at a high level for at least two months. It is not a question of to what extent we can lower

the water level, but action will be taken as soon as possible in those areas where permanent damage could arise. The financial aspect of pumping out this enormous amount of water must be considered together with the problem of plugging gaps in the levees.

SUBSIDIES FOR PRIVATE SCHOOLS.

Mr. FRANK WALSH—A newspaper issued in another State recently reported that the Federal Treasurer, Sir Arthur Fadden, said that the Federal Government could pay interest of up to 5 per cent on loans raised by churches for school buildings to be erected in Canberra after July 1. Will the Premier, when he is in Canberra, ascertain from the Federal Treasurer whether the same privileges can be extended to South Australia, or whether anything on those lines would be considered?

The Hon. T. PLAYFORD—I will make inquiries for the honourable member and let him have the information later.

ASSISTANCE TO DRIED FRUIT GROWERS.

Mr. KING—In the *Sunraysia Daily* of July 19 it was reported that a grant of £300,000 had been made to the Victorian Government by the Federal Government for assistance to dried fruit growers who had suffered losses through rain damage. It was also reported in another newspaper that the Federal Government had made a special disabilities grant to the Victorian Government, partly on the ground that the dried fruit industry in that State had suffered heavy seasonal losses. I have also been informed that the Victorian Government has made funds available to Victorian dried fruit growers by way of a loan of £35 an acre at 2 per cent per annum, repayable by 1960. Can the Premier confirm these statements and, if so, indicate whether South Australian dried fruit growers in a similar plight may expect similar assistance?

The Hon. T. PLAYFORD—When uniform taxation was introduced payments were made to the States on the basis of taxation levied by them in the year prior to the Commonwealth entering the field. A formula was worked out which provided that over a 10 year period that system would gradually alter to provide for payments on a population basis. The heavily-taxed States immediately gained an advantage under uniform taxation, but those States which were relatively low-taxed suffered a disadvantage. Victoria was the lowest taxed State and for a number of years the returns it received from the Commonwealth

were much lower than they would have been on a population basis. This year the Victorian Government—which is very hard up—requested the Commonwealth Government to consider its disabilities, one of its reasons being that it had certain obligations in its irrigation areas where heavy losses have been sustained. The other States agreed that if the Commonwealth were prepared to make additional finance available to Victoria they would not object. I would presume from the question that the Commonwealth has made some money available to the Victorian Government in connection with that matter. The issue will not arise again because the 10 year period expires next year and all States will be on a uniform basis calculated on population figures.

It is not possible for this Government to make any loans of the nature suggested by the honourable member, because it will be faced with heavy expenditure in connection with flood relief and flood rehabilitation, which will undoubtedly stretch all our resources. We will be confronted with heavy expenditure for flood relief on account of personal distress and a heavier expenditure in assisting councils whose areas have been flooded and whose bridges and roads have been destroyed. I might add that the Government has no money available to it at the rate of 2 per cent interest.

BUILDING PRECAUTIONS.

Mr. LAWN—In view of the number of accidents—some fatal—that have occurred during the erection of new buildings in and around the city, can the Premier say whether the Government intends to amend the Scaffolding Act or to introduce other legislation to make it compulsory for adequate precautions to be taken in the erection of new buildings?

The Hon. T. PLAYFORD—I would be surprised to know that the present legislation does not meet the situation. I will refer the matter to the Parliamentary Draftsman to ascertain if there is any loophole by which persons can avoid taking the necessary precautions. If there is any loophole I am sure Cabinet will authorise the introduction of legislation to remedy the matter.

Mr. FLETCHER—For some time residents of Mount Gambier have been perturbed about the lack of policing of the Scaffolding Act and the Factories Act. The number of fatal accidents in country areas in recent months calls for a stricter policing of these two Acts. Can the Premier say whether his Government

will consider reviewing both these Acts, particularly those provisions relating to country districts?

The Hon. T. PLAYFORD—Neither Act automatically applies to all country areas, but only to those proclaimed by the Governor. I believe the Factories Act applies to Mount Gambier, but I am not sure about the Scaffolding Act. I point out that the mere provision of legislation can never overcome negligence or failure to obey the legislation. Further, the revenue available to the Government at present does not permit an *ad hoc* expansion of all Government departments to enable the appointment of inspectors to constantly watch everyone, therefore unless we find a new way of producing money we cannot appoint additional inspectors.

Mr. Lawn.—It is not compulsory under the Act to erect scaffolding.

The Hon. T. PLAYFORD—It is, and it is also compulsory in the case of accident to leave the scaffolding as it was when the accident occurred, so as to give the inspectors a chance to see whether an offence had been committed. The Act will be examined by the Parliamentary Draftsman to see if there are any omissions, but on the question of its policing I point out that we will have the greatest difficulty in maintaining the essential departments because the spending power of the overall amount available this year is much less than that of last year's; therefore I cannot give the honourable member any hope of additions to the staff already available, but I will ask the Chief Inspector to examine the position at Mount Gambier to see if any improvement can be made.

Mr. HUTCHENS—Following on the question asked by Mr. Fletcher I understand that where the Factories Act applies in the country inspectors are limited in the distance they can travel in a week. For instance, in the South-East the inspector can claim mileage for only 25 miles. Will the Premier consider the advisability of increasing the distance an inspector can travel and claim mileage?

The Hon. T. PLAYFORD—Additional mileage is another way of spending money but I will have the matter examined.

TRAFFIC ACCIDENTS AND POLICE REPORTS.

Mr. MILLHOUSE—On June 22, there appeared in the *Advertiser* a report of remarks made by His Honor Mr. Justice Ligertwood in the Supreme Court during the hearing of a

road traffic case. The remarks referred to the refusal of the police in the last few years to make available their reports on road traffic accidents, and he strenuously criticized the refusal. In view of His Honor's statement, following as it does repeated requests from the legal profession and others, will the Government reconsider its refusal to have the Commissioner of Police again make available the reports, and not merely abstract reports, and, if so, to whom and upon what terms?

The Hon. T. PLAYFORD—This question has been considered by the Government on a number of occasions and it has also been discussed in this House. The Government desires to assist in the proper and prompt settlement of all accident cases, and to get the true facts so that when necessary court action can be taken. A precis of the evidence obtained is always made available. Experience has shown that if the police are to get the full facts of a case frequently they must try to get information from people who will not give it if they know they will be involved in an unpleasant situation. There has been a great deal of difficulty and if the matter goes to the Police Commissioner I believe his report will be strenuously against any suggestion that all the reports given to the police should be handed automatically to all and sundry for their consideration. The police are in a privileged position in regard to questioning people and consequently they have an advantage in getting information. They make the inquiries for the purpose of learning whether an offence has been committed against the law. I will have the matter investigated but I make these remarks to show that there is a great deal of difficulty, notwithstanding that a Judge of the Supreme Court has suggested it would be convenient to solicitors, and no doubt to the court, to have the police reports made available freely. The police reports are secured to see if an offence has been committed and not necessarily for adjusting claims between civil parties.

SITTINGS OF HOUSE.

Mr. GEOFFREY CLARKE—Can the Premier say when it is proposed to ask the House to sit at night?

The Hon. T. PLAYFORD—The amount of business before the House this week will not necessitate sitting at night. It is not proposed to continue the debate on the Loan Estimates this week. Tomorrow is private members' day and on Thursday a number of Bills will be brought before the House. The debate on the

Loan Estimates will continue next Tuesday. It is not proposed to ask the House to sit at night until the Revenue Estimates are before the House. They are not easy to prepare this year and it might take a little longer than I expect to get the necessary papers ready for submission to members. There will be no night sittings this week or next week, but probably the following week.

CONTROL OF TAXICABS.

Mr. JENNINGS—Following on the defeat of Government legislation for control of taxicabs in the metropolitan area, an advisory committee was set up comprising representatives of the Adelaide City Council and some suburban councils. This committee has been chiefly distinguished by its inactivity, but it has now made representations to the Premier for some Governmental action. Does the Premier intend to ask Parliament to agree to legislation this year for the control of taxis in the metropolitan area?

The Hon. T. PLAYFORD—I understand the Leader of the Opposition is proposing a line of action tomorrow which will completely solve this problem. Pending consideration of his proposals I can inform the honourable member that the Government has not yet reached a decision with regard to legislation for the control of taxicabs.

STORAGE OF SURPLUS WHEAT.

Mr. HEASLIP—Early in the year it was expected that because of the lack of overseas sales the wheat surplus in Australia was increasing and would require much extra storage. I understand that this storage was to be provided by the Wheat Board, and consequently paid for by the growers. Can the Premier say whether the position is as it appeared at the beginning of the year, or whether there has been any considerable alteration in the extent of the surplus expected?

The Hon. T. PLAYFORD—I cannot give any facts with regard to all States. I have been informed that considerable difficulty has been experienced in Western Australia, and last year the Loan Council approved of the Commonwealth providing £3,000,000 to meet the special position with regard to storage there. I have been further informed by the Prime Minister that this year the Wheat Board is proposing to provide storage for 6,000,000 bushels of wheat in Western Australia, and presumably the cost of storage will be paid for by the Wheat Board. If this concession to the wheatgrowers of Western Australia is provided

by the wheatgrowers of the other States, it seems to me to be a very inequitable proposal. I must confess that although I have asked for particulars from the Federal Government the reply I have received up to the present from the Prime Minister has only been to the effect that the Wheat Board is providing accommodation for 6,000,000 bushels. It has not given any information on the supplementary financial adjustments which may be necessary in connection with that matter, and I am not in a position to say where the ultimate finance is coming from. I would expect that it is coming from the general pool of the Wheat Board, in which case it becomes, to a certain extent, a liability on wheatgrowers all over the Commonwealth.

FLOOD RELIEF GRANTS TO COUNCILS.

Mr. STOTT—I have found the Government offices very co-operative and helpful in the matter of flood relief in my area. However, district councils are concerned about the fact that certain expenditure authorized for the purpose of providing front-end loaders and trucks for carrying sand to levies might be a debit to the Highways Fund. Can the Premier say whether that type of expenditure will come under the flood relief category, or whether it will be a debit against district councils' allocations from the Highways Fund?

The Hon. T. PLAYFORD—It will have nothing at all to do with any financial transaction between the Highways Commissioner or Minister of Roads and the councils, and the Highways Commissioner will function in precisely the same way as he has always functioned. He will make the grants he deems necessary to councils, and these grants will not involve what they have been doing with regard to flood relief. It will not involve the Highways Commissioner except in the respect that many councils have actually received from State Government departments enormous quantities of heavy earth-moving plant and machinery. Every department of the State Government, and the Commonwealth Government for that matter, has had requests and has made available all the earth-moving plant and machinery which it had available, and I believe that every request has been met. The State has made some grants to local authorities where the cash position had become difficult, and the councils concerned have been informed that the money is to be used for purposes other than paying for any plant supplied by the Commonwealth or State Government. These matters will be taken into account after I have

discussed all implications of the flood with the Federal Treasurer this week. I propose to get clarification of the assistance the Commonwealth Government will make in the matter. It has promised assistance on a fifty-fifty basis with the State in cases of personal hardship, and to give consideration to other proposals.

Rehabilitation will be one of the biggest items to be considered. Vineyards are being flooded, and honourable members know that vines will stay alive under water only for a limited period. If the water has not been pumped out by the time the vines begin to make normal growth, no doubt large areas will be lost. Not only has consideration been given to fighting the flood in every possible way, but it has also been given to unwatering as quickly as possible the areas where permanent damage could be avoided if we could get at it quickly enough. The bulk of citrus trees are planted on higher ground. Most of the lower area plantings are of vines, and we believe that if these areas could be unwatered in a month or six weeks probably a fairly good save could be made. Whether the river will go down quickly enough to enable this to be done, and to what extent we can save these areas, are important matters not only to the settler but also to the State. I hope to get information this week from the Federal Government on the items on which it will assist us. Steps are being taken in a number of ways to bring about an orderly approach to rehabilitation, which is an important aspect of assistance. In the meantime, Sir Kingsley Paine has been given complete authority to deal with cases of emergency and personal hardship.

PUMPS FOR UPPER MURRAY AREA.

Mr. HAMBOUR—I thank the Government for the great work it has done in the Upper Murray area. However, pumps are urgently required in this area to pump the water back into the river. An approach was made to the Emergency Fire Fighting Service, under the direction of Mr. Kerr, and I believe he was somewhat reluctant to provide pumps because they might be damaged. The only alternative will be to purchase new ones, but I feel that it would be better to use Government owned pumps, which, if damaged, could be repaired. Will the Premier take steps to see if these pumps can be used in the Upper Murray where required?

The Hon. T. PLAYFORD—Last Sunday I discussed the whole matter of unwatering flood areas with Mr. Gordon, who had just returned from the area, and instructed him

that on Monday morning he was to ascertain how many suitable pumps could be obtained so that the moment we can block up the levees we will be in a position to pump the water from the land on which there is an opportunity to save permanent plantings. Mr. Gordon has made a close investigation, and I can assure members that there will not be any delay in taking action as soon as it is physically possible for it to be taken. Whether we will use the Emergency Fire Fighting Service pumps or others available to the Government will depend on what type of pump is most suitable for the job and on its availability.

PETROL PRICE RISE.

Mr. TAPPING—It was recently announced that from Sunday last the price of super grade petrol would be increased by 1½d. a gallon, and a further announcement was made by the Automobile Chamber of Commerce that there would be a further rise of a halfpenny a gallon as a retailer's margin. As the Prices Commissioner has refused applications made from time to time for increases in the price of standard grade petrol, will the Premier take steps to have the price of super grade petrol reduced?

The Hon. T. PLAYFORD—When super grade petrol was introduced, my Government examined the position and informed petrol companies that it did not propose to control its price, but made it obligatory on them to have supplies of standard grade petrol freely available. Price control on standard grade petrol has been maintained, and any motorist who desires to avail himself of the controlled product has it readily available to him. Whether super grade petrol is worth 6d. a gallon more than standard grade is a matter of opinion.

Mr. Tapping—Why discriminate?

The Hon. T. PLAYFORD—The staff available to the Government for price control is comparatively limited, the cost has to be borne by the State, a wide range of articles is controlled, and if control is to be effective we must make the best use of the staff available. Standard grade petrol and all other petroleum products are controlled in this State.

Mr. Tapping—Not oil.

The Hon. T. PLAYFORD—Not lubricating oil, but all fuel oil, lighting kerosene and dieselene are controlled, although these products are not controlled in any other State except Queensland.

OPEN DRAIN AT NORTH CROYDON.

Mr. HUTCHENS—Between the railway line and temporary homes constructed by the Housing Trust at North Croydon there is a drain of considerable depth leading from the metropolitan area to the sewage farm that carries water and other matter. As the trust homes are let only to people with families it is obvious that there are many children in the area who are likely to stray, and the drain is not covered or fenced to prevent them from entering the ground. Will the Minister of Lands take up the matter with the Minister of Works to see if the drain can be covered or fenced to keep children away from it?

The Hon. C. S. HINCKS—I shall be happy to obtain a report.

STATE IRON ORE DEPOSITS.

Mr. LOVEDAY—In view of the decision of the Broken Hill Proprietary Company Limited to install a £9,000,000 blast furnace at Port Kembla instead of extending its blast furnace operations at Whyalla, in accordance with its suggested intentions when the Indenture Act was being considered, what steps does the Government intend to take to ensure that the iron ore deposits at Iron Knob and the Middleback Ranges are used in the best interest of the State.

The Hon. T. PLAYFORD—As far as I know—and I do not pretend to be specifically in the confidence of the company on this matter—the additional blast furnace referred to is supplementary to the hot strip mill established at Port Kembla and is to supply the necessary material to maintain that mill. I believe it was part of the programme announced by the company some two years ago involving expenditure amounting to almost £60,000,000. When this matter was last debated in the House I informed members that the company had stated that it had a full programme which would occupy it until, I think, up to 1959 and that it was unable to consider any proposal in South Australia until after that time. I assure the honourable member that this matter is receiving the Government's closest consideration, and that it is continuing to take steps to prove additional iron ore reserves adjacent to Whyalla, so that the raw material can be used as the basis of a local industry.

MOTOR CAR TRIALS.

Mr. BOCKELBERG—In view of the very wet season and the bad state of some of our country roads, can the Premier say whether it is the Government's intention to allow motor

car trials, which have a detrimental effect on our highways?

The Hon. T. PLAYFORD—The Government has no power to prevent these trials provided that the drivers conform to the Road Traffic Act. They do not infringe any State law because of the fact that it is a trial run. The South Australian Government has never encouraged these trials, and in fact has prohibited some roads from being used for this purpose. Should those engaged in the present trial break any of the State traffic laws they can expect the police to take the necessary action.

CONTROL OF WEEDS

Mr. QUIRKE—Towards the conclusion of the last Parliament a Bill was introduced by the Minister of Agriculture relating to the control of weeds. Is it the Government's intention to reintroduce that measure this session?

The Hon. T. PLAYFORD—This legislation was introduced last year to enable local governing authorities, members of Parliament and others interested to consider what was a fairly radical departure from the previous method of weed control. Until recently the Government had received no objections from councils, but now certain local government associations have raised some objections, and these will be studied. The honourable member can take it definitely that a Bill dealing with weed control, perhaps somewhat modified compared with the Bill introduced last year, will be introduced by the Government this year.

OTTOWAY FLOOD DRAINAGE.

Mr. STEPHENS—Has the Premier a further reply to the question I asked on June 7 last year concerning the drainage of floodwaters in the Ottoway area?

The Hon. T. PLAYFORD—The question of floodwaters in the metropolitan area has received the Government's consideration from time to time. It is, of course, the obligation of the council to drain its area, but in some instances the scheme becomes too large for it to finance. For instance, at Lockleys the council undertook the work and the Government provided 50 per cent of the cost of the scheme as a grant; a similar scheme is being examined for the Marion district. The matter raised by the honourable member is being investigated; I will find out how far the investigation has proceeded and advise him in due course.

FIREARMS REGISTRATION ACT.

Mr. JOHN CLARK—Recently the Salisbury District Council forwarded to me a copy of the following resolution submitted to it by

the Adelaide Plains Landowners' Protection Association:—

That, due to the fatal accidents and the careless use of firearms by teenagers, the members of this association urge that the age for procuring a gun licence be increased to 18 years.

Does the Government intend to introduce legislation this session to amend the Firearms Registration Act?

The Hon. T. PLAYFORD—Yes.

AMENDMENT OF POLICE OFFENCES ACT.

Mr. DUNSTAN—On several occasions I have raised the question of an amendment to the Police Offences Act in respect of people using indecent or abusive language on private property. This question recently came before the Police Court and has been remarked upon by Mr. Newman, S.M., but I still have not had any reply about what the Government intends to do. Can the Minister representing the Attorney-General give me any information on this question?

The Hon. B. PATTINSON—The matter has been considered by the Attorney-General and Cabinet, and I understand the Attorney-General intends introducing a Bill in another place in the near future.

HOUSING TRUST ACCOMMODATION FOR THE AGED.

Mr. TAPPING—The Quarterly Report of the Housing Trust for the period ended June 30 stated that 190 flats for elderly persons had been completed. Can the Premier say whether the trust intends building further accommodation for the elderly, and to what extent?

The Hon. T. PLAYFORD—I will obtain a reply and advise the honourable member in due course.

NEW PAYNEHAM PRIMARY SCHOOL.

Mr. JENNINGS—Can the Minister of Education state when the new Payneham primary school now under construction will be completed and in use?

The Hon. B. PATTINSON—I will make inquiries from the Architect-in-Chief and let the honourable member have a reply as soon as possible.

BUILDING REGULATIONS.

Mr. FRANK WALSH—Recently, my attention was drawn to the fact that a council agreed to certain plans for the construction of a pair of maisonettes comprising approximately 1,150 sq. ft. on an area of land having

approximately 4,000 sq. ft. for each unit. Section 18 of the Town Planning Act provides for dividing land otherwise than in conformity with plans, and regulation No. 65 under that Act provides for 7,500 sq. ft. This would prevent the builders of the maisonettes from making a separation. Will the Premier see whether the Building Act, as it applies to local government areas, is sufficient to permit this building to proceed instead of the builders having to abide by the provisions of the Town Planning Act?

The Hon. T. PLAYFORD—When this matter was considered by Parliament some time ago Opposition members vigorously opposed the suggestion now made by the honourable member. The matter of a limitation on buildings in certain areas was discussed and the Leader of the Opposition at the time, the Hon. R. S. Richards, was opposed to breaking down the limit. I will examine the reports of the debate that took place at the time because I think Opposition members held the general view that it would not be in the best interests to provide for intense overbuilding. I will have the matter investigated and let the honourable member have a considered reply.

JOINT COMMITTEE ON CONSOLIDATION BILLS.

The Legislative Council intimated its concurrence in the appointment of a Joint Committee on Consolidation Bills.

REPORTS OF PUBLIC WORKS COMMITTEE.

The SPEAKER laid on the table reports by the Parliamentary Standing Committee on Public Works (together with minutes of evidence) on the following projects:—

New Jervois Bridge (Port Adelaide).

Murray Bridge court house and office building.

Pallamana water supply.

Augmentation of metropolitan water supplies (River Murray pipeline additional pumping units).

Port Lincoln harbour improvements and bulk handling system.

Upper Murray gaol and prison farm.

Netley works depot.

Norwood boys' technical school (additional class rooms).

Salisbury high school.

Glenelg sewage treatment works extensions.

Ordered that reports be printed.

LOAN ESTIMATES.

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, 1957, as set out in Parliamentary Paper No. 11.

Motion carried.

In Committee.

The Hon. T. PLAYFORD (Premier and Treasurer)—The Loan Estimates for 1956-57 provide for a gross expenditure of £28,135,000. Actual expenditure from the Loan Fund last year totalled £29,125,578. In addition to the amount provided for by these Estimates the State will have available to it £3,600,000 from the Commonwealth under the Commonwealth-State Housing Agreement, so that the total funds available for capital works and purposes this year totals £31,735,000. This is the State's share of the works programmes financed by £190,000,000 of borrowings by the Loan Council and repayments to the State's Loan Fund. The Commonwealth has agreed to assist the borrowing programme subject to further review in January next. We will be reliant on the loan market, supplemented by assistance from the Commonwealth Government and proceeds from overseas loans.

The Estimates now presented have been prepared on the expectation that the full £190,000,000 will be available to the States for works and housing purposes. During 1955-56 rapid progress has been made on the Queen Elizabeth Hospital. The railways brought into use more diesel powered engines and rail cars. Our progress on housing has continued and especially has this been so at Elizabeth. More schools and other buildings for public purposes have been built, and public services in the form of electricity, water, and sewers for more of our people have been provided. For the information of members I will refer in more detail to the progress made on various works and purposes when commenting on the proposals now before the House for 1956-57.

STATE BANK, £1,056,000.—Of this total the sum of £750,000 is provided for Advances for Homes. In addition the State Bank has been accepted by the Commonwealth Government as an approved institution under the Commonwealth-State Housing Agreement and, in 1956-57, will receive some £600,000 of the moneys made available to South Australia under the Agreement. These moneys will be advanced by the bank under terms agreed with the Treasurer, which are similar to those applying under the

Advances for Homes Scheme. The advances will be confined to the financing of new housing. The bank will thus have approximately £1,350,000 to finance home ownership. Of the 1956-57 provision, £461,000 is required to cover approvals prior to June 30, 1956.

Last year the Bank advanced £978,000 in assisting 601 applicants to build new dwellings, and £421,000 in assisting 321 applicants to purchase existing homes, discharge mortgages, or construct additions. Of the total advances made 182 were in respect of houses in the country.

In 1955-56 the bank advanced £176,000 under the Loans to Producers Act. This figure was made up of loans to distilleries £80,000; loans to milk, butter and cheese factories £40,000; loans to the fishing industry for boats and processing plant £38,000; and loans to fruit processing factories £18,000. The amount required in 1956-57 for this type of assistance to industry is £100,000. The sum of £100,000 is provided for advances under the Advances to Settlers Act. The bank is already committed for £28,000 of this amount for approvals prior to June 30, 1956; and £72,000 will be available for new applicants. In 1955-56 the Bank made loans of £48,000 under this Act. The Estimates provide £100,000 for Advances to the State Bank to enable the bank to carry on its normal trading bank activities. The amount made available in 1955-56 was £200,000.

ROADS AND BRIDGES, £10,000.—The Parliamentary Standing Committee on Public Works has now presented an interim report following its inquiries into the proposal to construct a new bridge across the Port River to replace the existing Jervois Bridge. The total estimated cost of the project, including demolition of the old structure, is £425,000. The bulk of the work is expected to be carried out in 1957-58 and 1958-59, but provision is made this year for design and preliminary work.

LANDS, £107,000.—During 1955-56 the Land Development Executive continued the work of clearing, ploughing, cultivating, and seeding of small areas in the hundreds of Short, Monbulla, Jeffries, Marcollat, Riddoch, and Coonarie, and £50,000 is provided on the Estimates this year to enable the work to progress further. The projects in Short, Jeffries, and Coonarie are expected to be completed during 1956-57 and the remainder by June, 1958. The sum of £50,000 provided this year for the purchase of plant and equipment, motor vehicles, etc., for the

Department of Lands, includes £29,000 for further progress on the rehabilitation programme of the Photolithographic Branch. Up to the end of June, 1956, some £17,000 had been spent on the purchase of plant under this programme. The Estimates also provide small amounts for the purchase of land to create living areas, and for advances to soldiers, maintenance of reverted properties, etc.

IRRIGATION AND RECLAMATION OF SWAMP LANDS, £195,000.—Expenditure on irrigation works in 1955-56 totalled £200,000, including approximately £118,000 for further work on the electrification of pumping stations at Berri and in the reclaimed areas. Only £20,000 had been spent at Berri up to June 30, 1956, mainly for commitments under contracts. In the reclaimed areas the programme is 40 per cent complete with four stations now electrified, the total expenditure to June 30, 1956, being £201,000. The flooding of the River Murray will considerably delay progress on this programme of electrification of pumping plant at Berri and in the reclaimed areas. It is unlikely that any actual work will be possible until March, 1957, but in the meantime payments are due under contracts let for pumping plant, and, in addition to meeting these payments, the department will concentrate on acquiring the pipes necessary to push on with the work as soon as the river returns to more normal levels.

Each year the Irrigation Branch is faced with a lot of small commitments for channels, water supplies, plant and buildings, etc., and £56,000 is provided to cover such payments this year. In some cases it will be practically impossible to carry out any work until the river subsides, for example, work on embankments, sluices, and other works in reclaimed areas.

SOUTH-EASTERN DRAINAGE, £400,000.—During 1955-56 expenditure amounted to £480,000. The construction of drainage works and the acquisition of land in the western division of the South-East is estimated to cost, when complete, £3,187,000, and up to June 30 last payments had totalled £2,180,000. Progress during 1955-56 was satisfactory and three of the main contracts were completed. These were Wilmot Drain No. 1, Bray Drain, and Biscuit Flat Drain. Current work under contract includes the enlargement of Drains K-I between Spots Hill and Avenue Flat, and Wilmot Drain No. 2. Both of these contracts are expected to be completed during this financial year. The department has

employed its own plant on the construction of drains in the Reedy Creek and Avenue Flat areas. The main outlets for the area of 260,000 acres south of Drains K-L, and some important subsidiary drains, should be completed by June 30 next. £355,000 is provided for these works in 1956-57. The sum of £45,000 is provided to meet the costs of petition drains, bridges, plant, stores and surveys.

AFFORESTATION AND TIMBER MILLING, £910,000.—The actual loan payments for 1955-56 amounted to £1,773,000, so that this year's expenditure from loan funds shows a marked fall. This is because of the adoption of a different method of accounting for the operations of the Woods and Forests Department.

Members will see from these that the total payments of the department are expected to be £1,700,000, but that £790,000—the expenses of utilization—will be met from other than loan funds. For the information of the Leader of the Opposition, I point out why the alteration in accountancy is necessary. In our loan programme at the present time we are using money which is actually in connection with production, and we are crediting production, of course, with the refund. That refund is distorting our quota under the Loan Council formula, because it means that we are making a very big payment into our loan fund from the proceeds of our timber. I think the Leader of the Opposition will see that this point has to be given some consideration. This £790,000 which will be met from a working account, is made up of sawmill working expenses, the cost of felling and hauling mill logs, and that portion of administration costs applicable to utilization. All payments which go to the building up of an asset, whether in the form of growing forests or mills, houses, etc., will continue to be paid direct from the Loan Fund. The proceeds from the sale of timber which has been processed by the sawmills will be allocated as follows:—

1. To pay the cost of felling and hauling logs to the mills.
2. To meet sawmill operating expenses.
3. To meet interest and depreciation of sawmill buildings and plant.
4. Except for the amount taken into Consolidated Revenue as a surplus on exploitation, the balance will be paid to the credit of the Loan Fund to offset the cost of growing the timber which is taken from the plantations.

The 1956-57 programme provides for the protection and maintenance of existing forests, and for further expansion of the total forest area. The establishment of 4,000 acres as the 1956 plantation is almost completed, and plans are in hand to commence preparation of 4,300 acres for the 1957 plantation. After allowing for areas to be clear felled it is anticipated that the area under forest at the end of 1957 will be approximately 130,000 acres. A sum of £20,000 is provided this year for the purchase of land for future plantings. The estimated log production from State forests in 1956-57 is 125½ million super feet, made up as follows:—

	Million super feet.
Private sawmills—mainly case production	50
Departmental sawmills—flooring and case production	62
Plywood manufacture for furniture trade, and veneer for match splints	2½
Pulpwood	11
	<hr/> 125½

In addition the department anticipates that forest reserves will yield about 3,000,000 super feet of hardwood logs and 15,000 tons of firewood. From the 62,000,000 super feet of log timber passing through departmental sawmills the principal production will be 27,000,000 lineal feet of flooring and other dressed timber, and 3,750,000 fruit cases. This is a marked increase on the 1955-56 figures of 19,000,000 lineal feet of flooring and other dressed timber, and 3,000,000 fruit cases, but the increased production will be made possible by the commissioning of new gangsaws at Mount Burr and at the new mill at Mount Gambier, and by the introduction of new methods which will speed up the gangsaw line at Nangwarry.

The Estimates provide for the sum of £380,000 to be spent on further works at the new Central Mill at Mount Gambier. The estimated total cost of the mill is £1,385,000, and at the end of June, 1956, the total outlay had reached £650,000. All buildings have been erected, the area has been graded and levelled, many services such as water supply, drainage, and roads are well under way, and much of the milling plant has been purchased. The engineering workshop commenced operating in November last. The £380,000 provided this year will enable the department to continue the purchase and installation of machinery and kilns and to carry out further drainage, road-

way, and water supply works. The mill is expected to be in partial production before June, 1957.

At existing mills a number of projects have gone ahead during the last 12 months. A new boiler plant at Mount Burr mill was officially opened in December last, and the installation of a 1,250 kilowatt turbo-alternator is in progress. The foundation for a new gangsaw is now complete: the saw is being installed and should be in operation in the near future. At Nangwarry a new Lindermann jointer has been installed and is now operating. The sum of £15,000 is set aside for purchase and installation of plant and machinery this year, of which £10,000 is required for plant at Mount Burr and Nangwarry mills. The department plans to construct a plant at Mount Gambier to treat pine railway sleepers. Design work is proceeding, and some of the plant has been ordered. The total cost of this project is estimated to be £28,000, of which £5,000 is provided to be spent this year.

In an effort to attract and hold a reasonable labour force the department has pursued a policy of erecting and purchasing houses for married employees. The current programme envisages the construction or purchase of 14 additional dwellings at Mount Burr, 30 at Nangwarry, and 60 at Mount Gambier, at an estimated total cost of £266,000, of which £135,000 had been spent up to June 30, 1956. A further £80,000 will be spent on employees' housing during 1956-57. Approximately £50,000 is expected to be spent on various other forestry and mill buildings during this year.

RAILWAY ACCOMMODATION, £2,320,000. Way and Works.—During the last year the Railways Department made further progress in the duplication of the Goodwood to Marino line. At the beginning of 1955-56 only the section between Edwardstown and Oaklands was open for traffic. The section between Oaklands and Brighton is now in operation, but traffic will not be able to use the second line between Goodwood and Edwardstown until automatic gates, working in conjunction with traffic signals, are constructed to protect the South Road crossing. This work should be complete by January, 1957.

Mr. Frank Walsh—What about the Brighton-Marino section that was provided for in the original estimate?

The Hon. T. PLAYFORD—I will get the information for the honourable member. It

is not provided for here. Purchases of land for the proposed railway line to serve the factory of Chrysler Australia Limited at Tonsley amounted to £12,000 last year, and the Estimates provide for a further £50,000 to be spent for this purpose in 1956-57. Concurrently with the broadening of the gauge in the South-East, under the agreement with the Commonwealth Government, a number of improvements outside the scope of the agreement are carried out from time to time. The more important items are the use of heavier rails and greater depth of ballast than envisaged under the agreement, and the construction of a large stock sale yard at Naracoorte. The sum of £22,000 is provided this year towards such improvements.

The Railways Department has many commitments which recur each year. Of these the major one comprises ballasting, buildings, platforms, signalling devices, etc., and the sum of £234,000 is provided for 1956-57. The second largest annual commitment is the purchase or construction of houses for staff, for which £140,000 is set aside.

Rolling Stock.—During 1955-56 the department completed several individual projects, including 22 composite type brake-vans and 20 hopper waggons—both for broad gauge operation. At June 30, 1956, a number of incomplete projects included the construction or purchase of 10 diesel electric main line locomotives, 10 diesel electric shunt locomotives, 14 diesel rail cars for country traffic and 18 for suburban traffic, and six joint stock cars for the Adelaide-Melbourne run. The project for the purchase of ten 1,750 h.p. diesel electric main line locomotives will entail a total expenditure approaching £1,100,000. To the end of 1955-56 £640,000 had been spent and four of the locomotives had been issued to traffic. A strike at the Bradford-Kendall works has delayed further deliveries, but it is expected that the whole project will be complete by June next, and the Estimates provide for £452,000 to be spent this year.

Further progress was made during 1955-56 on the construction of diesel rail cars for suburban traffic. Of a total of 18 cars to be built under the main project, 12 are now in traffic and the balance of six are in varying stages of completion ranging from 60 per cent up to 95 per cent. This programme is expected to be completed by the end of August. Construction of two more groups (each of 12) of this class of car is planned and the amount

provided to be spent in 1956-57 on the total programme of 42 suburban diesel rail cars is £596,000.

To provide improved country passenger services the Railways Department is building a number of diesel mechanical rail cars. During 1955-56 six cars out of a project totalling 14 were issued to traffic and a further four cars were under construction. The 14 cars are estimated to cost over £1,300,000, and total payments up to the end of 1955-56 amounted to £830,000. The Estimates provide for £216,000 to be spent during 1956-57. Associated with this programme is a project to construct 11 non-power trailer cars to cost in total £660,000. Four cars were issued to traffic during 1955-56, and the total expenditure up to June 30 last was £227,000. Further progress this year requires the provision of £165,000 on the Estimates.

The sum of £136,000 is provided this year to meet further progress payments on a project for the construction of ten 750 h.p. diesel electric shunt locomotives. Two locomotives are now operating, a third is expected to be operating in the near future, and the balance should be nearing completion by June, 1957. The past year also saw further progress made on the conversion of 20 rail cars to diesel operation, the construction of two roomette and four twinette cars for the Adelaide to Melbourne run, and the construction of six cement hopper cars. The Estimates provide for further work on these items during 1956-57.

HARBORS ACCOMMODATION, £1,050,000.—During 1955-56 expenditure was £920,000. The major item included in this figure was the reconstruction work at Port Adelaide on Berths Nos. 13 and 14, where demolition of the shed and rail tracks was completed, and progress made with piles, sheeting, and concrete work. Up to June 30, 1956, payments totalled nearly £400,000 and the project was 35 per cent completed. Tenders for four cranes have been accepted and the first crane is due to be delivered in April, 1957, with the remaining three at two-monthly intervals thereafter. When complete, these two berths will comprise a modern steel and concrete wharf 1,030ft. in length with a berth depth of 32ft. at low water. The wharf apron will merge with the open area to landward to provide open accommodation suitable for the handling of steel, timber, and other bulk cargo. The reconstruction of Berths Nos. 1, 6, 8, and 9, also at Port Adelaide, is now about 85 per cent finished.

The total project involves construction of four concrete wharves, three cargo sheds, dredging of berths, laying of rail tracks and roads, and provision of services such as water and power. Berths Nos. 1, 8, and 9 are in use, practically completed. Berth No. 6 is in use as an open berth, the construction of a cargo shed and roads having been deferred pending completion of Berths Nos. 13 and 14. The Estimates provide £246,200 for further work on these six berths in 1956-57.

The sum of £89,600 is provided this year for further work at the coal handling plant at Osborne, and £70,000 is for payments under the contract for two 9-ton cranes, full delivery of which is expected by March, 1957. During the past year one conveyor structure was erected, another reconditioned, and progress was made on the installation of electrical and mechanical equipment. The project as a whole is now 80 per cent complete. Up to the end of 1955-56 the Harbors Board had spent over £400,000 in purchasing land on LeFevre Peninsula, and in the Gillman and Port Reach areas, to provide for future expansion. The sum of £100,000 is provided for further land purchases this year.

The construction of improved harbour facilities at Kingscote was completed during the past year. A total of £160,000 has been spent on strengthening and widening the jetty, building new cargo sheds and offices, road surfacing, drainage, etc. The main project at outports during this year will be work on the bulk handling installation and the provision of additional shipping accommodation at Port Lincoln. This work is estimated to cost, when complete, £950,000, of which £386,000 is expected to be spent during 1956-57. The scheme provides for the creation of a new 32ft. low water berth for bulk handling of grain on the east side of the existing shipping pier, a new coastal berth on the west side, and an extension of the present timber pier to retain the two existing overseas berths. The bulk loading berth is to be a dolphin type structure with catwalk access, and the coastal berth will be a steel piled wall bounding an area of reclaimed ground upon which a cargo shed will be built and stacking areas provided, together with amenities and necessary rail links, etc. A conveyor structure will extend over the water area from the grain silo to be located on shore just east of the existing pier to the new bulk loading berth. This year's loan provision will cover the purchase of the main materials, the carrying out of a large portion of the reclamation, the commencement

of construction of the coastal berth, and progress payments on a contract for the conveyor structure.

At Wallaroo a bulk handling installation is expected to cost £157,000, of which £111,700 is provided for this year. The scheme provides for the unloading of rail trucks by means of power scoops delivering into receiving hoppers from which grain will be transported by chain conveyor to a belt and bucket type elevator which, in turn, will discharge on to an elevated trough conveyor belt feeding ship loading boom. The installation will be on the existing jetty, which will need alteration to accommodate the plant. The loan provision for 1956-57 has been made to cover the alterations to the jetty and progress payments on the contract for the mechanical equipment.

WATERWORKS AND SEWERS, £8,025,000.—Last year the expenditure on similar works was £5,830,000. During the year further progress was made on the Mannum-Adelaide pipeline and this project, now 75 per cent complete, should be finalized in 1958. The situation now is that approximately 30 miles of pipe have been laid, all of the 2,000,000 gallon reinforced concrete storage tanks on the rising main section, and the three pumping stations, are completed, as also are the new trunk mains in the metropolitan area. A 30,000,000 gallon summit storage is about half completed, and the earthworks are completed for a similar storage at the end of the gravity section of the main near Hope Valley. At the South Para Reservoir the placement of earth for the main bank is three-quarters finished and concrete work on the spillway has been commenced. This reservoir of 10,000,000,000 gallons capacity is estimated to cost nearly £4,000,000, and to June 30, 1956, over £2,000,000 had been spent on the project.

Preliminary work in the preparation of detailed plans and specifications was carried out last year in connection with the proposed new reservoir at Myponga which will augment the metropolitan supply and provide a supply to the districts around Yankalilla. Investigations are also in hand in connection with the design and mode of construction of the spillway. Portion of the Onkaparinga Valley scheme, comprising supply of water to the Nairne pyrites works and to Lobethal, has been completed, and tenders have been invited for the supply of 5½ miles of pipes to proceed with the scheme. This scheme will supply towns in the Onkaparinga Valley with water drawn off from the Mannum-Adelaide pipeline, and is estimated to cost £1,119,000.

During the past year mains have been laid in the town of Elizabeth, where it will be necessary to provide a large feeder trunk main and storage tanks. The present plan for the Elizabeth water supply is estimated to cost £620,000, of which nearly £100,000 had been spent to the end of June. During the year just past the new Marion trunk main was completed at a cost of £97,000. New pumping stations were brought into commission at Torrens Park, Mitcham, Springfield and Thorndon Park, at a cost of £42,000. These will improve supplies to the higher level areas in the eastern and southern foothills. Mains reorganization was also completed in Wayville, Malvern, and East Adelaide.

In country districts works brought into commission included water supplies for Karoonda, Paringa, Swan Reach, Meningie, Milang, and, on Eyre Peninsula, for the hundreds of Caralue, Cootra, Tooligie, Barwell, Cowan, and Boothby. At some of these locations further work still remains to be done even though the supply is in operation. A supply for Woods Point is completed except for the construction of an elevated tank. Work in progress in country districts at June 30 included the Uley-Wanilla scheme, on which £2,047,000 has been spent of an estimated total cost of £2,100,000. This supply has been in operation for several years and is now complete except for minor details. Work proceeded in 1955-56 on the Yorke Peninsula Scheme, which will provide a permanent water supply throughout the length of the peninsula. The first section of the work, namely the enlargement of the Bundaleer trunk main, the enlargement of Paskeville reservoir, and the construction of new mains as far as Ardrossan and Clinton has been completed. Eighty-four miles of pipeline have been laid to date and all storages along this main have been completed. Several small tanks in northern Yorke Peninsula are, in fact, already in use. Other country water projects in progress at June 30, and the progress achieved to date, were—

Baroota Reservoir.—Work has been carried out to protect the existing reservoir from damage caused by overflow. This work is estimated to cost £47,000, of which £22,000 was spent to the close of last financial year.

Morgan-Whyalla Pipeline.—The job of duplicating pumping plant and air vessels has proceeded to the stage where £122,000 has been spent, and the only remaining expenditure concerns the installation of air vessels, delivery of which is awaited from the contractors.

County Buxton Tanks.—This scheme envisages the construction of 17 reinforced concrete tanks to provide a safer water supply in the centre of Eyre Peninsula. Up to June 30, 12 tanks, each of 1,000,000 gallons capacity, had been completed at a total cost of £384,000.

Encounter Bay-Goolwa-Middleton Supply.—This scheme, upon which £25,000 has been spent, is nearing completion, requiring only the construction of an elevated tank.

Loxton Domestic Supply.—This will supply the new Loxton irrigation area and has been brought to the stage where only the installation of permanent pumping plant remains to be done. Expenditure of £216,000 has been made to date, the estimated total cost being £236,000.

Peterborough-Jamestown Pipeline.—This is a scheme to augment the supply and improve the quality of water at Peterborough by means of a pipeline to bring River Murray water from Jamestown. Pipes are coming to hand and preparatory work was commenced last year. This scheme is estimated to cost £239,000.

Sewerage Works.—Sewerage facilities to the new Housing Trust areas of Marion, Seacombe, Darlington, South Road Gardens, Seacombe Gardens, Findon West, Windsor, Hope Valley, and Greenacres, were completed during 1955-56. The cost for the year was £100,000. In addition £150,000 was spent in sewerage other new housing areas at Mitchell Park, Marden, Glynde, Hectorville, and Croydon Park. The sewerage of the town of Salisbury was completed and brought into commission, with the exception of the permanent pumping station. The cost of this work up to the present is over £212,000. During the year, too, modifications were made to the Glenelg treatment works to provide additional and more efficient sewage treatment facilities. These modifications cost in the vicinity of £40,000 and will enable the plant to carry on pending the completion of additions to the works which have been approved, and in respect of which portion of the plans and specifications have been completed and half of the mechanical contracts let. It is hoped that these additions, which are estimated to cost over £750,000, will be in partial operation in 1958 and completed in 1959. Sewerage of the town of Elizabeth during 1955-56 kept pace with house construction. The cost of providing sewerage in this town to date is about £110,000. The total cost of sewerage the town is estimated at £1,202,000.

Proposals for 1956-57—This year an amount of £6,025,000 has been provided in the Loan Estimates, and I will comment on the principal works to be carried out.

Morgan-Whyalla Water Main, £40,100.—The provision made will enable further progress to be made on the duplication of pumping plant and also for the installation of chlorinating plant at Morgan to purify water entering the pipeline.

Adelaide Water District, £2,471,500.—The remainder of the Mannum-Adelaide pipeline will be practically completed to the extent of linking up with the terminal storage. The summit storage of 30,000,000 gallons, now half finished, will be completed and the second storage near Hope Valley will be well advanced. This project, for which £639,100 is provided this year, should be finalized in 1958. At the South Para reservoir construction of the main bank is expected to be completed this year, and work on the spillway well advanced. The sum of £800,000 is provided under Adelaide water district, and £100,000 in Barossa water district for the continuation of work on this project. The sum of £100,000 is provided in the Estimates for preparatory work in connection with the proposed new Myponga reservoir. As part of the distribution works associated with this reservoir a 2,000,000 gallon concrete tank will be constructed at Darlington, and the £30,000 provided in the Estimates will enable this tank to be practically completed this year. An amount of £150,000 is included for progress work on the Onkaparinga Valley scheme where this year the existing main at the head of the Onkaparinga Valley will be eventually connected to the main at Woodside, which involves the laying of 5½ miles of pipeline. Other works within the Adelaide Water District for which provision is made in the Estimates are:—

	£
Glenburnie pumping station—Installation of new pumps	6,500
Relaying mains—West Terrace and Goodwood Road	44,000
Additional chlorinating plant—Hope Valley reservoir	36,500
Reorganisation of mains—West Adelaide	20,000
Reticulation schemes drawing supplies from the Mannum-Adelaide pipeline for—	
Hundred of Finnis—serving districts between Mannum and Palmer	40,000
Town of Birdwood	10,600
Town of Mount Pleasant	25,000

In addition, provision of £461,500 is made for miscellaneous extensions and minor works, for additional service connections, and for cement lining and general cathodic protection of mains.

Barossa Water District, £340,300.—In addition to the provision of £100,000 for progress on the South Para reservoir, to which I have already referred, an amount of £200,000 is included to continue the laying of mains at Elizabeth so that connections can be made as soon as houses are ready for occupation. The provision now made also covers the construction of storage tanks and a feeder trunk main. Provision is also made for cement lining, services, and miscellaneous extensions.

Warren Water District, £132,300.—The sum of £30,000 is provided for progress on the scheme to improve supply to country lands west of the Warren Reservoir by enlarging the trunk main. This enlargement scheme is estimated to cost £3,389,000, and to date £185,000 has been spent on preliminary work. Large scale operations will commence in 1957-58. A part of the scheme involving a linkage of the reservoir to the Mannum-Adelaide Pipeline has been completed so that periods of water shortage, through poor run-off from the catchment areas, can in future be avoided. Provision is made for a new supply to the hundred of Neale, £10,200; for improved supplies to Angaston, £9,000; Nuriootpa, £7,500; and for the areas surrounding Freeling in the hundred of Nuriootpa, £20,800.

Country Water Districts, £405,000.—New supplies, or extensions or improvements to existing supplies, are in progress at Booleroo Centre, Bordertown, Encounter Bay-Goolwa-Middleton, Loxton, Meningie, Milang, Mount Gambier, Moorook, Naracoorte, Paringa, Swan Reach, Warooka, and Woods Point, and the amounts included in the Estimates will in most cases permit these supplies or improvements to be brought into commission. The project providing a domestic water supply for Loxton should also be completed this year with the installation of permanent pumping plant. This project has cost £215,000 to the end of June, 1956, and £21,000 is included in the Estimates to finalize it.

The sum of £75,000 is provided for work in connection with the new Peterborough supply. Tenders have been called for pipes and work will commence this year to link Peterborough with the Morgan-Whyalla Pipeline at Jamestown. An amount of £30,500 is set aside for raising the bank of the Strathalbyn reservoir and for laying a large

capacity trunk main. Increased storage is necessary to meet increased demands in this important district. New works for which provision is made include improvements to supply for Encounter Bay-Goolwa, Loxton, Mount Barker, Mount Gambier, Murray Bridge, Peterborough, Port Augusta, and Renmark. New reticulated water schemes will be commenced for St. Kilda and Kingston, and a new water supply scheme for Coonalpyn will be commenced.

Tod River water district, £212,600.—The sum of £30,000 is provided to complete the Uley-Wanilla Scheme. This scheme has been in progress for a number of years and, when complete, will have cost approximately £2,100,000. The scheme involves the harnessing of underground waters near Wanilla on Eyre Peninsula to provide an assured water supply of 500,000,000 gallons a year to Port Lincoln and to the coastal areas as far as Cowell. Some idea of the extent of this scheme may be obtained when I mention that it has involved the sinking and equipping of nine bores, the laying of over 250 miles of above-ground steel main, the construction of a number of storage tanks, and the building and equipping of several pumping stations. This scheme will be finalized this year with the installation of permanent pumping plant.

A project to provide a water supply for the hundreds of Chandada and Inkster will be completed this year. An amount of £7,000 is provided in the Estimates to complete the construction of a 250,000 gallon concrete storage tank. New works to be commenced this year include a water supply for the hundred of Cummins, for which £42,800 is provided; and improvement of supplies for the hundred of Mamblin, £8,100; hundreds of Hawker and Playford, £5,000; hundred of Warren, £5,500; hundreds of Brooker and Stokes, £3,100; and the hundred of Wanilla, £30,000. This last-mentioned scheme, which is estimated to cost £80,000, involves a collection of water leaving the Uley-Wanilla basin at Fountain Springs so that it can be pumped to augment the Tod River supply.

Beetaloo, Bundaleer and Baroota Water District, £1,043,000.—During this financial year it is anticipated that a further 25 miles of steel pipeline will be laid on Yorke Peninsula taking the new trunk main as far as Maitland. Reticulation of the northern part of the peninsula will be proceeded with as well as construction of concrete storages. The Yorke Peninsula scheme is estimated to cost over £6,000,000.

The sum of £2½ million has already been spent, and a further £900,000 has been included in the Estimates for this year. Yorke Peninsula, for many years, has suffered water shortages every summer and it has been necessary for water to be carted long distances. The development of the stock-carrying capacity of these districts has been retarded because of the vagaries of rainfall and the lack of an adequate permanent water supply. This is a project of great importance and urgency and the Government will pursue its completion with all haste.

The sum of £27,800 is provided to enable the new overflow channel to be completed at Baroota reservoir during this year. The completion of this project will remove the danger to the storage through overflow. Funds are provided for improving the supply to the hundred of Howe—£6,000, and hundred of Crystal Brook—£5,000. For Port Pirie £1,000 is provided for preparatory work to improve supply to the new high-level residential areas, the total cost of the latter work being estimated at £60,000. A scheme will be carried out to supply water to farm lands north of Gladstone in the hundred of Booyoolie, and for this purpose £6,700 has been set aside.

Adelaide Sewers, £786,900.—The sum of £100,000 is provided in the Estimates for additions to the Glenelg treatment works. This plant is fast reaching the point of overload with the rapid expansion of new housing areas and the large annual addition to the number of connections to the sewerage system. The extension to this plant is an absolute necessity, and work has proceeded on plans and specifications and the letting of contracts. This year will see the commencement of the actual work of extending the plant. Provision is made for reticulation sewers in new housing areas, for sewer extensions, and for house connections and other necessary works. Areas in which new sewers are contemplated this year are Northcote, Tonsley Park, Holdens, Marion, Seacombe, Darlington, Findon, St. Marys, Henley Beach, Torrens Outlet Estate, Fulham Gardens, Campbelltown, Windsor Gardens, and Flinders Park.

Salisbury sewers, £241,500.—Provision is made for the laying of sewers and the erection of a pumping station to complete the sewerage of Salisbury township. In addition, it is proposed to commence additions to the treatment works at Salisbury to provide treatment

facilities for the expanding town at Elizabeth. Provision is also made to finance sewer connections at the town of Elizabeth to keep pace with house completions.

Country sewers.—The sum of £24,000 is provided for the Port Lincoln scheme. Of the approved scheme only the part serving the hospital and the school has been completed as yet. Further extensions from this completed section will be made this year.

Gumeracha sewerage scheme, £36,500.—Provision has been made for the sewerage of the town of Gumeracha. This scheme is considered to be highly desirable in the interest of protecting the metropolitan water supply against pollution, etc.

Investigations.—Investigations have been and are being carried out in connection with possible sewerage schemes for other country towns. The Public Works Committee has already reported on sewerage schemes for Port Pirie, Mount Gambier, Port Augusta, Naracoorte, Victor Harbour, and Gumeracha, and schemes for Mannum, Gawler, Balaklava, Bordertown, Murray Bridge, and Whyalla are being examined by the committee. In addition, the department is making preliminary investigations into the possibility of providing sewerage schemes for many other country centres such as Kadina-Wallaroo-Moonta, Kapunda-Tanunda-Angaston, Peterborough, Myponga, Strathalbyn, and Eudunda. £10,000 is provided for these investigations and preliminary work.

Water conservation, £61,300.—This provision relates to a scheme to provide a safer water supply in the centre of Eyre Peninsula by the construction of a number of reinforced concrete storages. This year will see all of the proposed 17 tanks completed, together with the associated pumping facilities.

Sassafras Depot, £80,000 and Plant and Machinery, £140,000.—The Depot at Sassafras is being constructed to provide the facilities necessary to maintain the department's £2-million worth of construction plant and to service all the department's vehicles. The workshop and its associated facilities are practically completed and the provision made in the Estimates this year is to enable progress to be made on the administration building and to provide amenities for the staff. These amenities include change rooms, showers, and canteen.

The £140,000 provided for plant on this line is for Construction Branch plant only and is to enable worn out plant to be replaced; it

includes such items as a trencher, a pipe-layer, two semi-trailers, and a number of tractors, trucks and utilities. Plant required for maintenance in each of the districts is provided separately in the Estimates under each district.

GOVERNMENT BUILDINGS AND LAND, £6,396,000.—During last financial year the expenditure on Government buildings and land was £3,757,000, made up as follows:—

	£
Hospital buildings	1,785,000
School buildings	1,473,000
Police and courthouse buildings	95,000
Agricultural College	37,000
Other Government buildings	367,000

HOSPITAL BUILDINGS. Provision for 1956-57, £3,385,000.—Of this amount over £2,000,000 is required in connection with the new Queen Elizabeth Hospital at Woodville. The maternity section, upon which £845,000 had been spent to the end of June, is approaching completion and should be ready for occupation later this year. The boiler house, which will provide hot water and steam for all the new buildings, is 70 per cent completed, and should be ready for commissioning when the maternity section is occupied.

In last year's Estimates £1,000,000 was included to cover progress work on the new general hospital. Actual expenditure amounted to £837,000 for the year. Very material progress was made and the tempo of the work has accelerated in a very satisfactory manner. As an instance of this acceleration I mention that £200,000 was spent in the month of July, 1956.

The main block of this new general hospital will have nine main floors and will provide 324 beds and a large casualty section and out-patients' section. Eleven hundred tons of steel framework have already been erected on this block and 5,000 cubic yards of concrete poured into forms. The building, which has now reached the level of the fifth floor, will when completed absorb a total of 2,500 tons of structural steel and 15,000 cubic yards of concrete.

Associated with the main block are two other separate buildings. The resident medical officers' block, a structure of six storeys, will house some 80 doctors and students. The framework of this building is finished and the building should be completed at the end of this year. A new nurses' block of eight floors will abut on to the existing nurses' building, the two together providing accommodation for 430 nurses. This structure has

been going up at the rate of a floor each month and is now up to the seventh floor. It should be completed in the latter part of 1957.

Good progress was made last year in the provision of additional accommodation and additional facilities at other hospitals. Works completed included:—

Royal Adelaide Hospital.—Electric bed lift, and bed lift shaft, etc., casualty buildings; additions and alterations to Frome and Vero ward; additional accommodation and provision

of a steam generating plant at Northfield wards.

Parkside Mental Hospital.—Dining room, male “Z” ward, therapy buildings 3 and 6, men’s ward; scullery and dining room “K” male ward and female “E” ward; and female admission and treatment block.

Northfield Mental Hospital.—Staff dining room; and women’s T.B. block.

Port Lincoln Hospital.—Building additions.

Information relative to hospital works in progress at June 30, 1956, is as follows:—

		Estimated to be completed— December, 1956
Royal Adelaide—		
Orthotron wing of radiotherapy building	50% complete	
Mount Gambier—		
Nurses home	33% complete	June, 1958
Northfield Mental—		
Senile men’s block	17% complete	February, 1958
Senile women’s block	5% complete	September, 1958
Boys block	9% complete	September, 1957
Girls block	9% complete	September, 1957
Kitchen	31% complete	April, 1957
Boilerhouse plant and foundations	5% complete	September, 1957
Parkside Mental—		
Male T.B. ward	95% complete	December, 1956
Men’s admission block	25% complete	June, 1958
Port Pirie—		
Theatre and men’s block	33% complete	June, 1957
Queen Elizabeth—		
Maternity section	80% complete	October, 1956
Boiler house	70% complete	October, 1956

The Estimates provide £1,750,000 for work on the new general hospital section of the Queen Elizabeth Hospital with the associated medical officers’ and nurses’ quarters.

At Royal Adelaide Hospital further progress will be made on the radiotherapy building and the orthotron wing should be ready for occupation this year. This wing is being constructed to special specifications to house a modern machine for the treatment of cancer. This machine, which will cost about £100,000, is a linear accelerator and is being acquired by the Anti-Cancer Campaign Committee. It will be operated by the committee and the Royal Adelaide Hospital staff in conjunction.

An amount of £20,000 is provided for additions to the McEwin building which will provide X-ray accommodation on the ground floor and additional medication and recovery wards for men and women on the first floor.

Accommodation for providing dental treatment at the Royal Adelaide Hospital and for the training of dental surgeons is inadequate and additions will be made which are estimated to cost, in total, £400,000. This work is only in the preliminary stage as yet, but the provision of £30,000 in the Estimates this year should see some material progress. Altera-

tions and additions to various other buildings at the Royal Adelaide Hospital will be made to improve and extend accommodation.

At Parkside Mental Hospital the new male T.B. block is almost completed. Provision of £40,000 is made for progress on the men’s admission block, and alterations and additions will be made to wards, dormitories, exercise yards, bathrooms, and other accommodation. In all, the amount proposed to be spent at Parkside Mental Hospital this year is £170,300.

The sum of £339,800 is provided for various extensions at Northfield Mental Hospital which include progress on a senile men’s block, senile women’s block, boys block, and girls block. This is shown in the detail of the Estimates under the heading “accommodation for 260 patients—£210,000,” and the boys block and girls block are expected to be completed towards the end of 1957. Additions to bathroom and lavatory accommodation will be carried out, a new kitchen provided, and a new boiler house and steam generation plant will be well under way. The kitchen is expected to be completed during this financial year at a total cost of £65,000—£50,000 of which will be spent this year.

It is proposed to transfer the thoracic surgery unit from Royal Adelaide Hospital to Morris Hospital, and preliminary work on this transfer will be commenced this year. Provision for this and other works at Morris Hospital is £9,100. The sum of £7,500 is provided for progress work on a new kitchen at Bedford Park. At Mount Gambier a total of £351,000 has been provided for progress work on the new hospital. This hospital, with its associated nurses' home, laboratory, and boiler plant, is estimated to cost approximately £1,650,000, and will be one of the largest country hospitals in the Commonwealth, providing over 200 beds. The nurses' home is now under construction, and will provide accommodation for 120 nurses. The sum of £55,000 is included in the Estimates to permit the completion of the new men's block and theatre at Port Pirie Hospital. The men's block is designed to provide accommodation for an additional 70 patients. The sum of £30,000 is allocated to the same hospital to commence a new large project covering a new boiler house, new kitchen, new laundry, and new sewage disposal system, the estimated total cost of which is nearly £400,000.

SCHOOL BUILDINGS, £1,870,000.—One of the principal problems engaging the attention of the Government is the necessity to provide adequate accommodation for our increasing school population. School enrolments in both primary and secondary schools have almost doubled over the past ten years. In 1946 the enrolments were primary schools 59,306 and secondary schools 11,117. The corresponding enrolment figures in 1956 are primary schools 116,300 and secondary schools 20,300. Moreover, within the next ten years it is expected that these figures will increase to 154,000 and 41,000 respectively. To cope with the increase over these last ten years the Government has spent a total of £7,500,000 on the provision of extra schools, extra classrooms, and on additional accommodation by alterations and additions to existing buildings. Long range plans to meet the anticipated increased enrolments are in hand, but the increase in the number of children of school-going age, allied with the extension of housing into new areas, has been so rapid that it has constituted a major problem, and one which has been aggravated by the shortages of manpower and building materials which we have experienced since the war. The Government is fully seized with the urgency of the problem and the amount provided in the Estimates is the most which can be spent, consistent with

prudent economy, with the available resources.

A review of the expansion of school facilities is most interesting. From the end of the war until the end of 1956 the following additional school accommodation will have been made available:—38 new primary schools, six new area and higher primary schools, eight new high schools, three new technical schools, and 10 new infant schools.

I have had a list compiled showing the locations at which these schools will have been erected by December, 1956, and so that this information may be available to members I seek permission to have this list incorporated in *Hansard* without being read.

Leave granted.

New School Buildings Completed (or Estimated to be Completed) 1945-1956.

1945.

Ridley Grove Primary; Kingscote Area; and Wudinna Area.

1948.

Leigh Creek and Whyalla South Primary; Cleve Area; Eudunda Area.

1949.

Brompton Infant.

1950.

Kilburn Primary; Linden Park Primary.

1951.

Rapid Bay Primary; South Road Primary; Maaoopo Primary; and Port Augusta High.

1952.

Forbes Primary; Gepps Cross Primary; Seaton Park Infant; Parndana Primary; Adelaide Boys' High; Brighton High; Croydon Girls' Technical (Domestic Arts, etc.).

1953.

Ascot Park Infant; Blair Athol Infant; Darlington Primary; Hendon Primary; Mansfield Park Primary; Salisbury North Primary; Allendale East Area; Enfield High; Norwood Boys' Technical; and Kapunda Technical.

1954.

Enfield Primary; Ferryden Park Primary; Findon Primary; Hillcrest Primary; Loxton North Primary; Mitcham Primary; Northfield Primary; Oaklands Primary; Radium Hill Primary; St. Leonards Infant; Paringa Park Primary; Port Lincoln Infant; Whyalla West Primary; and Willesden Primary.

1955.

Keilira Primary; Morphettville Park Primary; Mount Gambier Primary; Renmark Infant; Risdon Park Primary; Taperoo Primary; Findon High; Marion High; Minlaton High; and Naracoorte High.

1956.

Dover Gardens Primary; Elizabeth South Primary; Hampstead Primary; Hectorville Primary; Highgate Infant; Mount Gambier East Primary; Payneham Primary; Plympton Infant; Ridley Grove Infant; Yankalilla Area; and Nailsworth Boys' Technical.

The Hon. T. PLAYFORD—In addition, of course, additional accommodation has been made available by extensions and alterations to existing schools by adding additional classrooms. In this latter category, in addition to brick additions, no less than 1,300 prefabricated classrooms have been brought into use during this period.

Last year saw the occupation of new primary schools at Dover Gardens, Elizabeth, Hampstead, Hectorville, and Mount Gambier East; and an area school at Yankalilla. In addition timber classrooms to the value of nearly £400,000 were completed. Major works in progress at June 30, 1956, included:—

		Estimated to be completed
Belair Primary School	32% complete	January, 1957
Highgate Infant School	55% complete	October, 1956
Macclesfield Primary School	25% complete	March, 1957
Nailsworth Boys' Technical School—Class-room Block	50% complete	October, 1956
Nairne Primary School	10% complete	December, 1956
Payneham Primary School	80% complete	September, 1956
Port Pirie High School—Additional Class-rooms	15% complete	December, 1956
Ridley Grove Infant School	50% complete	October, 1956
Salisbury North Infant School	25% complete	December, 1956
and Plympton Infant School, practically completed. As will be noted, all of these will be completed this financial year.		

Other new schools for which provision is made in the Estimates are—

Primary schools.—Elizabeth North (two), Elizabeth Gardens, Seacliff, Lockleys North, Klemzig, Fulham, Hampstead Gardens, Kirton Point, and Croydon Park Extension.

Infant schools.—Forbes, Gepps Cross, Hendon, Linden Park, Thebarton, Plympton, Challa Gardens, Willesden, and Naracoorte. The total provision in the Estimates for new primary and infant schools is £451,200.

High schools.—The sum of £125,000 is provided for progress work on new high schools at Enfield, Findon, Loxton, Marion, Salisbury North, and Waikerie; and the £52,600 for alterations and additions includes provision for new wings at Brighton, Millicent, and Port Augusta, and for extensive additions at Port Pirie.

Technical schools.—The provision in the Estimates covers the new technical school at Mitchell Park-Oaklands; a new wing at Whyalla; and new class room blocks at Croydon Girls', Nailsworth Boys', and Gawler; and for additions to various trade schools it is £87,000.

Area and higher primary schools.—A new school is to be built at Parndana and new buildings will be erected at Oakbank, and £52,000 is provided in the Estimates for progress work this year.

The provision of £150,000 is made for craft rooms, woodwork centres, and domestic arts centres at 30 different schools. Grading and paving school yards, recreation areas, etc., will require £60,700; and £68,800 has been provided for improved lavatory accommodation

and septic tank installations. An amount of £70,000 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 to residences will require £72,300.

As I mentioned earlier some 1,300 prefabricated timber classrooms have been brought into use since the end of the war. These classrooms are designed having regard to our climatic conditions; they are well ventilated and enjoy natural light; they are quickly erected, and can be moved from one location to another. School accommodation in South Australia would have been in a hopeless situation were it not for the pursuance of the policy of providing this type of classroom. The sum of £450,000 is provided in the Estimates for continuing the fabrication and erection of these structures.

An amount of £100,000 is provided as a grant to the School of Mines. This represents the first instalment of a grant to be made towards the completion of the Playford Building. School of Mines enrolments necessarily follow much the same pattern as primary and secondary school enrolments, to which I have already made reference, and the need for increased accommodation in the next few years follows the increased number of children who will be leaving school. School of Mines enrolments, which remained fairly steady at about 8,000 students from 1946 until 1954, rose to 9,500 in 1955, and to 10,500 in 1956. and this trend is likely to continue.

In an endeavour to meet the shortage of engineering graduates a Joint Faculty from the University of Adelaide and the School of Mines has been arranged to provide for a Degree of Bachelor of Technology. The course will be of three years full-time study in engineering and will commence at the beginning of the 1957 academic year. The degree will be conferred upon successful students by the University, and the training will be provided by the School of Mines. I feel sure that this course will be of great benefit in providing engineers with a practical training for industry and governmental works.

POLICE AND COURTHOUSE BUILDINGS, £203,000.—Expenditure last year amounted to £95,000, when work was completed on police stations at Enfield and Flinders Park, and practically completed on the Berri Courthouse. This year provision is made to complete the new police station at Crystal Brook and for extensive alterations at Port Pirie police station. A new police station at Seaton Park will be well advanced and new stations at Campbelltown, Port Elliot, Port MacDonnell, Angaston, Kapunda, and Kingscote, will be commenced. The Estimates provide £25,100 for work on these new police stations. The sum of £21,000 is included for new residences; additions, alterations and improvements to police accommodation will be carried out at a large number of country centres at a cost of £53,200; and £15,000 is expected to be spent on the new divisional headquarters at Mount Gambier. Work will be put in hand this year on new courthouses at Tailm Bend, Elizabeth, Loxton, Salisbury, Morphett Vale, Blackwood, Naracoorte, and Murray Bridge. Provision is made in these Estimates for substantial improvements to accommodation at the Supreme Court, where the principal project is the construction of a new library block.

AGRICULTURAL COLLEGE, £30,000.—Satisfactory progress has been made in the construction of a new dormitory block at the college. This block, which is estimated to cost £60,000, should be completed towards the end of 1956.

OTHER GOVERNMENT BUILDINGS, £908,000.—£427,500 is provided to complete the purchase of the former Foy and Gibson's building: the purchase is now complete and the Government is in possession of most of the building. In fairness to the tenants they have been given a reasonable time to find alternative premises. An amount of £100,000 is provided to finance work on converting these showrooms to office accommodation. This work is proceeding and

I expect that the first department to be transferred to this new location will be in occupation before the end of 1956.

For the Children's Welfare and Public Relief Department £73,200 has been provided for a new remand and observation home for State wards at Glandore; and for alterations and additions to Lochiel Park, Magill Home, Magill Reformatory, Seaforth Home, Vaughan House, and Glandore Industrial School. The jobs to be put in hand at the new home at Glandore and at Magill Reformatory, where new buildings and extensions to provide additional school, dormitory, and recreation accommodation are to be erected, are quite large projects which are estimated to cost about £90,000 each. The nurses' home at Somerton has now been finished at a cost of approximately £24,000.

The sum of £59,000 is set aside in the Estimates for works providing for additional gaols and prisons accommodation. At Yatala Labour Prison the £8,500 shown in the Estimates will permit the installation of new laundry equipment, at a total cost of £33,000, to be completed. This new laundry will handle all the foul laundry from Government hospitals and institutions. In addition, £16,800 is provided for Yatala Labour Prison for lighting, fencing, roadways, water supply, and additional facilities and equipment. Further progress will be made on a new wing at Gladstone Gaol; and a new laundry and kitchen will be installed at the Adelaide Gaol. The sum of £5,000 is provided for preliminary work and investigations in connection with a proposed new prison establishment at Cadell.

Improvements to various Agriculture Department centres at Blackwood, Cleve, Jamestown, Keith, Kybybolite, Loxton, Minnipa, Murray Bridge, Naracoorte, Nuriootpa, Parafield, Parndana, Struan, Turretfield, Waikerie, and Wanbi are estimated to cost £79,800 this year. This amount includes £51,000 for residences in the country for Agriculture Department advisers. Honourable members will approve of the policy of decentralization of these services, and to achieve this it is necessary to provide accommodation in the country.

In the interests of fire protection a sprinkler system has been installed at the Government Printing Office, and the amount provided is to enable final payment to be made to the contractors. Thermostatic alarms at the Museum and the Exhibition building have also been provided for.

The sum of £30,000 is provided for a central sterilizing unit at the Institute of Medical and Veterinary Science, where a start will also be made on alterations to the upper floor to provide more accommodation.

Alterations and additions to various Government offices, and the acquisition of the plant necessary to enable the Architect-in-Chief to maintain and furnish Government buildings will require £63,400; and £27,000 will be required for progress on a new joinery shop at Netley.

SOUTH AUSTRALIAN HOUSING TRUST, £1,900,000.—A major source of the trust's capital is the money provided by the Commonwealth Government under the terms of the Commonwealth-State Housing Agreement. South Australia's share for 1956-57 is £3,600,000, the same as for 1955-56, but, whereas the whole of the £3,600,000 was made available to the trust in 1955-56, the current agreement with the Commonwealth provides that one-fifth of the State's share must be made available to building societies or other approved institutions. Thus the amount which can be paid to the Housing Trust has fallen to £2,880,000 this year. This is in addition to the £1,900,000 provided under these Estimates.

The £2,880,000, together with the £1,900,000 provided on the Loan Estimates, will be supplemented by loans of £250,000 to be raised by the trust itself, and the total available to the trust this year will be approximately £5,030,000.

When presenting the Loan Estimates twelve months ago I gave the trust's estimated number of completions for 1955-56 as 3,160. The trust actually completed 3,238 units, of which 1,731 were in the metropolitan area, and 1,507 outside the metropolitan area, including 728 at Elizabeth. The metropolitan figure of 1,731 comprised 514 double units, 632 solid construction single units, 449 timber single units, 36 flats, and 100 cottage flats. Rental houses numbered 643 and sale houses 1,088. Included in the figure of 1,507 outside the metropolitan area were 920 double units, 173 solid construction single units, 291 timber single units, 69 rural dwellings, and 54 soldier settler's houses. Rental houses numbered 998 and sale houses 509.

The 1956-57 programme is for 3,055 houses and includes 1,540 single unit houses (apart from those on farms and private blocks) and 1,150 double units, plus cottage flats, ordinary flats, rural dwellings, and houses on privately owned blocks. The cottage flat programme has proved of real benefit to pensioners and aged couples; 168 flats are now occupied, and 65 more are expected to be completed this year.

The trust has continued its programme of building ordinary flats and has now completed a total of 260. The first flats in the Oaklands group of 96 are about to be occupied. A further 100 flats are planned to be completed during 1956-57. This year the trust expects to build 200 dwellings on farm properties and on privately owned blocks. For this type of dwelling the applicant is required to find the whole of the finance for construction and there is no call on the trust's funds.

The trust's biggest project is at Elizabeth, where 40 houses were completed in 1954-55, 728 in 1955-56, and a further 1,184 were under construction at June 30 last. At Henley Beach South, the second largest project, 29 houses had been completed up to June 30 and 113 more were in course of construction. In both of these areas the trust is faced with major drainage problems, and £150,000 is set aside for drainage works this year.

A factor which is causing the trust some concern at the moment is the general shortage of funds available to would-be borrowers from banks, building societies, and other lending institutions. Of the 1,540 single unit dwellings some 200 will be disposed of under special long term agreements, but more than 1,300 will require finance from mortgage institutions. If this finance is not readily forthcoming the trust will have funds tied up in sale houses for longer periods, and may have to curtail its programme.

Last year I submitted to the House a schedule showing the localities in which the trust had recently completed houses outside the metropolitan area, or had houses under construction in such localities, and permission was granted for the schedule to be incorporated in *Hansard*. This was, I believe, of value to members, and I ask that approval be given again this year for a schedule showing number of completions in these localities in 1955-56, and also number of houses under construction at June 30, 1956, to be recorded in *Hansard*.
Leave granted.

*Houses Completed and Under Construction
Outside Metropolitan Area.*

Town.	Houses completed, 1955-1956.	Under construction, 30/6/56.
Aldgate	1	—
Angaston	1	—
Barmera	8	6
Bérri	10	—
Booleroo Centre	1	—
Bordertown	1	—
Brunkunga	14	14
Burra	2	—
Bute	2	—
Clare	6	3
Cleve	—	2

Town.	Houses completed, 1955-1956.	Under construction, 30/6/56.
Cobdogla	1	—
Crystal Brook .. .	5	3
Cummins	2	—
Elizabeth	728	1,184
Francis	1	—
Gawler	15	6
Georgetown	1	—
Gladstone	3	1
Hallett	1	—
Hilltown	1	—
Jabuk	1	—
Jamestown	5	4
Kadina	2	—
Kapunda	6	—
Keith	9	6
Kimba	1	—
Kingscote	3	—
Kingston	—	1
Leigh Creek	1	19
Lobethal	2	4
Loxton	6	10
Loxton North .. .	2	—
Lucindale	—	1
McLaren Vale	1	—
Maitland	14	2
Mannum	1	1
Meningie	3	—
Meribah	1	—
Mil-lel	2	—
Millicent	1	6
Mount Barker .. .	2	2
Mount Compass .. .	3	—
Mount Gambier .. .	125	128
Mount Pleasant .. .	2	—
Murray Bridge .. .	12	10
Nairne	4	4
Nangwarry	16	4
Naracoorte	10	5
Nuriootpa	—	2
Ororoo	1	—
Owen	—	1
Paskeville	1	—
Peake	—	1
Penola	4	4
Port Augusta	129	55
Port Lincoln	41	17
Port Neill	1	—
Port Pirie	83	53
Radium Hill	35	7
Rendelsham	1	—
Renmark	7	—
Riverton	6	—
Stenhouse Bay .. .	8	—
Strathalbyn	9	1
Swan Reach	2	—
Tallem Bend	1	—
Tanunda	1	1
Tarpeena	1	—
Tumby Bay	1	—
Victor Harbour .. .	2	1
Waikerie	1	—
Whyte-Yarcowie .. .	1	—
Wirrabara	1	—
Woodside	1	—
Yacka	1	—
Yorketown	5	—
Yunta	1	—
	1,384	1,569

ELECTRICITY TRUST OF SOUTH AUSTRALIA, £5,500,000.—The trust's works programme for 1956-57 is estimated at a total of £9,300,000. £5,500,00 will be loaned to the trust from Government loan funds and the balance of the moneys, viz., £3,800,000 required to finance the year's programme will be found by the trust from the following sources:—

	£
To be raised from the public and institutions	2,250,000
Depreciation funds and materials in hand	1,550,000
	£3,800,000

During the year 1955-56, the sum of £9,059,700 was spent on capital works and equipment for electricity supply undertaking. This brings the total capital expenditure on the undertaking up to £55,624,758 to June 30, 1956. The major projects concerned with the annual expenditure were as follows:—

Oosborne Power Stations, £1,826,267.—The Osborne "B" Power Station, with a capacity of 180,000 kilowatts, is expected to be completed before the end of 1957, when the station will have six 30,000-kilowatt turbo-alternators and twelve boilers. During last year a large amount of work was carried out on the building necessary to house the plant, and this will be completed by June, 1957. A considerable volume of work has also been done by contractors on the construction and installation of four boilers, numbered 9 to 12, and two turbo-alternators, numbered 5 and 6. Two boilers and one turbo-alternator will be in commission by the end of October, 1956. This will give the new Osborne Station a kilowatt capacity of 150,000 of modern flexible plant, the boiler being capable of burning Leigh Creek coal, black coal, and oil fuel.

Port Augusta Stations, £1,586,784.—Work on the "A" Station has continued during the year, when the capacity was increased from 45,000 to 60,000 kilowatts by the commissioning of No. 4 boiler. The remainder of the plant for this station—No. 3 turbo-alternator and one boiler—will be in commission by the end of 1956, and a further boiler before the end of 1957. This station will then be complete with three 30,000 kilowatt turbo-alternators with a total capacity of 90,000 kilowatts, and six boilers, all burning pulverized Leigh Creek coal. Work on the "B" Station was suspended for several months owing to difficulties experienced in reaching agreement with the Commonwealth Government on the freight rate to be paid for railage of coal from Leigh Creek to the power station. Work on the station was continued

when the Commonwealth Government agreed to a railrage rate of 11s. 6d. a ton. This rate is satisfactory to the Trust and should meet the full railrage costs incurred by the Commonwealth. The Commonwealth is under no disability for this carting.

Mr. Riches—Is the cartage subsidized?

The Hon. T. PLAYFORD—It should not be at this figure, which should cover all the costs. My office has done an extensive amount of work on this, and that is what has been found. It is true that when the line was out of date and completely obsolete and only 400 tons could be brought down with two railway engines and using six gangs the coal could not be carried without loss.

Mr. Davis—This is an increase of 4s. 4d. a ton, is it not?

The Hon. T. PLAYFORD—No, it is not. The previous contract under which we were operating provided for a charge of 7s. 2d. to Port Augusta, but in addition we were paying 1s. to have the coal carried from Stirling North to the station and a sixpenny shunting charge at Telford, so the cost was 8s. 8d., or if there was a miscellaneous charge—and I am not sure of this—it might have been 9s. 2d. All the cost of cartage should be paid at a rate of 11s. 6d. a ton, and this rate is satisfactory to the trust.

Members might ask why the work at Port Augusta was held up while negotiations were taking place, so I point out that the amount demanded was 30s. 5d. a ton, which was so completely out of court from the point of view of operating the field that it had to be resisted, and the work could not be carried out effectively until a satisfactory agreement had been reached.

The coffer dam in which the Station foundations will be constructed was well under way by the end of the financial year. The target date for completion of Port Augusta "B" Station is 1962. This is probably the largest individual work the State has ever undertaken. I am not quite sure of the total cost of the station, but it will be about £30,000,000.

Port Lincoln Steam Power Station, £302,333.—Work has proceeded on the construction of this Station, and the first turbo-alternator is due to be commissioned in November, 1956, and the second before the end of 1956.

Mount Gambier Power Station and Distribution, £688,756.—The first turbo-alternator and the two boilers associated with it, on which work has been proceeding during the year, will be commissioned next month. The second and third machines and associated plant are due for

commissioning between September, 1956 and December, 1957.

Transmission and Distribution, £3,967,147.—This amount was expended on power lines of both high and low voltage, and other distribution work, including £1,266,846 on substations and £600,274 on consumers' services, which includes purchase of hire appliances. Transmission line construction during the year totalled 433 miles, and to date the trust has constructed a total of 3,934 miles of transmission line.

The number of consumers now taking power from the Trust totals 216,347. The Trust also supplies power to local authorities for distribution to a further 10,000 consumers. During the year consumers increased by 16,829; of these 6,817 were new consumers in the metropolitan area, 4,520 were new consumers outside the metropolitan area, and 5,492 had previously taken supply from other authorities at Mount Gambier, Barmera, Kadina, and Port Victoria. Of the total number of consumers there are 166,202 in the metropolitan area and 50,145 outside that area. The growth of new consumers in the country has been an outstanding feature of the Trust's work as the following will 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
1956	4,520

During the year extensions were made in 112 different localities in the country, giving supply to 4,520 new consumers. The following is a list of these localities:—

Aldinga Beach, Angle Vale, Auburn, Ardrossan, Balaklava, Balhannah, Barinia, Biggs Flat, Birdwood, Blyth, Bradbury, Brinkworth, Cadell, Cambrai, Cherry Gardens, Coobowie, Condowie Siding, Cudlee Creek, Echunga, Eden Valley, Edillilie, Elizabeth, Eudunda, Farrell Flat, Forest Range, Fullerville, Gawler Belt, Gawler River, Georgetown, Gilles Plains, Golden Grove, Hahndorf, Halbury, Holder, Houghton, Iron Bank, Jervois, Jupiter Creek, Kangarilla, Kapunda, Kenton Valley, Kersbrook, Kulpura, Koolunga, Kuitpo Colony, Kybunga, Langhorne Creek, Little Swamp, Lobethal, Lyndoch, Maitland, Manoora, Marrabel, Milang, Minlaton, Morgan, Monteith, Morphettvale, Morialta, Murray Bridge, Myponga, McLaren Flat, McLaren Vale, Mount Torrens, Nairne, North Shields, Nuriootpa, Oakbank, Paskeville, Palmer, Pine Point, Port Clinton, Port Augusta, Port Hughes, Port Gawler, Port Lincoln, Port Victoria, Prospect Hill, Riverton, Redbanks, Sedan, Simms Cove, Sellicks Beach, Smithfield, Salisbury, Snowtown, Stansbury, Strathalbyn, Swan-

port, Two Wells, Urania, Virginia, Vine Vale, Wattle Flat, Wanilla, Watervale, Waikerie, Waterloo, Waterloo Corner, Warooka, Warnertown, Wellington West, White Hut, White Flat, Willunga, Wistow, Wirrabara Forest, Williamstown, Wool Bay, Woodside, Woods Point, Yeelanna.

It will be seen that during the last seven years 20,766 consumers in the country have been connected to the electricity system. The number given supply in the country this year is the highest for all time. The quantity of electricity used per domestic consumer and the total amount of electricity sold by the Trust annually continue to increase. The following figures in connection with kilowatt hours of electricity sold show the trends in recent years.

Quantity. Million.	Kilowatt hours sold.		Average kwh Consumption per Domestic Consumer.
	Quantity.	Increase over previous year.	
	Million.	Million.	
1954 . . .	675	99 (17%)	1,790
1955 . . .	813	138 (20%)	1,930
1956 . . .	893	80 (9.6%)	2,030

The abnormal increase in 1955 was occasioned by continuous pumping of water over a lengthy period through the Mannum-Adelaide pipeline. The peak demand on the system increased to 250,500 kilowatts during 1955-56 as compared with a peak demand in 1954-55 of 220,000 kilowatts. To keep pace with demand from consumers the generating plant must be continually expanded and kept up to date, as must the transmission and distribution systems. To do this the following main works will be carried out during 1956-57:—

Osborne Power Stations, £1,560,000.—This amount will be mainly expended on Nos. 9 to 12 boilers, Nos. 5 and 6 turbo-alternators, switch gear and transformers, and extensions to the powerhouse building, control, and shift block.

Port Augusta Stations, £1,810,000.—This provision will be used for payments on boilers numbers 3, 4, 5 and 6, and turbo-alternators numbers 2 and 3 in the "A" station; and coffer dam, sheet piling, earth filling, dewatering, piling, and foundations for the "B" station. Progress payments on boilers numbers 1 and 2 for "B" station will also be made.

Port Lincoln Steam Power Station, £370,000.—Work will be continued on the steam power station and further payments made to contractors for boilers numbers 1 and 2, and two turbo-alternators. The mains will be further extended and new consumers supplied with electricity. Provision has been made for 100 new services.

South-East, £690,000.—This amount will be spent on the steam power station to cover payments in connection with four boilers and four turbo-alternators. Workshops, switch yard, and electrical equipment have also been provided for. A 33,000 volt transmission line to Snuggery, Nangwarry, and Mount Gambier township, has also been made for 400 new services.

Transmission Lines and Substations, £1,550,000.—This amount provides for 33,000 volt lines for country expansion and 66,000 volt lines in the metropolitan area to provide for increasing load densities. New substations to handle the increasing load are a necessity, as also is the purchase of various sizes of transformers. In addition substantial sums must be spent on control systems to ensure stable supply to consumers.

Consumers' Plant and Appliances, £640,000.—Hire appliances comprising ranges, water heaters, wash boilers, and bath heaters, will cost £291,000, with some restriction on supply. Changeover from 210 to 240 volts is estimated to require £115,000. Meters, time switches, instruments, etc., will absorb the balance of £234,000.

Distribution System, £2,450,000.—Improvements to mains and mains for new consumers will cost about £1,120,000. For extensions in country districts £560,000 has been estimated. Sundry equipment and pole construction plant is estimated to cost £770,000 during the year. For cranes, trucks, trailers and cars, mainly replacements, £230,000 will be required.

Leigh Creek Coalfield, £300,000.—The programme of works for the year totals £418,000. £118,000 of this amount will be provided from depreciation and surplus, and the balance—£300,000—is required from the loan funds of the State. During 1955-56, £647,988 was spent on capital works on the field. The money expended on capital works to June 30, 1956, amounted to £5,151,661. The following are the main items of capital expenditure for the year:—A new retail store was partly constructed. This store was completed just recently and, during the recent Parliamentary visit to Leigh Creek, was declared open by the Chief Secretary, the Hon. Sir Lyell McEwin, M.L.C. Contracts were let for construction of 20 houses and for additions to the hospital. These are not yet completed and will be proceeded with during this year.

A considerable amount of work was carried out by the trust in providing earthworks for the new railway around the east side of the field. This was at trust expense as it was

arranged with the Commonwealth that the trust would carry out this work, estimated to cost £80,000, at its own expense in consideration of the line being diverted to the eastern route instead of cutting through coal bearing areas. If the line had gone through the field it would have meant that about 3,000,000 tons of the open cut coal would have been lost. Coal winning operations have been transferred to the northern field where the main mining operations will continue for the next 15 years or so. This has occasioned the construction of standard gauge tracks for handling loading operations and marshalling coal trains for dispatch south to Port Augusta. Much work has also been done on the coal handling system. A complete new plant, consisting of primary and secondary crushers, conveyor systems, and loading bins, has been provided. At June 30 this work was not complete but, although not yet finished, it has progressed sufficiently to handle coal now being mined at the North field. The old Telford crushing and grading plant will be reconditioned and retained for any limited future mining which may be carried out in that area.

In December, 1955, the Arroona dam was completed at a cost of £990,000, compared with the estimated cost of £1,000,000. This reservoir assures an ample supply of good water to the township. The capacity of the reservoir is 1,650,000,000 gallons, and at present it is holding 170,000,000 gallons of water, enough to meet requirements for the next 15 months. In addition it supplies good quality water for the new swimming pool which was completed last year. During 1956-57 the new coal handling plant at North field will be completed. Further work requires to be carried out in connection with the new railway: the houses and hospital extensions now in hand will be completed: and the trust has plans to build a new canteen to take the place of the present temporary one now in use and which has now become too small. Several of the township roads have been kerbed and freshly formed, and will be bitumenized in the next few weeks.

The facilities planned for the field and now in course of construction will comfortably handle the 30,000 tons of coal per week which is the quantity required when "B" Station at Port Augusta is completed in 1962. In a short time transport motor trucks larger than those in use on the field now will be purchased and in some three or four years' time further machinery will be required for overburden removal and coal winning. These requirements

have been planned, and I am sure the combination of Leigh Creek and the power stations at Port Augusta will be successful and an outstanding example of South Australian enterprise.

MINES DEPARTMENT, £150,000.—This amount is provided to meet the cost of plant and equipment required by the Mines Department to enable it to continue the exploration and development of the mineral resources of the State. The department is now taking a particular interest in the search for oil in South Australia, and has recently imported, from the United States, seismic refraction equipment valued at £11,000 to be used in determining the presence of geological structures which warrant further exploration by drilling. The Government is assisting companies operating under oil prospecting licences by undertaking seismic surveys and drilling operations, the costs of which are recouped by the companies. This year's provision will also cover the purchase of scientific equipment for the research and development laboratories, boring and mining equipment, workshop equipment, and motor vehicles. The department frequently operates its equipment on a hire basis, for example, in sinking bores for landowners and in carrying out investigations into mineral treatment problems for private enterprise. The funds allocated will enable the department to continue these services.

URANIUM PRODUCTION, £500,000—Capital.—The actual expenditure through the loan account in 1955-56 was £2,566,000, but only £500,000 is provided this year. The reason for the marked difference between these figures is that a working account has now been opened to record all the operating receipts and payments of the undertaking and also the instalments of principal and interest paid on overseas loans, whereas last year all these transactions passed through the loan account. The £500,000 provided this year is required for working capital for the working account—£345,000—and for further capital expenditure—£155,000. Of the latter sum £30,000 will be spent at Port Pirie to meet payments outstanding on the construction works, and £125,000 at Radium Hill, mainly to provide housing for miners and their families.

Tonnages mined at Radium Hill in 1955-56 exceeded the estimates. The uranium treatment plant at Port Pirie commenced operations in August, 1955, and the first uranium oxide was consigned on September 30, 1955. The treatment plant has functioned very satisfactorily, production has proceeded without

serious interruption, and the export of uranium oxide to the United States and United Kingdom has exceeded the early estimates. The cash proceeds in 1955-56 from the sales of uranium oxide amounted to £1,770,000 Australian currency. Of this figure £1,180,00 (the equivalent of 2,647,000 dollars) was from the United States, and £590,000 (the equivalent of £472,000 sterling) from the United Kingdom. It is clear that the undertaking has provided Australia with a substantial dollar contribution. The proceeds for this financial year are estimated at £2,000,000 (two thirds in dollars and one-third in sterling) and, after meeting all working expenses and debt charges in respect of the funds borrowed overseas, it is anticipated that there will be a surplus of £200,000 to be credited to the Loan Fund.

MUNICIPAL TRAMWAYS TRUST, £500,000.—In addition to the £500,000 it will receive from State Loan funds, the trust will draw on its funds in hand to carry out a capital works programme totalling over £756,000 this year. The principal provision on the Estimates is £544,000 for the purchase of fuel buses to advance the Trust's programme of replacement of trams by buses. The first contract for the purchase of seventy A.E.C. fuel buses was fulfilled during 1955-56, the total cost being £535,000; and a contract for the purchase of a second batch of 70 A.E.C. buses was one-fifth completed at June 30 last. The estimated total cost of this latter contract is £570,000, of which £114,000 has been spent and the estimated completion date is December next. The trust has let a contract to Leyland Motors Ltd. for the supply of 75 chasses at a cost of £319,000, and deliveries are expected to commence in January, 1957. Tenders for the bodies will be called in the near future.

During 1955-56 work was completed on the erection at Hackney South of a modern servicing building, with fuelling and servicing equipment and a concrete parking area for 120 buses. The total cost was £146,000. The Port Adelaide bus servicing depot, which also comprises a modern servicing building, concrete parking area and fuelling and servicing equipment, was approximately 50 per cent complete at the end of the year. Provision has been made this year for the remainder of the cost of the project, which is now expected to be finished in March, 1957. Work will commence this year on the erection of another bus depot at Hackney North, the total estimated cost being £207,000. The restoration of roads following the removal of tram tracks has entailed an outlay of £42,000 up to the

end of 1955-56, and another £30,000 is provided this year. The conversion of the converter station equipment to take 50 cycle power from the Electricity Trust is now approximately 75 per cent complete. The expenditure of £13,300 during 1956-57 will suffice to complete this project.

METROPOLITAN AND EXPORT ABATTOIRS BOARD, £100,000.—In 1955-56 the board made further progress on a number of capital works including the construction of a boiler house, the installation of three boilers, provision of additional refrigeration plant, and the laying of water and sewer mains. The loan of £100,000 this year will enable the board to complete the work on the boiler house, the total estimated cost of which is £135,000, and to install further refrigeration equipment, etc.

PRINTING AND STATIONERY DEPARTMENT, £30,000.—The Estimates provide this sum for the purchase and replacement of plant and machinery.

PRODUCE DEPARTMENT, £29,000.—The main provision this year is for the installation of an automatic fire sprinkler system at the Port Lincoln works at an estimated total cost approaching £10,000. Funds are also being made available to complete the liquid ammonia re-circulation system at Light Square and to carry out a number of small extensions and alterations.

FISHING HAVENS, £75,000.—It is proposed to provide for havens and small slipways for fishing craft. These will be administered by the Minister of Agriculture and constructed by the Harbors Board at the direction of that Minister.

Honourable members will remember that previously the money for fishing havens was merged with the Harbors Board's accounts, and with the large programme the board had there was some dissatisfaction expressed that country fishing havens were not going ahead as quickly as was wanted. The Minister of Agriculture is now being given £75,000, which will be used in developing the fishing industry, subject to recommendations made by the Chief Inspector of Fisheries.

This year's programme is a very effective one, though not as large as we would have liked, but I assure members it is the utmost that can be financed from the cash available to the State. I move the adoption of the first line.

Progress reported; Committee to sit again.

ADJOURNMENT.

At 5.57 p.m. the House adjourned until Wednesday, August 15, at 2 p.m.