

HOUSE OF ASSEMBLY.

Tuesday, August 28, 1956.

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

QUESTIONS.**HAWKER MAIL SERVICE.**

Mr. O'HALLORAN—Last night I attended a largely attended public meeting at Hawker where amongst other things, grave dissatisfaction was expressed at the present road mail service between Hawker and Carrieton. It was pointed out that until some years ago there was a train three days a week from Quorn to Peterborough and return, but that more recently the Railways Department had changed the service to a train to Quorn on Monday, returning on Tuesday; to Quorn on Wednesday, returning Thursday; and to Quorn on Friday, returning Saturday. This has resulted in there being only one really effective road mail from Hawker via Carrieton to Adelaide during the week. The request made to me was that the Railways Department restore the service from Quorn to Peterborough and return on Monday, Wednesday and Friday, which would give them a service three days a week and which could be made, by arrangement with the Commonwealth—and they do not anticipate that that would be difficult—to synchronize with the running of the road mail from Hawker to Carrieton, which in addition to serving a considerable community at Hawker, also serves people along the route at such places as Craddock and Yanyarrie. This matter was mentioned to me some time ago and I took it up with the General Traffic Manager of the Railways Department. He was somewhat sympathetic towards giving a better service but felt that at that stage he could not do much until the Commonwealth indicated its wishes concerning the line from Quorn to Hawker and beyond. That matter apparently has been pretty definitely settled and I ask the Premier to take up my request with the Minister of Railways to see whether a thrice-weekly service, namely, on Monday, Wednesday and Friday, can be instituted from Quorn to Peterborough and return.

The Hon. T. PLAYFORD—The Government appreciates that there has been a good deal of disruption of the normal services because of the altered route of the Commonwealth line and the altered schedule of both Commonwealth and State services. I will take up with the Railways Commissioner the Leader's suggestion to see to what extent the service can be improved, and advise him in due course.

CONTROL OF CHEMISTS' CHARGES.

Mr. MILLHOUSE—This morning's *Advertiser* contains a report under the heading "Chemists' Fees again Controlled," in which the Premier is reported as having said that, as recent price increases for dispensing medicines were considered excessive, fees charged by chemists would be pegged at the rates previously operating. That came as a surprise to me and I ask the Premier, as Minister in charge of prices, whether he will give details of the excessive prices charged.

The Hon. T. PLAYFORD—One difficulty there is that the Prices Commissioner, under the Prices Act, is under an oath of secrecy and cannot disclose details of individual businesses to outsiders. I can, however, in a general way give the percentage increases that have taken place in the recent rise and I think the honourable member will then see that the statement by the Prices Commissioner that the charges were excessive is amply borne out. I will make that information available and if the honourable member then needs further information I will try to get it for him, always remembering that we cannot discuss individual businesses because of the oath of secrecy under the Act.

Mr. LAWN—I understand that as a result of the exhaustive and thorough investigation by the Prices Branch into the fees and charges of chemists, the Pharmaceutical Guild has now issued instructions to its members to increase by 50 per cent all fees and charges that operated prior to the recent increase, in defiance of the order issued by the Prices Minister. Has that information reached the Premier and, if so, can he say what the Prices Branch will do about it? Will he have the position investigated?

The Hon. T. PLAYFORD—That information has not reached me, but when it does, I will have the matter examined and will advise the honourable member of what the Government believes should be done.

EMERSON CROSSING GATES.

Mr. FRANK WALSH—Has the Minister representing the Minister of Railways a reply to my question of last week concerning the gates for the Emerson Railway crossing?

The Hon. C. S. HINCKS—The Railways Commissioner reports:—

The opening of the line between Goodwood and Edwardstown for double track operation is dependent upon the provision of level crossing protection at Emerson. All major materials are available for the work except the main controlling switch gear. Owing to the specialized requirements at this crossing, it was necessary for the switch gear to be manufactured

abroad, and it is anticipated it will not be available until the end of the year. It is expected that the equipment will be installed during the months of December and January, and that thereafter the duplication between Goodwood and Emerson can be completed. The estimated time between the installation of the protective devices and opening of the line is approximately one month.

Mr. FLETCHER—I have occasion to make use of the Emerson railway siding. It was said this afternoon that work was being held up waiting until certain materials could be obtained. The line is now duplicated practically throughout, so would it not be practicable, until those lights are available, to put manual control on the Emerson crossing and so eliminate the present slipshod running of traffic? The Government is losing thousands of pounds because of the dilapidated service on the line, and I ask the Minister representing the Minister of Railways to take up my suggestion with his colleague so that both the service and the railways patrons may be given the decent boost to which they are entitled.

The Hon. C. S. HINCKS—I will take up that matter with the Minister of Railways.

RIVER MURRAY FLOOD.

Mr. KING—Has the Minister of Irrigation a report on the present state of the River Murray?

The Hon. C. S. HINCKS—I have a long report on the river levels by the Engineer-in-Chief. It states:—

At Renmark the river reached a peak of 30ft. 7½in. on 24th August, this level being 2ft. above the estimated level of the 1870 flood. The reading had fallen ½in. by yesterday, and was steady at that figure today. It is expected that the peak will reach other areas as follows:—Cobdogla on 30th August; Waikerie on 1st September; Murray Bridge on 9th September; Jervois, on 10th September. It is anticipated that a fall will commence at Renmark on about 1st September and will continue, so that by the end of the first week in October, the level should have fallen 2ft. 3in. Beyond this time it is not possible to forecast what the position might be, as this could be influenced by further rain in the catchment. The initial phase of the fight against the flood in the Up-River areas, namely, that of constructing protecting banks to a height above the peak river level, is coming to a close.

Whilst it is unfortunately true that many homes and much valuable horticultural and pasture lands have been flooded, the levees which have been constructed over the past two (2) months are still protecting hundreds of homes and large areas of highly developed land. Although the peak level was reached at Renmark on Friday last, 24th August, and will shortly be reached in other localities, unfortunately, the danger period will continue for

several weeks until the river recedes to a safe level. During this second phase of the battle, banks will become saturated and the seepage of water through the banks will have to be dealt with. Constant patrolling and the work of consolidating and maintaining the banks will have to be continued during this difficult period.

Settlers and residents in all districts have put up a magnificent effort to save their properties, and they have been encouraged in this gigantic task by the voluntary help and support which they have received from all parts of the State. If this support can be continued until the crisis passes, there is every reason to believe that further losses will be reduced to a minimum. All who are prepared to help with labour should get in touch with the Volunteer Labor Office, Department of Lands, Telephone No. W 0441, Extension 38B or direct with the Flood Emergency Committees at Renmark 'Phone 110, Murray Bridge, 'Phone 860, or the District Councils in the areas concerned. There is still a continual call from all areas for bags, and the Department is being hard pressed to meet these demands.

The collection of bags, suitable for use as sandbags, was commenced on 21/6/56, and to date a total of 972,000 have been received including approximately 100,000 bags which were purchased in the early stages. The donated bags have been received from all parts of the settled areas of the State. The Local Governing Bodies have acted as receiving agents. House to House canvassing has been undertaken by the Boy Scouts, Girl Guides, Sea Scouts, Apex, Toc H, Religious Bodies and many other like organizations. In the metropolitan area, service stations and garages have acted as receiving depots. Last week, 149,000 bags were received and the following distributions were made:—Murray Bridge, 40,000; Renmark, 35,250; Waikerie-Cadell, 24,000; Kingston, Moorook, and Loxton, 12,300; Berri, 7,500; Mannum, 5,500; Swan Reach, 2,000; Barmera, 10,000; Total, 136,550. The work of protecting the pumping stations in the various areas is regarded as a first priority. Some idea of the magnitude of this task may be gained when I inform honourable members that the expected peak levels will exceed the normal lock pool levels by 11ft. 9in. at Renmark and approximately 15ft. at Berri, 20ft. 9in. at Cobdogla, 25ft. 6in. at Waikerie and 28ft. 3in. at Cadell. With the exception of the Humphrey Pumps at Cobdogla which were flooded on Sunday last and Mypolonga where the high lift pump is being moved to high land and will be available for use within three (3) weeks, the situation is under control, notwithstanding the many difficulties involved.

At some stations for the time being, a full supply of water may not be available for irrigation, but plantings should not suffer unless something unforeseen occurs in the meantime.

At Cobdogla, the newly constructed electrically-operated station, with a capacity of one million gallons per hour, will meet all requirements until the river falls, and the Humphrey pump can be again brought into operation. In the lower river areas, the only

reclaimed area that has not been flooded is Jervois, which comprises 3,600 acres of valuable pasture land. The Engineer for Construction, who is in charge of the work at Jervois reports as follows:—

“On August 28, i.e., today, the river had risen to the following heights:—Mannum, 123.70; Murray Bridge, 119.53; Jervois, 115.80. These represent a rise in the week of:—Mannum, 1.79ft.; Murray Bridge, 1.53ft.; Jervois, 1.00ft. It is probable that the river will reach the following levels:—

	Pool level.
On 7/9/56—Mannum—125.0	109.50
On 9/9/56—Murray Bridge—121.0	109.50

which is a rise of approximately 17in. above today's levels. The only river embankment intact is the large Jervois area where 11½ miles of levee have been raised to at least 6in. above today's river. Topping, mainly by sandbagging, is continuing, and providing the weather remains fine and calm during the next week, it is considered that this area has a very good chance of remaining intact.

The Government has over 200 men working continuously, reinforced by over 70 settlers every day during the hours they can spare from necessary milking and management of their properties and last week-end the labour force increased to over 2,000 persons on Sunday when a magnificent volunteer response took place. The large amount of work necessary to protect the bank against erosion and to raise it to a safe height will require every assistance that can be given by volunteers during the coming week. During the week every volunteer will be welcome and it is hoped that the public will respond in the coming week-end as they did last week-end to make a supreme effort to strengthen and raise the bank. It must be stated that of all the Lower River Swamps, this embankment has behaved the best in that it is still a sound bank from end to end and has not started to disintegrate.

Regarding the areas flooded from Cowirra to Monteith, assistance is still being given by both the Lands Department and the Engineering and Water Supply Department to protect settlers' homes where this is practicable. Unfortunately, the river has risen to such a height that in many cases protective banks are not possible to save settlers' homes. Success at Jervois can only be achieved by the use of sandbags and it is essential that every appeal possible be made to obtain 100,000 bags for this area. It can be pointed out that with a bank nearly 12 miles in length, it takes 45,000 bags to do one bag in height over the full length.”

To sum up the position, it must be said that the situation from Renmark to Jervois is critical and that it will remain so for four to five weeks. With the continuation of the help which has been given in the past, a substantial victory can still be won, and to this end the full efforts of the Government will be directed.

A tremendous amount of earth moving equipment has been diverted from normal usage to the battle to keep out the River Murray flood. As a result the programme of works has been interrupted and completion of some important undertakings will be delayed.

To give some idea of the amount of plant and machinery involved the following is an estimate of the replacement cost of the machinery diverted from State Government Departments to flood protection works:—

	£
E. & W. Supply Dept.	1,000,000
Highways & Local Govt. Dept.	170,000
Harbors Board	30,000

A total of £1,200,000

In addition to the above the Department of the Army and the Commonwealth Department of Works have provided a quantity of earth moving equipment. The Department of the Army has also made available considerable specialist equipment such as lines of communication, ducks, etc., and camp equipment. The call for machinery has been answered by private contractors, and companies, and by Corporations and District Councils from widely separated parts of the State. Some of the assistance rendered has been given free of charge. The total value of the plant being used along the entire length of the river would exceed £2,000,000.

Mr. BYWATERS—As a member representing a flood area, I am particularly pleased with the response to the Lord Mayor's Appeal. It is most gratifying to notice the interest being taken by people throughout the State, and I congratulate the press and the radio stations on their co-operation. South Australian people have made a magnificent gesture—

The SPEAKER—I hope the honourable member will link these remarks with his question?

Mr. BYWATERS—Yes, Mr. Speaker. I pay a tribute to the people of this State for the magnificent way they have responded to the appeal. In view of the public interest in the appeal and as the Government will be called upon to make greater sums available to the flooded areas, will the Premier appoint a Parliamentary delegation, comprising four members of each Party, to visit the flood areas?

The Hon. T. PLAYFORD—Many members have already visited the flood areas at one point or another. I am not sure whether it would be possible to arrange for a Parliamentary delegation, but if any honourable member desires to visit the flood areas I shall be pleased to facilitate his visit in any way possible.

Mr. HARDING—I have been informed by Naracoorte men who went to Murray Bridge to assist in fighting the flood that no communications had been established from the Jervois levee. Can the Minister of Lands say what communications have been established there?

The Hon. C. S. HINCKS—I think a telephone system connects the levee with the rear.

Mr. O'HALLORAN—I have received many requests from people on the river to visit the flood areas and see the position for myself. I have not made arrangements to go because I felt, as I stated publicly previously, that all that could be done to control the floods was being done, but I was concerned about the question of rehabilitation and intended, once the immediate danger was past, to visit the river areas to learn the problems associated with rehabilitation. This morning I received an invitation from the mayor of Renmark and the chairman of the Renmark Irrigation Trust to visit Renmark at the earliest possible opportunity, and I intend to accept it. I am pleased that the Premier said he was prepared to facilitate visits to the river by members, but rather than members going individually it might be better if we organized a group to go under its own power and at no expense to the Government. We would get a clearer picture of the situation and this would be more valuable to Parliament than getting impressions individually.

The Hon. T. PLAYFORD—I received an invitation this morning from the mayor of Renmark and the chairman of the Renmark Irrigation Trust to go to Renmark. Before I received it I had arranged to go there on the same business that the Renmark people are anxious to discuss. They want to give members an idea of the extent of the damage done with a view to securing their goodwill regarding the rehabilitation of the flood areas. That is quite understandable, and it is something that could be examined by each member in his own way and in his own time. I have no doubt that, to the utmost limit of the State's resources, members will be only too happy to pass votes to rehabilitate the areas, and that the people of South Australia will also do their utmost. Therefore, the people on the river need have no fear that they will not be sympathetically treated to the limit of our resources.

Our problem will be in connection with Commonwealth financial assistance. The Commonwealth Government has asked for a case to be prepared, and that is why I proposed visiting the river in due course. I would be prepared to sign an affidavit in front of 20 Justices of the Peace that the State's financial position at present is very difficult, and I hope that we can get assistance from the Commonwealth to enable rehabilitation and relief on the river to go ahead. The Government will facilitate

visits by members to the river, whether they wish to go individually or collectively, but I doubt whether it would be advisable for a large party to go now.

BROKEN HILL ORE TRAIN DERAILMENT.

Mr. HEASLIP—An article in this morning's *Advertiser* referred to the derailment of an ore train from Broken Hill at the western end of the Jamestown rail yards. Seventeen trucks were involved in the derailment and the line was not cleared for some time. This is not the first derailment on this line: I know of three in recent months. Will the Premier ascertain the cause of these derailments? Is it because of the increased loads on trains, or does the permanent way require attention?

The Hon. T. PLAYFORD—I will obtain a report from the Railways Commissioner for the honourable member. I point out that some time ago the Commonwealth and the State entered into an agreement for the standardization of railways in this State, under which it was proposed to replace the present line—the rails of which are too light for the work involved—with a modern standard gauge railway. That agreement is in force and I believe the Commonwealth intends to provide the finance to enable the State to proceed with the work. Under those circumstances the honourable member will realize that we are not justified in replacing the present line with heavy rails.

SOUTH-EAST RAILWAY LINES.

Mr. CORCORAN—On May 24, 1955, I asked the Premier the following question:—

Recently the Transport Control Board visited the South-East and inquired into the retention of the Glencoe railway line and portion of the Mount Gambier line between Millicent and Beachport. Residents of those areas are concerned about the matter. Can the Premier indicate when the board is likely to reach a decision and whether it will be made known to this House? Can he say who was responsible for that visit: did the board act on its own initiative or was it instructed by some other authority?

He replied:—

I assume that the Transport Control Board acted on its own authority. It is a Royal Commission permanently appointed by Parliament to investigate matters, primarily the declaring of certain highways and the control of transport conducted for profit upon them. Another section of the Act, however, provides that it shall, from time to time, investigate railway lines which may be regarded as unprofitable and report whether or not they should be closed. Without having precise information I would think that the board was acting

under that permanent instruction with the object of making a recommendation to Parliament. The matter must come before Parliament before any action can be taken.

Can he now indicate whether any recommendations have since been made by the Transport Control Board to any Parliamentary Committee?

The Hon. T. PLAYFORD—Following on the honourable member's question last year the question of funds from the Commonwealth was again taken up with the Commonwealth Government and the Prime Minister replied that he could not say whether funds would be made available for these two short spur lines. Under those circumstances the matter was referred back to the Transport Control Board, but as far as I know, no report has been issued. I have certainly not seen one, but it is just possible that a report was forwarded to the Railways Commissioner when I was absent from my duties. I will check on that and let the honourable member know.

RAILWAY DEPARTMENT HOUSES.

Mr. JENNINGS—My question relates to pending evictions of railway employees from departmental houses. At present at least three of the employees are under notice of eviction, and probably more will follow. These people are still employed by the department and under no condemnation as to their work or tenancy of the houses. They were given the homes in the first place for a period of 12 months on compassionate grounds, that is, because they were living in grossly sub-standard conditions. It is admitted that the agreement specifies a tenancy of 12 months but the department apparently believes it possible for a person, during a respite of 12 months, to get other accommodation, but we know that it is virtually impossible to get a rental home in that period. These people, having been given decent accommodation for 12 months, are facing eviction with no prospect of getting alternative accommodation. I am at a loss to understand what the department is gaining from the eviction of one employee and putting another in his place. On the other hand, if the practice is continued a grave personal hardship will result and the purpose for which the homes were allocated in the first place will be defeated, and in addition there will be the possibility of the department losing valuable servants. I have already raised this matter with the Minister of Railways, both in correspondence and by personal interview. I have had personal interviews with senior officers of

the department. Everywhere I have received the utmost courtesy but not the slightest satisfaction. Will the Premier intervene in this matter and if necessary discuss it with his colleague the Minister of Railways, so that we can prevent what would, I think, be a scandalous act of permitting a Government undertaking to evict its employees from departmental houses?

The Hon. T. PLAYFORD—I am not aware of the reasons for the issuing of the eviction notices. I presume there must be reasons or it would not have been done. I will discuss the matter with the Minister of Railways, ascertain the position, advise the honourable member and then be prepared to listen to any representations he may make.

POTATO TONNAGES.

Mr. DUNNAGE—Will the Premier get from the Potato Board the tonnages of potatoes available in South Australia this year?

The Hon. T. PLAYFORD—Yes.

OIL REFINERY FOR SOUTH AUSTRALIA.

Mr. TAPPING—On May 23 I asked the Premier a question concerning the progress made in the establishment of an oil refinery in South Australia. Recently I read in the July issue of the *Chemical, Engineering and Mining Journal* a statement, reported to be by the Premier, that it is time an oil refinery was established in this State. Can the Premier give any details on the matter and can he say whether the Gulf Petroleum Company of America is an interested party?

The Hon. T. PLAYFORD—As far as I know the Gulf Petroleum Company is not an interested party. Two other parties have been negotiating with the Government, and are continuing to do so. Both desire that their names should not be publicly disclosed at this time, so that I cannot give them to the honourable member, but I can say that one of them is a large undertaking with world-wide connections. Whether it will be successful will, I believe, take some time to tell. Oil refineries, of course, vary in size, but there is no doubt in my mind that there is an opportunity to establish immediately in this State a type of refinery that would be commercially attractive under present day conditions. Whether it would be commercially attractive for a full-scale plant, similar to the one at Kwinana, is being investigated. The investigations involve large sums of money and they will probably

take some time. I have had a communication from the Gulf Petroleum Company saying that it is not interested in an oil refinery in this State.

HOSPITAL CHARGES.

Mr. RICHES—This morning's *Advertiser* reported that the Government intends to charge in-patients at Government hospitals £14 a week. I point out that last week the Treasurer indicated that a means test would be applied. Can he give details of the proposed charges and say what the householder in receipt of a tradesman's wage will be required to pay?

The Hon. T. PLAYFORD—Speaking from memory the amount of £14 a week quoted in the press has no validity in actual fact. Last week, anticipating that members might ask for details, I had the schedule, but I have now returned it to the Chief Secretary. I believe he intends to set out the schedule in another place today so that it will be on record for all honourable members. Speaking from memory, public-bed patients are to pay 35s. a day and non-public-bed patients £3 a day. Pensioners will not be required to pay and any person who considers he should not pay may apply for a remission of fees, setting out his position. In broad outline that is the position, so members will see that the £2 a day mentioned in the press has no validity.

Mr. DUNSTAN—It would appear that the writer of the press report believed that where a patient was without means other than insurance benefits from a medical insurance society he would nevertheless have to pay because he was insured. Can the Treasurer, representing the Minister of Health, say whether this is correct?

The Hon. T. PLAYFORD—At present there exists a national health insurance scheme which everyone can join under favourable conditions, and the Government believes that it is the obligation of people who are in a position to do so to insure. Their insurance payments will come off their hospital expenses. I could not agree to anyone drawing insurance payments and not paying to the Government.

Mr. RICHES—Can the Premier say whether the charges to be imposed at public hospitals will in any way reduce the contributions required from local government bodies for the upkeep of the hospitals, and will they affect the subsidies that may be granted to country subsidized hospitals?

The Hon. T. PLAYFORD—In connection with hospitals and other public services, under

the system under which we work, South Australia gets a limited amount of money from the Commonwealth Grants Commission, based largely on what is done in the eastern States. If they impose a charge of any type it becomes a standard charge, and the position of this State is then examined. All the other States, except Queensland, impose hospital charges. The money provided this year by the Grants Commission is not sufficient to maintain the public services of the State and the Government has, therefore, no alternative but to impose charges at public hospitals on people who can afford to pay. In many directions it will have an indirect effect on the finances of the State.

Mr. RICHES—According to the most recent press statements, municipal councils in the metropolitan area expect the imposition of charges at the Royal Adelaide Hospital to have the effect of reducing the levy they will be called upon to pay for the upkeep of hospitals. For that reason we see headlines in the press supporting the Government action. Can the Premier say whether there is any foundation for their believing the contributions will be reduced?

The Hon. T. PLAYFORD—I think that the amount of the contributions by local government bodies towards hospitals is provided for in the Hospitals Act and that each year the Director-General of Medical Services draws up a list of the contributions to be made by them. The list for this year has already been drawn up and approved, so the imposition of charges at public hospitals will have no effect on the amounts to be contributed by the councils. The position next year will depend on the financial circumstances at the time.

HAY REQUIREMENTS.

Mr. LAUCKE—Because seasonal conditions have considerably reduced acreages in those wetter areas which normally produce the bulk of our hay requirements and because of the increased needs arising as a result of flooded pastures, will the Minister of Agriculture make an early survey of hay requirements for the coming year and take steps to ensure that the hay cut is sufficient to meet these requirements?

The Hon. G. G. PEARSON—What the honourable member has said about reduced acreages sown in certain wetter districts is quite correct and my own observations from passing through those areas have confirmed that opinion. On the other hand, there are in this State areas where the growth is extremely prolific. During

the week-end I travelled along St. Vincent's Gulf to Port Augusta and along that route I saw a phenomenal growth of crops and fodder. I assume, therefore, that although less hay is likely to be available in the wetter districts, the shortage will at least be compensated for by the greater growth in the normally unreliable districts. Toward making sure that hay is cut, all the Government can do is to urge farmers who have the bulk of the material suitable for hay not to waste it, and I am satisfied that if those people desiring hay direct their inquiries into the area I mentioned they will, if the price is attractive, get all they require. The Government has had one or two experiences of attempting to buy and store hay, without the success desired.

WAIKERIE PUMPING STATION.

Mr. STOTT—Can the Minister of Irrigation say whether there has been any alteration in the plan to use an auxiliary 650 horsepower electric pump in the Waikerie district?

The Hon. C. S. HINCKS—I said earlier that a 650 h.p. electric pump was being provided, but I now find that two, and sometimes three, pumps are operating at Waikerie. As the honourable member is no doubt aware, one bank along the river between the distillery and the pumphouse has given way, but we hope that the inner bank will hold and are endeavouring to fortify it so that there will be no further inrush of water on to the pumps there. Two, and sometimes three, pumps are still available for the work and the Engineer-in-Chief is arranging to provide a temporary pump at Waikerie.

TRUST HOME FOR LARGE FAMILY.

Mr. QUIRKE—Has the Premier a reply to the question I asked last week concerning a report that a person at Clare could not get a Housing Trust home because his family was too large?

The Hon. T. PLAYFORD—I have received the following report from the chairman of the Housing Trust:—

It would appear that there has been some misunderstanding as to the position of this family living at Clare. Although the number of children in the family is larger than can be conveniently accommodated in a standard house of the South Australian Housing Trust, the application for a house will be considered, together with other applications, as houses for letting become available at Clare. No houses have become available since the application was made. It is not the practice

of the trust to reject the application of an applicant, who is otherwise suitable, because he has a large family.

RISDON PARK SCHOOL.

Mr. DAVIS—Surface water and roof water from the Risdon Park school runs on to the road on the eastern side of the school. The school committee has applied to the Port Pirie Corporation for this road, which runs between Fitzgerald street and Kingston road, to be filled and formed. This would cost the council £700 or £400 according to the material used. A report from the corporation's engineer states:—

The road has to be formed by filling, and it must have a sub-base of crusher-run graded and rolled; and an outlet for the water has to be constructed. The total cost involved to establish this road 330ft. long and 40ft. wide, including footpath, is—filling and 4in. crusher-run, £700; filling and ashes, £400.

I am not trying to shirk any corporation responsibility, but as the road will not be used by ratepayers but only by people in the Education Department, I ask the Minister of Education whether he will ask the Architect-in-Chief or the appropriate authority, to have this job done at the department's expense.

The Hon. B. PATTINSON—I shall be only too pleased to take the matter up with the Architect-in-Chief, but I cannot say that the expense will be borne by the department. I point out that there are nearly 700 schools under my jurisdiction and, sympathetic as I may be to the thousands of requests I receive annually from councils, school committees and other worthy bodies, I have not the finance to accede to them. I will sympathetically consider this request and let the honourable member have a reply in due course.

TONSLEY RAIL SPUR LINE.

Mr. FRANK WALSH—In last Thursday's *Advertiser*, under the heading "South Australia Has Three Big Legal Problems," the Attorney-General is reported as having said that one problem was:—

The question of land acquisition for the spur railway to the new Chrysler factory at Tonsley Park, and the drawing up of an agreement on the provision of essential services.

Can the Minister of Education ascertain whether the Attorney-General was correctly reported and, if so, will he obtain information concerning the Government's problems associated with that land acquisition?

The Hon. B. PATTINSON—Yes.

COUNTRY ELECTRICITY SUPPLIES.

Mr. HEASLIP—Has the Premier a reply to the question I asked last week concerning the charges for electricity at Wilmington and Melbourne?

The Hon. T. PLAYFORD—The chairman of the Electricity Trust has reported that those towns will not receive electricity at metropolitan rates. The distance of point of usage from a power station is one factor which is taken into account in fixing tariffs. Stirling North is only four miles distant from the Port Augusta station.

MYPOLONGA PUMPING STATION.

Mr. BYWATERS—Has the Minister of Lands a reply to the question I asked last Thursday concerning the Mypolonga pumping station?

The Hon. C. S. HINCKS—Following a recent inspection of the Mypolonga Pumping station by officers of the Engineering and Water Supply Department it has been decided to remove the electric motor and pump and install them on high ground near the school. The work is now in hand and is expected to be completed in about two or three weeks. The district officer, Murray Bridge, is notifying the Advisory Board members accordingly.

NIGHT WORK BY WATERWORKS STAFF.

Mr. JENNINGS—Has the Minister representing the Acting Minister of Works any further information concerning the question I asked last week relating to the relining of water pipes on the Main North-East Road.

The Hon. B. PATTINSON—I received a verbal report from the Engineer for Water Supply, Mr. Campbell, who visited the site and inspected the machine, that the machine has not been operated since Friday afternoon and therefore the residents affected by the noise have had some relief. This morning the contractors were experimenting with a silencer for the generator that is making the noise, but I do not know yet whether the experiments have been successful. I will let the honourable member know as soon as possible. It is absolutely essential for this machine to be working day and night on the relining of these pipes because the work is most urgent and is in the interests of thousands of residents of the metropolitan area.

IMPORT QUOTAS.

Mr. TAPPING—Has the Premier a reply to the question I asked last week concerning import quotas?

The Hon. T. PLAYFORD—At present there is a restriction upon imports unless a quota has been granted. On two occasions when the Government applied to Canberra for import licences it was advised to purchase its requirements from persons who had already received the necessary quota, but the Government was asked to pay about 15 per cent more than the tendered price. It is the Government's opinion that quotas are being used to secure margins above what are justified in normal trading.

WILLESDEN SCHOOL TRANSPORT.

Mr. RICHES—My question relates to the transport of school children to Willesden. The present transport facilities are overcrowded and I have been informed that as late as last May the Transport Officer of the Education Department entered into negotiations with the Commonwealth Railways for the running of a special rail car service to bring those children to the Willisden school. Since then nothing has happened and local people are concerned about the overcrowding on the present bus. Will the Minister of Education obtain a report on the situation and, if possible, ascertain when the new rail service will operate?

The Hon. B. PATTINSON—I shall be pleased to do so. It has been my practice, since I have been Minister, to send the Transport Officer, Mr. Harris, to the various districts where there are transport problems to discuss them with local interested parties and to inspect the conditions and then report to me. I do not know the present position at Willisden. It appears to have a peculiar problem. The transport section of the Education Department has grown into a huge department within itself. We now have about 360 separate transport services operating, carrying about 12,000 country children to and from school. The average daily mileage of each service exceeds 48. We serve over 230 schools and the cost is £1,600 a day. In view of the amount allocated for education generally, I doubt whether I can comply with all or any of the requests for further transport services.

PORT LINCOLN WATERFRONT LABOUR.

Mr. STOTT—A large quantity of wheat is stored in the Eyre Peninsula division, but it cannot be removed because of lack of shipping.

It is difficult to arrange for parcel shipments at Port Lincoln. There is some difficulty concerning the labour force on the waterfront there. Will the Minister of Agriculture investigate the position to see if it is possible to increase the labour force—if necessary by building a hostel to accommodate workers—in order to remove the grain from Eyre Peninsula?

Mr. PEARSON—It is difficult to get ships to lift parcel cargoes of grain from Port Lincoln because of the inadequate berthing accommodation there and the fact that vessels which are expected to lift parcel cargoes will not call unless they secure immediate attention. In the past it has been reasonably easy to get ships to lift full cargoes, but that may not be so at the moment. About four or five weeks ago I was informed that the labour force at Port Lincoln was up to the prescribed strength. I will ascertain whether that is still the position and, if not, make representations to the proper authority to remedy the situation.

COUNTRY SEWERAGE.

Mr. QUIRKE—In presenting the Loan Estimates the Treasurer referred to a number of country towns where investigations were to be made into the possibility of providing sewerage. However, he did not mention Clare and Jamestown. Can he say whether investigations will be made there?

The Hon. T. PLAYFORD—I believe they will, but I will make a check and let the honourable member have a reply.

BELTANA RAIL AND ROAD FACILITIES.

Mr. O'HALLORAN—Has the Minister of Lands obtained a reply to the question I asked on August 23 regarding the provision of a railway siding to suit the requirements of the people of Beltana and district, now that there is a new Commonwealth railway line, and the construction of a road between Beltana and the siding?

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

A siding named Warrioota has been provided to serve the Beltana district. It is understood that facilities for handling both freight and livestock will be provided at the siding. A graded road has been constructed between the Hawker-Telford main road and Warrioota siding, a distance of approximately seven miles.

PYAP PUMPING STATION.

Mr. STOTT—The Minister of Lands knows that the pumping station at Pyap is under water and that the pump is not available for use. It is under the control of a trust and outside the jurisdiction of the department. Through the absence of the pump the settlement may be in a serious position. I have already spoken to the Engineering and Water Supply Department about this matter, but will the Minister of Lands inquire if it is possible to get a pump of the proper capacity to take the place of the one now out of use?

The Hon. C. S. HINCKS—What is the capacity?

Mr. STOTT—It has a motor of 80 to 100 horsepower. It may be possible to rescue the pump that is now tied to the roof of the pumping station. Perhaps the Minister would assist through the department in having this work done.

The Hon. C. S. HINCKS—I will be pleased to take up the matter with the Engineer-in-Chief to see what can be done towards getting the old pump working again or securing a temporary pump.

PETERBOROUGH WATER SCHEME.

Mr. O'HALLORAN—Has the Minister of Education, who represents the Acting Minister of Works, obtained a report as to when it is intended to commence laying the pipes for the Peterborough water scheme?

The Hon. B. PATTINSON—I have received the following reply from the acting Minister of Works:—

About 12 miles of 8 in. cement asbestos pipes have already been delivered for the Jamestown-Peterborough scheme. A camp has been established at Yongala and an excavating machine, which has been working for many months at Warooka, is being overhauled in the Crystal Brook workshop so that it can commence excavating for the Peterborough pipeline. This machine and men will shortly be transferred to the camp at Yongala and work will commence on the pipeline on September 3 or 4, 1956.

PORT ADELAIDE ZONING BY-LAW.

Mr. TAPPING (on notice)—

1. Is it the intention of the Government to confirm by-law No. 60 of the corporation of Port Adelaide in respect of zoning, which was laid on the table of the House of Assembly on July 27, 1954, and not disallowed?

2. If not, would the Government consider incorporating the subject matter of such by-law in the Town Planning Act?

The Hon. B. PATTINSON—The replies are:—

1. No.

2. I shall have the honourable member's suggestion investigated and it will be considered in due course.

LIBRARY SUBSIDIES.

Mr. MILLHOUSE (on notice)—

1. Have any payments yet been made pursuant to section 2 (1) of the Libraries (Subsidies) Act, 1955?

2. If so, to which body or bodies have payments been made?

3. What is the total of any such payments made?

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

1. No.

2. See No. 1.

3. Nil.

DELAY IN ISSUING LAND TITLES.

Mr. FLETCHER (on notice)—

1. What number of homes built by the South Australian Housing Trust for sale in Mount Gambier are now occupied by purchasers who have not yet received titles to these properties?

2. How many of these applications to purchase are over six months old?

3. What has been the cause of the delay?

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

1. Thirty-two.

2. Twenty-four.

3. Two subdivisions are involved. As regards one in which two allotments are involved the subdivision was delayed owing to the requirements of the Engineering and Water Supply Department as to certain easements. This matter has now been resolved and it is expected that settlement can take place within the next two weeks. Titles to the other 22 allotments have been delayed because of the need to convert a private road within the subdivision to a public road and to close part of the road. It is expected that the plan of subdivision will be ready for numbering by the Lands Titles Office within a week when it will be possible to issue titles.

Mr. JOHN CLARK (on notice)—

1. What number of homes built by the South Australian Housing Trust for sale in Salisbury North and Elizabeth are now occupied by purchasers who have not yet received titles to these properties?

2. How many of these applications to purchase are over six months old?

3. What has caused this delay?

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

1. At Salisbury North none and at Elizabeth 63.

2. Two.

3. There has been no undue delay although it has been necessary to close roads and grant easements to the Electricity Trust and the Engineering and Water Supply Department. Titles are now being numbered and will be issued by the end of September.

PUBLICATION OF INDECENT MATTER.

Mr. QUIRKE (on notice)—How many prosecutions under section 33 of the Police Offences Act, 1953, have been made and with what results?

The Hon. T. PLAYFORD—There have been three prosecutions under section 33 of the Police Offences Act, 1953; a conviction was recorded in each case.

SCHOOL ENROLMENTS.

Mr. HUTCHENS (on notice)—What number of scholars under 5 years were enrolled at State infant schools at the 1956 mid-year enrolment?

The Hon. B. PATTINSON—The number of scholars under five years enrolled at State Infant Departments at the 1956 mid-year enrolment is not known. However, the parents of 245 children under five years of age on July 2, 1956, were advised that they might enrol their children provided there was adequate accommodation and that the head master and/or infant mistress were willing to accept them. Of these 245, 220 were for Infant Departments and 25 for other schools.

SUPPLY BILL (No. 2.)

Returned from the Legislative Council without amendment.

WATERWORKS ACT AMENDMENT BILL.

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 following resolution:—That it is desirable to introduce a Bill for an Act to amend the Waterworks Act, 1932-1954.

Motion carried. Resolution agreed to in Committee and adopted by the House. Bill introduced and read a first time.

LOAN ESTIMATES.

In Committee.

(Continued from August 23. Page 387.)

Grand total, £28,135,000.

Mr. HUTCHENS (Hindmarsh)—On Thursday last, when this debate was adjourned, I was referring to the constitutional powers of the Commonwealth and State Parliaments and stated that in their present condition they were obsolete and an obstruction to the nation's progress. Indeed, I believe State Governments are hamstrung, hobbled and handcuffed by such acts as the Financial Agreement and Financial Emergency Acts, which are an unnecessary evil even in good times, let alone less favourable times. Earlier this afternoon the Treasurer said that the present financial position of South Australia was most difficult. To find out why, it is necessary to look back on history and see what was the position in days when the economy was more buoyant.

In the 1920's the Commonwealth Government frequently changed its political complexion; some Governments were highly intelligent and others were not so well favoured. From the late 1920's to the late 1930's the prosperity of Australia did not reach a high level, and this may be partly attributed to the fact that during most of that period Australia suffered from the disability of being governed by a two-Party Government in Canberra. In the 1930's our overseas reserves were dangerously low and in 1939, the year in which we were called upon to embark on the second world war, tens of thousands of Australians were unemployed. The last thing I would like to do is to take away any credit from Australia's war-time Federal Governments, for I believe they were great Governments which did a remarkable job, but it must be remembered that, because of the circumstances then operating, the war-time Federal Parliament was harnessed with more powers than is the Federal Parliament today. Those powers enabled the Curtin and Chifley Governments to do a remarkable job.

By 1940 our overseas reserves had fallen to the alarmingly low figure of £80,000,000, but the Curtin war-time Government and the Chifley rehabilitation Government built them up to over £400,000,000. Not only did those Governments refrain from borrowing money overseas, but they reduced Australia's overseas debt and interest commitments considerably. From December 31, 1941, to December 31, 1949, Australia's overseas

indebtedness was reduced by £100,000,000 and interest commitments by £7,200,000 a year. That would be a great achievement by any Government, but I remind members that the war-time and immediate post-war Governments at Canberra were clothed with great powers.

During the 1940's industry throughout Australia received its first lift for many years and by the end of the Chifley regime in 1949 Australia had full employment; in fact there were more jobs than men available to fill them. In 1948-1949 Australia was on top of the world economically and respected both from within and without. A basic wage that did not exceed £6 6s. a week in Adelaide ensured the prevention of inflation. All Federal elections since 1949 have been fought on methods to prevent inflation. During its final term of office the Chifley Federal Government was stripped of its power to control prices. Since 1949 expenditure throughout Australia has become excessive. In 1946-47 the figure stood at £1,918,000,000, whereas by 1954-55 it had increased to £5,867,000,000—an increase of 200 per cent in eight years. I am inclined to think that this huge expenditure has got us into trouble and I cannot see how we can expect industry to progress or production to improve under the conditions obtaining today.

Our overseas reserves have deteriorated alarmingly. In 1951 they stood at £803,000,000, but under the Menzies-Fadden Government they have been speedily reduced until in June this year they stood at £350,000,000. Take the position of workers in South Australia: their efforts have been poorly rewarded. In 1938-39 the value added to materials was £13,678,678, or £22 19s. 9d. per head of population; whereas in 1954-55 the comparative figure was £111,027,712 or about £137 per head—an increase of £97,349,034 or £114 per head. To get a clearer picture it is necessary to inspect the figures of gross output of factory production, and I quote these in round figures. In 1938-39 it amounted to £35,000,000 or £38 per capita and in 1954-55 it was £293,000,000 or £357 per capita, an increase of £258,000,000 or £298 per capita. Considering the decline in the value of money, one would think that that was a good effort by South Australian workers. The increase in production applies not only to South Australia, but there is no challenge to the greater increase in this State. One would think, according to what one hears from high officials of the Liberal and Country League in Australia, that if we produce more the State

will be better of, but this not so when one examines the figures. The Commonwealth and State public debt in 1949 was £2,945,000,000 whereas in 1954 it reached the colossal figure of £3,770,000,000, or about £401 per capita.

In view of the increase in production, one would think that the position would have been better, and that with the great development of industry in South Australia our position would have been better than the Commonwealth average. In the years I have referred to the Commonwealth average amounted to £44 a head, but the State debt of South Australia has increased from £127,000,000 to £288,000,000 in the same period, or the alarming figure of £100 a head. One is convinced that there is something radically wrong with the Commonwealth and State financing when we have increased primary and secondary production and yet a higher public debt.

I believe that the financial position has shown that to a large degree the Liberal and Country League has been dishonoured and to an extent disloyal. I remember a statement made by Mr. Menzies in 1948 when he was Leader of the Opposition and was supported by Sir Arthur Fadden and the Hon. T. Playford. At that time the Labor Party and the sane citizens of Australia were saying that we should give greater powers to the Federal Parliament and then it could stabilize and keep our economy on a high level. However, Liberals throughout the Commonwealth from almost every stump were saying that we should get rid of controls and leave it to free enterprise and then production would increase and there would be an end to inflation. They said it so often that they nearly believed it themselves. In this claim they were more subversive than any Communist could hope to be, but I do not want it believed that I have any respect for Communism.

Mr. GEOFFREY CLARKE—On a point of order, Mr. Chairman, is the honourable member in order in referring to subversive actions by Her Majesty's Government?

The CHAIRMAN—Objection has been taken to the honourable member's remark.

Mr. HUTCHENS—I was criticizing political Parties, and I believe they have no protection in this House. The extent to which inflation has operated under the control of these Parties and eaten up the earnings of the people is revealed by the report of the Government Statistician which shows that since 1938-39 retail prices have increased in Australia by 178 per cent, whereas in Britain it has been only

154 per cent, in New Zealand 104 per cent, in the United States of America 90 per cent and in Canada 80 per cent. Therefore, there is no denying that we have suffered greatly by the inability of the Party I have mentioned to govern and arrange a satisfactory financial system. I submit that the Commonwealth Treasurer knew full well what was going to happen.

I take members back to 1950 when the Federal Treasurer said that rising wool prices could be very disruptive unless firmly controlled. That was recorded in *Hansard* and fully publicized in the press. The Commonwealth Government was telling the people with one voice that it was checking inflation, whereas it did nothing about it. We know full well that not only did it do nothing about it, but encouraged it. This is proved by the fact that private banks willingly and freely increased their overdrafts in the years following that statement. Official figures show that in 1951 private banks gave overdrafts in excess of the previous year amounting to £103,000,000 and in the following year £161,000,000, and in 1954-55 the figure was £145,000,000. In 1951-52 the Commonwealth Bank granted overdrafts to the extent of £137,000,000 in excess of that for the previous year and in 1954-55 the figure was £81,000,000.

The increased price for wool was followed by increased prices for land, machinery and other commodities, and the workers of Australia had to pay increased prices for goods. It was not a question of increased wages making costs higher, but it was necessary for increased wages to be paid to meet the uncontrolled cost of commodities, the Commonwealth Government knowing full well that it would be detrimental to the country's economy. When it is too late and the economy of this country is ruined we have the Prime Minister saying to the nation on March 14, "We are a nation enjoying a high measure of prosperity. To achieve economic health we must reduce our demands." One statement is a contradiction of the other. I wondered whether I was hearing things wrongly, because I remember when Dr. Earle Page was the official spokesman of the Liberal and Country League Coalition Government he said on June 26, 1946, and it is recorded in *Hansard*, "If the Government would halve taxation it would encourage production." I thought there had been a change of attitude by the Party, but I realized promptly I was wrong and that this anti-Labor Government had only one answer to

the economic problem. There was also a statement issued, not only by the Commonwealth Treasurer, but by Mr. Holt (Minister for Labor) in an article which appeared in the *News* on August 18 under the heading "Jobs in Danger":—

It would be impossible to sustain full employment if the wages and costs spiral continue, Mr. Holt warned today. Mr. Holt, Minister for Labor, said Australia's export trade and employment position would be seriously affected unless a uniform wage system was to be found. Already we were losing some of our export trade because of high manufacturing costs in Australia, and this would cause a danger of unemployment.

That is the only remedy that this Coalition Government has for our economic position. Let us have a look at the question of wage pegging, which is so vigorously advocated by the Liberal and Country League and see what it has done to check inflation. In South Australia workers have suffered the effects of wage pegging to a greater extent than those in the other States. This is the only State where wage pegging is really in force and since 1953 our workers have lost between £9,000,000 and £10,000,000, which would have been paid to them had cost of living adjustments been made.

Mr. Lawn—Who got that money?

Mr. HUTCHENS—It has gone to the combines and monopolies, the people the Liberal Party represents. The Commonwealth authorities have found that while the workers in this State have been paying this amount the cost of living here has risen to a degree not surpassed by any other State. An article appeared recently in the *News* that I intended to read, but I will not do so because the Minister of Education, representing the Treasurer, made it clear that despite the fact that the workers have had their wages pegged, thereby losing some £9,000,000 or £10,000,000, they will have to pay higher house rents because of an increase in interest charges.

The Leader of the Opposition gave figures relating to the increased cost of war service homes in this State. I remind members that, although this is the State where wages have been pegged and the workers have been told that if they work harder they will be better off, our public debt has increased more than that of any other State, and the cost of war service homes here compared with other States is amazing. From 1948 to 1956 the cost in New South Wales increased by 84 per cent, in Victoria, 80 per cent, Queensland, 82 per cent, Western Australia 78 per cent, Tasmania, 90

per cent, and in South Australia, where we would expect the position to be better than in any other State because of the things I have mentioned, by 102 per cent.

What do the workers get for higher production? Their standard of living has been reduced and they have been forced into an economic depression long before it was necessary. Obviously someone has blundered and all that the Conservative group, groping in the dark, can say is, "Theirs not to reason why, theirs but to do and die." These people suggest that the workers should not complain about rising unemployment, increased profits and higher rents, because all these things will make the workers better off. How ridiculous! Although we have suffered shortages, yet it is suggested that we would be better off if we reduced our expenditure on such Government workings as schools, roads, transport, hospitals, and power. Of course, that will create unemployment and I believe there is a definite move to establish it. A very conservative journal known as the *Institute of Public Affairs Review*, in an article published in the January-March 1956 issue, came to the aid of the Government by making the following amazing statement:—

"Over-full employment" is of course, merely another name for inflation, but apparently many Australian economists did not see this, or if they did see it, they did not regard it to be of crucial importance. A shortage of labour unavoidably generates increasing wages, costs and prices in a number of ways. In the first place, if the demand for labour exceeds its supply, its price, like that of anything else, will rise.

They, of course, want a pool of unemployment so that they can make the workers submit to their conditions, but how fantastic to say that unemployment will produce a more satisfactory economy.

The workers know full well that they cannot go on saying with a smile "another day older and deeper in debt." They know that something has to be done, and they would have no objection to wage pegging provided the purchasing power of those wages was returned to the 1948 level, when the Commonwealth had control and the basic wage was only £6 6s. a week. On the assumption that £1 was worth 20s. in 1939, its purchasing power in 1948 was 65 per cent, but today, even if cost of living adjustments were paid, the pound would only be worth 32½ per cent of its 1939 value. If wages had a purchasing power equal to the 1948 level and the prices of commodities were fixed so that workers could have a decent standard of living, there would be no objection to

suspension of quarterly adjustments. However, the Liberal Party claims that the State can control prices. The Premier made that statement recently, yet immediately afterwards he said "Mr. Bolte and I do not agree on all things." To that the Opposition could say "Hallelujah." The Premier admits that he does not always agree with another Premier of the same political colour, so how can we expect the various State Governments of different political parties to agree on controls? We cannot, so the Commonwealth should be given greater power. This would stop buck passing, because the Commonwealth Parliament would be charged with the full responsibility of stabilizing our economy.

It is not fair to criticize unless one can suggest an alternative plan. I believe that there should be an immediate abolition of indirect taxation, which is the most unjust form of taxation imaginable. It bears heavily on the people whose needs are the greatest and whose funds are often the least, and should be abandoned in favour of a system by which those who can afford to pay will pay. There should also be control over profits, prices and the varying interest rates, which are most unsatisfactory. The Commonwealth must effect a proper control over capital issues. Also, migration must be limited or adjusted in order that the intake will not exceed our ability to provide homes, schools, hospitals and other social services. More than half our increase in population has been due to migration, the percentage being higher in this State than in others.

There should also be a stabilization plan for primary production. Surely history has taught us that each section of primary production is of value to the national economy. Nevertheless, it has been proved that excessive receipts by one section are dangerous to others. For instance, the price of wool has advanced while the dried fruits industry has suffered considerably.

I believe we should yield our sovereign powers to the Commonwealth Government and allow it to appoint the States to do certain things if it so desires. Although this would affect those of us who are serving in the honoured positions of members of Parliament, that is a matter of little concern if we are interested in the well-being of the nation. We have moved forward and are now a nation of the world. Since the advent of wireless, telephone and aeroplanes, the difficulties caused by distances have been reduced, and control can be exercised more easily by a central

body. In the war we fought not as South Australians or Victorians, but as Australians, and in order that we can "Advance Australia Fair" we should be united under one Government, the Federal Government. I hope that at the earliest opportunity the people of this country will see the wisdom of granting further powers to the Commonwealth Government.

Mr. HEASLIP (Rocky River)—The speech of the honourable member for Hindmarsh, as far as I could see, was mainly on high finance and economics. It seemed that he had only one answer to all our troubles. He quoted many figures, but figures can often be most misleading. He went back to the years of the depression. How often do we go back there? I do not know why the depression is always mentioned. Mr. Hutchens blamed the depression on a Liberal Government, but I remind him that it was world-wide, and that there were not Liberal Governments throughout the world, so how can anyone blame the Australian Liberal Government for the world-wide depression? He also said that greater production did not mean we were better off. He said our overseas indebtedness had risen and tried to establish the fact that because we produced more our overseas commitments had risen, but he forgot that because of our greater production we have been able to export and thereby establish credits overseas. This creates assets in Australia without which we would not be worth much today, nor could we progress and develop the country as we are doing. We should follow all these things to their logical conclusion and not stop half-way, as the honourable member did, without getting the picture clear.

I was interested to hear the Leader of the Opposition championing the investor and ignoring the working man. He said he did not support the Premier's brand of Socialism and that the present Loan policy was unsatisfactory. He said interest rates had been allowed to rise from 3½ per cent under the Chifley Government to the present-day rates. When the Chifley Government was in office there was so much money available that it could be borrowed cheaply. Without loans we cannot develop the country, and if it was possible to borrow money cheaply it would have been stupid to push interest rates up. We on this side of the House believe in private enterprise and free competition.

Mr. Jennings—Where is it?

Mr. HEASLIP—We have it today. If we are not under a dictatorship we must have

private enterprise and free competition. We are a free country.

Mr. Jennings—That is debatable.

Mr. HEASLIP—I think we are. We are free to compete with one another and freedom of enterprise still exists. We do not believe in borrowing money below the rates of interest offered elsewhere. Private enterprise was offering higher rates for loan money than the Government was, with the result that we were not getting enough Loan money.

Mr. O'Halloran—Do you agree with hire purchase companies offering very high rates for loans?

Mr. HEASLIP—I believe in the freedom of the individual, and we are still a free country. It would not be right to offer lower rates for Loan money than those being offered elsewhere. The interest rates have been pushed up in fair competition, and the higher rates we are paying do not mean much. If we could get more done for the money we are spending we would be far better off. We are not getting nearly so much for our money as we were 10 years ago. Everything we are developing is costing more, and the value of the asset is thereby depreciated. Today's *Advertiser* reports that the Loan moneys available to Queensland have been cut and the Premier there is in financial difficulties. The Commonwealth Government has not been able to raise sufficient Loan moneys to grant all the States the money they require. The Queensland Government has had to cut its Loan programme, which will create unemployment. However, that is not the policy of the South Australian Government, which has been able to budget accurately and estimate the cost of works in hand, with the result that so far it has not had to dismiss employees. On the other hand, the Labor Premier of Queensland is now forced to dismiss men. The Leader of the Opposition, in his objections to Loan policy, championed the investor, but did not say anything about the plight of the working man who may lose his employment.

Mr. O'Halloran—I said we did not have financial trouble during the war when an appropriate policy was adopted by a Labor Government.

Mr. HEASLIP—Financial policy is the same today, except that interest rates have risen.

Mr. O'Halloran—They have risen because of the policy of the present Commonwealth Government.

Mr. HEASLIP—No. The fact that interest rates have risen only indicates the prosperity

of the country. People can afford more and are spending more. The Premier of Queensland now has to pay his employees an increase of 4s. in the basic wage because he has not abided by the rates fixed by the Commonwealth Arbitration Court. This means he must dismiss some men, so evidently he believes in more money for a few people rather than a fair amount for all.

Mr. O'Halloran—His State still has the lowest cost of living in Australia.

Mr. HEASLIP—Yes, but he will have more unemployed persons under his policy. I do not understand why a Labor Premier believes in handing out more money to a few people and depriving many from a reasonable amount, for he is a socialistic Premier. I thought that Liberal or Conservative Governments were blamed for such a policy. The Electricity Trust is getting £5,500,000 under the Loan Estimates. Despite what the Leader of the Opposition said, that the money being borrowed was not being well spent, I think he would agree that the money being spent by the Electricity Trust was being spent well. The trust is creating assets from which future generations will benefit. Stirling North will be supplied with electricity at metropolitan rates, and I asked whether Wilmington and Melrose, which are near Stirling North, would get the same benefits, but I was told they would not. I do not agree with that policy.

Mr. O'Halloran—It is your Government's policy.

Mr. HEASLIP—I am not talking politics. I do not agree that Port Pirie should have betting shops and Peterborough none. If it is right for Port Pirie to have betting shops it is right for Peterborough, or Gladstone or other towns, to have them.

Mr. John Clark—Do you believe in everyone paying the same price for electricity?

Mr. HEASLIP—I shall come to that later. I do not believe in having a free hospital in Adelaide, Port Pirie, Port Augusta, or Barmera while people at other towns have to pay for hospital services. If it is right for one town to have a free hospital it is right for others also. I believe in fair competition. It is wrong for patients at the Port Pirie hospital to be treated at the taxpayers' expense while Crystal Brook, a few miles away, is forced to maintain its hospital at the expense of ratepayers who, when they go into hospital, have to pay again. It is not right that people at Stirling North, which is four miles from

Port Augusta and 196 miles from Adelaide, should get electricity at metropolitan prices unless Wilmington, which is 20 miles from Port Augusta and 180 miles from Adelaide, is granted the same rates; in fact, the rates at Wilmington should be cheaper because it is closer to Port Augusta than Osborne, if that is the basis upon which the rates are fixed. Apparently Stirling North has been singled out. I do not know how many more towns will be, but it is wrong for Stirling North to get power at metropolitan rates if other towns do not.

Mr. Stephens—Do you think there should be a free hospital in every city?

Mr. HEASLIP—I did not say that; I did not even think it. I said it was wrong to have a free hospital in one town if people in other towns have to pay for hospital accommodation. The Loan allocation to the railways is £2,320,000, of which £596,000 will be spent on suburban diesel cars and £216,000 on country diesel cars. I have never objected to the loans (if we can call them loans—they may be gifts) to the Tramways Trust. The metropolitan area must have transport, but I object to some of the country services because the metropolitan services are so superior. As an illustration of the pooriness of some country services, I need only relate my experience last Friday. I went to the railway station to catch a train home. It was due to leave Adelaide at 7.50 a.m. and when I arrived at 7.45 the rail car was not there. When it pulled into the platform there was such a rush to board it that several passengers—including myself—could not do so. We were compelled to travel in the trailer, but unfortunately the seats faced the wrong way and we had to sit with our backs to the engine for the entire journey of 140 miles. The train did not leave Adelaide until 8 o'clock—10 minutes late.

Mr. Corcoran—Is it a disadvantage to have your back to the engine?

Mr. HEASLIP—It is not the usual way to travel. By the time we reached Salisbury there were 15 to 20 people standing in the aisle of the trailer. We arrived at Gawler at 8.55 and left at 9.15. It had taken us 85 minutes to travel 25 miles; in other words our speed was about 19 miles an hour.

Mr. John Clark—That is not unusual on the Gawler run.

Mr. HEASLIP—But this was a long distance train. We stopped at every siding. Gawler enjoys a reasonable service and this

should have been an express to Gawler. At Balaklava there is a refreshment room, but I was informed by the lady there that she had been advised that there were only 16 passengers on the train and she had prepared accordingly. As a result many of the passengers were unable to secure refreshments. We arrived at Gladstone at 2.05 p.m.—three-quarters of an hour late and we left there 35 minutes later. Incidentally, we left Gladstone after the train that left Adelaide three-quarters of an hour after us had travelled to Port Pirie and then across to Gladstone to join us. We arrived at Laura at 3 p.m. It had taken seven hours ten minutes to travel 140 miles. There is definitely something wrong with the railway management if a better service, which I have requested for many years, cannot be provided. That is the worst service in South Australia.

The Hon. G. G. Pearson—There is one worse.

Mr. HEASLIP—Yes, perhaps I should have excluded the Port Lincoln service which is narrow gauge.

Mr. Fletcher—Naracoorte to Kingston is worse.

Mr. HEASLIP—The Naracoorte run is provided with modern rail cars, Moonta has the "Bluebird" and Port Pirie a modern, up-to-date service. I admit that there is a unique situation at Spalding. Although there is a railway line to Spalding, road transport is engaged to take the passengers from Riverton to Jamestown. I cannot understand it. The Gladstone-Wilmington-Adelaide line deserves a better service. The patronage of that line will not increase until it is improved. The freight service will also have to improve. In 1953 I said that the railways could price itself out of the transport field, particularly in relation to wool freight. In 1952-53 one wool broker I know received 76 per cent of his wool through the railways and 24 per cent by road transport. That was immediately prior to the increase in rail freights on wool, but today he is receiving only 51 per cent from the railways.

Mr. O'Halloran—How much of the wool carried by road is taken in owner's vehicles which are registered at concession rates?

Mr. Heaslip—Practically all of it. Apart from the concession rate the primary producer pays the same tax whether he uses his lorry or not.

Mr. O'Halloran—He gets that concession for using his vehicle in his own district, not for using it in competition with a public utility.

Mr. HEASLIP—He has to pay the tax whether he uses his vehicle or not. When the railways increased freight rates they encouraged this competition.

Mr. O'Halloran—Your Government increased the freights.

Mr. HEASLIP—That may be so. I am not afraid to criticize my Government. I want the State and those who live in it to be better off. The answer to railway losses is not to increase freight rates. Better services must be provided to attract the trade. If a good service is provided, there is no necessity to advertise. Today a highly qualified railway officer is travelling the country in a motor car endeavouring to persuade primary producers to consign their wool by rail. The railways policy on freights is completely wrong. The bulk of our loan money is being used to develop the State and in building up productive assets from which we, and those who follow us, will benefit.

Mr. Hutchens—How long will it be before we get a return?

Mr. HEASLIP—We are benefiting every day.

Mr. Hutchens—What are we doing to reduce our public debt?

Mr. HEASLIP—That is another matter. If we build up our assets we increase the wealth of the country.

Mr. Hutchens—Can we afford to issue credit on our assets?

Mr. HEASLIP—The Menzies Government can adequately handle that situation. I am only interested in what we are doing in South Australia. We have benefited from our loan expenditure. We need only consider the land development on Kangaroo Island, the Murray and the South-East to appreciate that. Most of our loan money is invested in creating assets to develop the State.

Mr. FRANK WALSH (Edwardstown)—The Treasurer has indicated that the Loan Estimates provide for a gross expenditure of £28,135,000 and that £3,600,000 will be made available from the Commonwealth under the Housing Agreement. The whole programme is based on the expectation that the Commonwealth Government will be able to raise £190,000,000 by loans. To me that seems contrary to expectations, particularly in view of what is occurring. It is well-known that we are experiencing some unemployment. A special conference was recently held in Canberra at the suggestion of the Federal Treasurer who is

responsible to the Federal Government for raising that sum of £190,000,000. The result of that conference was that the difference in opinion between the six States and the Commonwealth was as great as the difference between the North and South Poles, and I am satisfied that most of the disagreement was on the part of the Commonwealth Government. If there is to be a solution to this problem in the interests of Australia, history must repeat itself. I refer to the example set by the late Ben Chifley, both as Prime Minister and as Treasurer of three Governments of Australia. He proved that finance was available for the development of the country. He made a wonderful contribution to our economy, particularly with regard to price control as it was implemented by the Federal Government of the day. There is no doubt that it was successful, and I do not know of any person who was denied the necessities of life or who was under any great hardship during his period as Treasurer, even during the difficult war period. I believe that the next Premiers' Conference at Canberra should seriously consider the re-introduction of that legislation which was so successful. The achievements of the Chifley administration stand out in our history. It is not a question of what an individual can do; the machinery is there if the Federal Government is prepared to use it, and the same achievements could be attained if the Government really wished to halt the inflationary spiral.

I now turn to the State Bank, for which the sum of £1,056,000 is to be provided. A big complication of affairs has taken place within the State Bank and its administration. According to the Treasurer's statement, the State Bank has been accepted by the Commonwealth Government as an approved institution under the Commonwealth-State Housing Agreement and this year will receive £600,000 of the moneys made available to South Australia under that agreement. This means that the bank will have a further sum of £600,000 to make available under the Advances for Homes Act. Although the State Bank has been accepted as an approved institution, it is not functioning as originally intended. Until about four years ago it was an organization that built homes for the people. In the early post-war period it built group homes and sold them with more equity for the buyers and at a cheaper rate than did the South Australian Housing Trust. That was proved beyond any doubt. I would have thought that the £600,000 would have been utilized by the

bank to build homes instead of depending upon the Housing Trust to build them. There are very few people who could purchase a home with the £1,750 allowed under the Advances for Homes Act. Very few, if any, could purchase homes that are being built today by the Housing Trust if the trust were not in a position to make an advance on second mortgage. If the Credit Foncier Department had been allowed to continue without being hamstrung by the Government, whether by accident or design, the position would be different. Let us examine the set-up of the State Bank Board. The chairman of the board is one of the highest paid officials in the Public Service. The Under-Treasurer is a member of the board, and there is a general manager. These men are all in close contact with the Premier. Is it the design of the Government, through the Premier, to dictate to the board and say it is not desirable for the bank to compete with the Housing Trust nor to carry on its Credit Foncier Department?

The State Bank announced that last year it made a profit of about £300,000 or £400,000. If the Credit Foncier Department had been carried on properly the State Bank would have continued building under its group home scheme and they could have done at least as well as the Housing Trust is doing today. The Government will not grant a mortgage of more than £1,750 under the Advances for Homes Act, but the State Bank could have granted second mortgages. The firm that built homes for the State Bank under its group home building scheme did a very creditable job, both as regards workmanship and price. It is because of interference by the Leader of the Government that the State Bank has gone out of the business for which it was intended, namely, the building of homes to its own specifications and on its own advances. It is a calamity that this state of affairs has arisen.

I now turn to the subject of school buildings, for which the sum of £1,870,000 is provided. Forbes primary school is mentioned as one of the new school buildings which have been completed or are nearing completion. This school is in my electorate, and therefore I am particularly concerned about its welfare. At present there is an enrolment of 580 infant children in the primary school, but they have no substantial building and have to use the various types of portable rooms that have been made available. The full enrolment for the school is 1,560. Some time ago the Public

Works Committee inquired into the matter and recommended that the school be built on an area of land comprising approximately 10 acres. The school, comprising a number of portable buildings, was opened about 2½ years ago with a full enrolment of about 360 children. That figure has risen to 1,560 in the 2½ years the school has been in existence. With portable buildings about four to five acres have been taken up with buildings alone. If the Education Department is to succeed with its building programme I suggest that it establish its own building section. It is not so long since the department was unable to get its work done by the Architect-in-Chief's Department and then it established its own building section and proved that the work could be done more quickly than by the other department. The Minister of Education is placed in an awkward position each day because of the present set-up. In giving enrolment figures regarding primary and secondary schools the Treasurer said:—

Moreover, within the next 10 years it is expected that these figures will increase to 154,000 and 41,000 respectively.

Some country schools are being closed temporarily, whilst others are overcrowded. The Government must change its approach to the school-building programme. Almost £2,000,000 is to be spent on the programme and the Minister will have to ask the Architect-in-Chief to draw plans and call tenders for the building of the schools. Whilst this is going on children are being sent to other schools already overcrowded. I do not know that any works proposed by the Electricity Trust are investigated by the Public Works Committee.

Mr. O'Halloran—The trust operates under a special Act.

Mr. FRANK WALSH—It does not have to go to the Architect-in-Chief when it wants to erect new buildings, but for the education of children the Minister must ask the Architect-in-Chief's Department to build schools for him. Already it is understaffed and cannot cope with the position. We are now dealing with the programme for 1956 and I wonder when it will be completed. I think it will be 1976 before the commitments up to 1966 will be completed. It is wrong for the Government to expect the Minister of Education, when answering questions on school buildings, to say that he has approved of buildings, but cannot get the work done by the Architect-in-Chief's Department. If the Education Department could establish its own building

section on one occasion to get out of the difficulty it can do so again. The Forbes school has a primary school with the highest number of enrolments of any primary school. I do not know at what stage the children begin to receive woodwork instruction, but the children from the Forbes school have to go to another school to get it. I think the scholars in Grade VII. at Forbes school now number 130 and they have to go to St Leonards for woodwork instruction. There are sufficient children at Forbes school to justify the appointment of a full-time woodwork teacher. For Ascot Park a woodwork and craft building has been approved and a site has been selected, but we are still waiting for the work to be done. It would be only a mile from the Forbes School to the Ascot Park School, whereas now the children have to go two or three miles to St. Leonards. The Government should adopt a new approach to this problem. This week I visited the Marion High School where the enrolment is 330. Next year it will be 550 and then portable buildings will be needed. I sympathise with the Minister of Education because he has no say in the building of schools after he has approved them.

The Hospitals Department is to receive a large sum of money for hospital buildings. A new machine is to be established at the Royal Adelaide Hospital cancer block. Mr. Shannon may be able to tell me when the casualty block for that hospital is to be further considered by the Public Works Committee, or has the inquiry been adjourned indefinitely, or have new proposals been put forward. I do not think he should go over the head of the Minister, but the last information I received on the matter was that the inquiry had been adjourned. The Morris Hospital is to have a thoracic surgery block. This is a good move, for it will centralize operations on people affected by tuberculosis. Will a paraplegic clinic be provided in association with the thoracic ward to be erected at the Morris Hospital? The sum of £17,000 is provided for a kitchen block at the Bedford Park sanatorium, but that block has been promised so long that the idea has almost been forgotten at the sanatorium itself. The Architect-in-Chief drew up a plan for the kitchen block but found that it had to be scrapped because it was not suitable for the location. Only this week the Architect-in-Chief sent representatives to ascertain where the block should be built and the most natural site has now been selected. What is the future of the Bedford Park sanatorium? If the Morris Hospital is to be developed to house

more tubercular patients Bedford Park will not be required, but I prefer the Bedford Park site rather than Northfield where the Morris Hospital is situated.

The sum of £10,000 is to be spent on preliminary work in connection with the construction of the new Jervois Bridge, but money should also be spent on a bridge over the Sturt Creek at Marion. When is it intended to erect that bridge? About £4,000 is to be spent on further duplication of the Goodwood-Marino railway line. Although the original estimate for this work was about £146,000 already £373,000 has been spent; therefore the actual expenditure varies greatly from the estimated.

The sum of £50,000 is to be spent on the purchase of land for the new railway line from Woodlands Park to Tonsley. Last year it was estimated that the total cost of this project would amount to £157,000. The Government has not honoured the promises it made to land owners when the line was first mooted. I understood originally that land owners would be compensated at reasonable current valuations, but that undertaking must have been forgotten, for some owners of building blocks have not been treated as they expected to be. I understand that Chrysler (Aust.) Ltd. plans to spend about £5,000,000 in the next five years in developing their plant at Tonsley and in erecting buildings and purchasing equipment. Their long range plan for 20 years will probably result in the spending of about £25,000,000. In this connection it must be remembered that Chrysler Ltd. produces a product with an 85 per cent Australian content. Because of the introduction by Sir Arthur Fadden of the "horror" Budget the employment position in this State has become uncertain and Chrysler now has 1,500 fewer on its payroll than at this time last year.

Mr. Heaslip—What happened in the United States of America? There was no "horror" Budget there.

Mr. FRANK WALSH—I am not concerned with the Chrysler Corporation in America; I am concerned with the Tonsley spur line, the development by Chrysler in that area, and the effect of the "horror" Budget on employment in this State. In July last year 4,468 workers were employed by Chrysler in this State, in January this year 4,501, but by March the figure had fallen to 4,439 and by August, when the full effects of the "horror" Budget were being felt, to 3,117. It may be argued that the reduction was caused in part by a falling away in the production of aircraft components, but my information is that, whereas

last year 3,909 workers were employed in the automotive section, only 2,700 are employed there today, which indicates that Chrysler (Aust.) Ltd. is not doing so well under the influence of the "horror" Budget.

In this connection it must be remembered also that Chrysler employs many sub-contractors, who in turn employ many other workers. During the year ended December, 1955, more than 11,000 workers were employed by General Motors-Holdens, 5,200 by the Ford Company, and 478 by International Harvesters, but it must be remembered that because they have toolrooms of great capacity, these organizations, together with Chryslers are the only ones recognized for statistical purposes as manufacturers. There are also firms such as Austin-Nuffield, which employs about 2,000 people, and the Rootes Organization, which employs about 1,000, and the "horror" Budget has also had an adverse effect on the operations of these companies. It may be argued that General Motors-Holdens is expanding its enterprise, but the Chrysler concern is finding things difficult. This may possibly be attributed in part to the present wet season, but it is mostly due to the introduction of the "horror" Budget and we must impress upon those people in Canberra who can make and break people that their actions may have the effect of strangling employment in this State. How can we expect people to keep up payments on homes if they are not fully employed? Many are fearful they will lose the equity in their homes, and all this is the result of the wrongful management of our economy. The picture as I see it is not very rosy and recession in industry is already taking place in some cases. I support the first line.

Mr. SHANNON (Onkaparinga)—Speaking generally, I support the Treasurer in his financial management of the State. One thing above all others he can lay claim to as a public man is his success in handling South Australia's finances. Even outsiders give him full marks for that. It is therefore rather redundant for supporters of the Government to say that he is doing a good job. I shall say something about one or two of the funny things Mr. Frank Walsh would do if he had his way. Perhaps he is rather concerned with the difficulties under which some of the departments are labouring. For instance, he referred to the Minister of Education and his problems. Mr. Pattinson has instituted for the first time to my knowledge, a system whereby his departmental officers confer with the Architect-in-Chief, and if necessary officers of the Department of

Lands, before adopting the site for a new school. That is a very important forward step. If a wrong site is selected and a school built, future generations have to put up with it. Full marks are due to the Minister for having instituted this changed policy. Since I have been associated with the Public Works Standing Committee it has drawn the attention of witnesses to certain facets of a site selected, and on occasions it has been changed as the result of our intervention.

Mr. Walsh said that the Minister could not decide anything with relation to schools the department wants built. I do not know whether the implication was that even the type of school that was required and how many scholars should be accommodated could not be raised. He wants the Architect-in-Chief's Department split up, with the Minister of Education having his own architect in charge of designing and controlling the construction of school buildings. If that policy were to be instituted, there is no reason why the Director-General of Hospitals should not have an architect to design hospitals, and the same policy should not apply to other Government departments requiring buildings. This system would be more costly and more wasteful of manpower. The Architect-in-Chief is very short of skilled personnel, not only architects, but ordinary draftsmen. If the architectural work is split up among the various Government departments full use will not be made of the skilled personnel available. During the war years we had a building division of the Education Department, and it did a good job in providing additional temporary school rooms which helped us through when labour and materials were in short supply. It has now been absorbed in the Architect-in-Chief's Department, and I have heard of no complaint. Any complaint would be ill-founded. The general layout of the division was followed by the Architect-in-Chief.

I believe there has been a re-designing of some of the timber-frame school rooms, which are used extensively because of the increased school population. It is quite common for the Architect-in-Chief or his officers to appear before the Public Works Standing Committee recommending the adoption of a certain plan for a school after a similar plan had already been before the committee for another school. They have satisfied the Education Department that for many purposes standard designs are not only desirable but time and money saving. Estimates of quantities, with the exception of footings which vary according to the ground

level, are available and tenders can be called at short notice, whereas otherwise it would take six to nine months to produce plans, according to the size of the project. I think that Mr. Walsh's suggestion would aggravate the position rather than improve it.

It has been suggested that the thoracic surgery block should be removed from the Royal Adelaide Hospital to the Morris Hospital at Northfield. Then there is also the question of a new casualty block at the Royal Adelaide. Neither of these matters has been resolved by the Public Works Standing Committee. They are both questions of first class importance, because if a mistake is made it will have to last for the next 50 years. It therefore behoves us to take every precaution to make certain that there is no mistake. The Director-General of Hospitals (Dr. Rollison) is to make an overseas visit to inspect hospitals. He is an excellent and conscientious officer and I believe that as a result of his visit he will return well equipped to advise my committee in coming to a decision regarding problems associated with the Royal Adelaide Hospital, which is outdated. The Public Works Standing Committee feels that thoracic surgery, which is part and parcel of the teaching of the medical student, should not be divorced from the Royal Adelaide Hospital, which is the teaching hospital. If thoracic surgery were removed to Northfield it would be to the inconvenience of students, who are now better situated than those in any other State because the facilities are practically adjacent to the University. We feel that it would be a retrograde step to remove a very important part of this training from the Royal Adelaide Hospital to Northfield. Neither I nor the other members of the committee feel that we can yet come to a decision on these matters; we would like more information from well-informed people on them. If we set up a thoracic block at Northfield we will need all the ancillaries, including X-ray plant, because the medical profession must be able to look inside a patient before using a knife, and very wisely so.

Mr. O'Halloran—And then they operate to see what is wrong.

Mr. SHANNON—They try to find out what is wrong before they operate. It is impracticable to run patients from Northfield to Adelaide for X-rays. Some of them might be able to stand it, but others might not. I have put forward these things for the consideration of the honourable member for Edwardstown

(Mr. Walsh) because I know he is a conscientious member trying to do his best, not only for his district but for the whole State. However, he was off the rails, and I hope my remarks will put him back.

I never take the Leader of the Opposition cheaply because I have the greatest respect for his judgment. He does not come to snap decisions but has a good look at everything before making any decision. His office is a very arduous one. I think I would rather be a Minister of the Crown than Leader of the Opposition. Despite my regard for him, however, I still find myself on the opposite side.

Mr. O'Halloran—I would be unhappy if you did not.

Mr. SHANNON—You are happy if I approve of some of the things you put forward. The Leader took the Premier to task for emphasizing development in the metropolitan area. I join issue with him on this because I believe the emphasis has not been on the metropolitan area. Many people are inclined to blame the Government for what industry has done in the metropolitan area. If the Leader were Premier I do not think he would tell Chrysler Dodge Distributors that they must not establish a factory at Tonsley Park, but must go to Port Pirie or Murray Bridge. Businesses established by private enterprise in the metropolitan area have been placed there for economic reasons—availability of labour and nearness to markets. Transport problems have to be taken into account by every manufacturer, and I have no doubt that all business men are capable of discovering where they can best establish so as to compete successfully. Much of the criticism of the Government is based fallaciously on what people see around the metropolitan area, but we should be more objective in our approach to the problem. The true approach is to consider the development of the State, not of any one section.

Mr. O'Halloran—Is that why the population of the country continues to diminish?

Mr. SHANNON—I have heard the Leader say this before, but I do not think he is on very sound grounds. Although there are answers to what he says, such as mechanization on farms, I would like firstly to speak on what the Government has done in distributing development throughout the length and breadth of the State. Let me deal with land first. Where has the Government failed to develop any Crown lands at its disposal suitable for settlement? If there are any areas still available I am sure the Minister of

Lands would like to know about them. He is always looking for land because he has civilians as well as returned soldiers interested in settling.

Mr. O'Halloran—The Government has had Fairview in the South-East for a long time, but it has not developed it yet.

Mr. SHANNON—I would be surprised if any suitable land in the South-East has not been considered for possible development. If this area is suitable I am sure the Minister will reply, so I will not follow up the matter. I will content myself by saying that most visitors from other States and overseas have been interested to see how we have developed land, particularly on Kangaroo Island and in the upper South-East, in such a short time with such a small population. This Government has a proud record with regard to land settlement.

The Premier's courage developed Leigh Creek. It has been said that Mr. Chifley helped; he did, to his credit, but it was the Premier who forced the matter and decided that Leigh Creek would ultimately become a source of power for this State. That decision resulted in the construction of a very large power station which will be duplicated in the not distant future at Curlew Point, south of Port Augusta. This, when linked with the metropolitan area, will provide power for the whole area north of Adelaide.

Soon we will be operating a timber mill in the South-East, the capacity of which will be greater than that of all the other mills combined. The possibility of using offcuts, sawdust and waste from other mills to produce power to serve the whole South-East has been considered, but whether mill waste will be used ultimately is a matter of economics. However, it has been resolved that sufficient power must be provided to serve the whole South-East area.

Water is just as important as power to the man on the land, because he could not carry out his activities without it. What has the Government done to supply water to the outlying areas? Firstly, taking the area furthest north, it constructed the Arona dam to supply the coalfield there with first quality catchment water. The dam is now in operation, as those who were fortunate enough to make the trip there recently were able to see. I shall not refer to the Morgan-Whyalla pipeline, but to the extensions made from it.

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

Mr. SHANNON—A better water supply for Peterborough has at last been recommended. For many years its supply has been of a poor quality: consumers there could not find a name hard enough to describe the hard water they received. The Government's policy has been to improve supplies to towns and districts with water of poor quality, and to extend supplies to districts with no reticulated water at all. The extensions made from the Morgan-Whyalla main are so well-known that I need not weary members with a recapitulation, but most major northern towns have a supply from that source. Even in years of low rainfall they will have an adequate supply. The department has a programme to link up the Morgan-Whyalla main supplies with the Mannum-Adelaide main. This group system will enable water to be sent north or south, wherever it is needed.

I am concerned mainly with country land development, and supplies that have been or will be made available in the north will make those districts more prosperous than ever. Water from the Uley-Wanilla system is now being taken as far north as Cowell, and on the far West Coast districts such as the Hundred of Goode have been supplied. The members for Eyre (Mr. Bockelberg) knows better than I how difficult pastoral pursuits would be on the far West Coast without a good water supply. Many people are apt to forget the great benefits that have been derived from the Government's policy of supplying water to country areas, and this greatly assists agricultural pursuits and the establishment of secondary industries in major towns. No Government could do more than this Government in extending water supplies.

Steps are now being taken to give a more adequate water supply to the Adelaide hills areas. When this scheme was first suggested the late Mr. Christian, who was then chairman of the Public Works Committee, asked the department's engineers why it was necessary to provide a supply for districts with up to 40in. of rain, but when the evidence was produced he had to agree that the project was warranted. The committee approved the scheme, the intention being to bring water from the Murray through Birdwood and over the Torrens hump. It will then flow by gravity to Aldgate and serve all intervening towns, including Lobethal, Woodside, Mount Barker and Nairne. At present the Nairne pyrites company depends on a supply of poor water, which is adequate now, but as the industry grows and the demand from its employees

increases, it will be necessary to have a more permanent supply. The member for Murray (Mr. Bywaters) is vitally interested in extensions from the Mannum pipeline that will serve certain areas in his district. The Onkaparinga Valley extension will link up, if the department has its way, with the main now projected to come from Clarendon to a tank on Chandler's Hill, which will feed Belair, Blackwood, Eden Hills, Shepherds Hill and other towns.

The department proposes to extend that supply later to link up with the Mannum pipeline, which finishes at Aldgate. With the projected construction of another dam on the Onkaparinga to double Mount Bold's capacity, cheap water will be available with one pumping to Chandler's Hill, and it will be possible to send water back along the Onkaparinga Valley main, and with one more lift it will go back as far as Mount Torrens. The Government's policy on decentralization speaks for itself. It has carried out a big housing programme in towns such as Whyalla, Port Pirie, Port Augusta, to a lesser extent in the river towns and to a greater extent at Mount Gambier, and there will be great opportunities to establish secondary industries in the South-East when more power and water is available there. The housing programme in the metropolitan area has been curtailed to allow industrial workers to be housed in country towns.

Mr. O'Halloran—I thought the Housing Trust policy was determined independently of the Government.

Mr. SHANNON—We have a Minister in charge of housing, the Premier. If he wishes to deny responsibility for the Trust's policy that is his business.

Mr. O'Halloran—He does that when it suits him.

Mr. SHANNON—He is better able to answer that than I am, and I will not step into the breach. I know from the trust's reports what is being done to house country people, and to any thinking, unbiassed person that programme satisfactorily answers those who state that this Government has not pursued a policy of decentralization. I have been informed that an attempt has been made to capitalize on the fact that the first country town to be seweraged is a small one in the Premier's electorate. This matter has been remarked upon by certain people who do not know the full facts, and I believe I should inform the Opposition and my own colleagues of the real position.

Mr. O'Halloran—The Opposition is well informed.

Mr. SHANNON—I do not think so. As the chairman of the Public Works Committee I know that Gumeracha was one of the first country towns to ask for sewerage. We were told in evidence that there was a piggery in the district, the effluent from which flowed into the Torrens.

Mr. Davis—How long has your committee been considering sewerage for country towns?

Mr. SHANNON—I will not deny that Port Pirie is one of the first towns that should be seweraged, but I stress that the Premier has had no say in the decision to sewer Gumeracha first. The Minister of Works was responsible for putting this scheme forward, and his officers stated there was a serious problem at Gumeracha. A pure water supply for the metropolitan area is essential.

Mr. O'Halloran—What about the problem at Naracoorte and Peterborough?

Mr. SHANNON—I shall come to that later. The Engineer-in-Chief said that as we were providing a water supply from the Murray for Gumeracha we should at the same time deal with the sanitation problem there. The Engineering and Water Supply Department has a panel of experts who watch the purity of the metropolitan water supply, and the department was warned that certain hills towns were causing much concern.

Mr. O'Halloran—What are the economics of seweraging Gumeracha?

Mr. SHANNON—Gumeracha is a small proposition.

Mr. O'Halloran—But relative costs are important.

Mr. SHANNON—I think the Public Works Committee's report on the Gumeracha project is in print and it contains figures relating to the cost. It will be seen from the report that it is a cheap insurance for the health of the metropolitan area. The department's policy is progressively to sewer all towns that are within catchments, especially those in areas from which reservoirs serve the metropolitan area. Some hills towns have not applied for sewerage. I do not know whether the local councils are acquainted with the need for applying, but if not they have certainly been lax because many country towns in other parts of the State have sought this facility. Port Pirie is built on a swamp and certainly has a serious problem in disposing of its night soil. It is inadequately served today.

by the antediluvian pan system. That should not be permitted to persist in a town of the size of Port Pirie.

Mr. Quirke—It should not be permitted in any town.

Mr. SHANNON—I do not know of any town in the State so poorly situated as Port Pirie to dispose of its sewage. The disposal of the effluent presents a problem as it will have to be emptied out—

Mr. Riches—Into my district?

Mr. SHANNON—The effluent will be discharged through one of the creeks leading into the gulf from Port Pirie and by the time it reaches the gulf proper it will be innocuous. I believe that the next town to be served should be Mount Gambier. That town is served at present by pits. Some of the hotels, boarding houses and eating places are in the unfortunate position of not knowing where to sink new pits in their backyards because their properties are so riddled with pits.

Mr. Stephens—There are some places in the metropolitan area like that.

Mr. SHANNON—I think Adelaide and its environs can claim to be the best sewered city in the Commonwealth. The Government is pursuing a policy for the logical and energetic growth of our country areas and is doing its utmost to encourage decentralization by providing necessary facilities. The Leader of the Opposition was worried about the steady increase in the public debt.

Mr. O'Halloran—There is nothing steady about it.

Mr. SHANNON—I do not know what he proposes to do about it, because he didn't tell us.

Mr. O'Halloran—I did.

Mr. SHANNON—The Leader did not, because I sought his answer in his remarks, and he did not say how we could avoid increasing the public debt.

Mr. O'Halloran—Don't you realize we can do the same in peace-time as we did in war-time?

Mr. SHANNON—Obviously we cannot compare things which were done in the war—some very uneconomic, but necessary for defence purposes—with what must be done now. I think we can compare pre-war and present day conditions.

Mr. O'Halloran—Surely you are not proud of your pre-war record?

Mr. SHANNON—If the Leader desires, I am prepared to argue that question. However, if the Leader wants to make comparisons we must have a basis for comparison. Not only is our public debt increasing, but our population is increasing and our overall wealth and ability to pay is growing. The only way we can keep pace with our growth is to expend loan money on productive public works. People cannot be expected to carry on without reservoirs, railways and hospitals.

Mr. O'Halloran—There are many places in my electorate carrying on without them.

Mr. SHANNON—The Leader would like to take me on a wild goose chase to Cockburn. I am referring to the matter from the State's point of view.

Mr. O'Halloran—The city's point of view.

Mr. SHANNON—I do not intend to participate in a Party political argument because I do not think it is warranted. However, if the Opposition would like me to enjoy myself for 10 minutes at its expense I would be happy to do so. I think we had best deal with the problem of spending public finance. Before a Government undertakes a major project it has the scheme investigated by a department and Cabinet decides on its report whether loan funds should be expended on it. There are safeguards upon all major projects. If a Labor Government were in power it would not discard entirely the recommendations and advice of competent officers.

Mr. O'Halloran—You have completely overlooked the point of my criticism.

Mr. SHANNON—I am trying to deal with first principles. The first thing that must be considered is whether there is any necessity for the project put forward—whether it will improve the general standard of living of people: secondly, whether the State can afford to pay for it and, thirdly, whether the taxpayers can meet the commitments required to repay the loan over the 53 year period under the Financial Agreement. If all those matters can be answered in the affirmative then surely the project should proceed.

Mr. O'Halloran—I agree with that.

Mr. SHANNON—That is where the Leader and I have been at holts because he complained about the unnecessarily fast growth in the public debt and then later said that many of these projects were essential. Where do we draw the line? What do we cut out in order to keep our public debt down to what the Leader suggests is a reasonable amount? If

satisfactory use can be made of a project surely that is the only approach to the matter. The next point the Leader made related to the increase in the rate of interest charged for these loans and the effect it had on our budgetary position each year. Interest rates are increasing, and the conditions now prevailing demand that a realistic approach be taken to this matter. There has been no complaint from the Opposition at the increasing basic wage which over the same period of years has increased by a much larger percentage than interest rates. The things which make up the full picture of the economic position of the State today are wages, interest, and the charge made by management in the conduct of any business undertaking.

Mr. Hutchens—What about profit?

Mr. SHANNON—That is a matter of expert and energetic management. The people who are complaining most are those who play golf on Friday, Saturday and Sunday and try and do the rest of their work in four days. If they do that they deserve what comes to them.

So far as interest is concerned, there has been no suggestion from the Opposition that we should give some relief to people who invested their life savings in other forms of investment than loan funds. I point out that interest rates have always fluctuated and never remain stationary for very long; they are either going up or coming down, and I do not propose to go into the reasons why that is so. People who invested in loan funds at 5 per cent or 6 per cent could have sold their scrip at a premium when interest rates dropped to 3 per cent or $3\frac{1}{2}$ per cent; and that would have been good business. If a person decided that it was in his interest to invest in Government loans, either for profit or to help in the development of his country, that person should realize that he invested for the period for which he gave the money. He accepted a certain rate of interest and made a contract with the Government, and he knows or should know when he made it whether he would want that money before the maturity date. If something intervenes over which he has no control, such as a big flood, and he wants to rebuild a house which has been washed away, I am sorry for that person; but it was his judgment that prompted his investment and he accepted the rate of interest. If he has made a bad deal he is in just the same position as anyone else

who has made a bad deal. I cannot see any hardship in that.

There is another aspect to this matter of public debt which the Leader of the Opposition seems to have overlooked. I am not concerned if the money is being spent in reproductive public works; in other words, if we are developing the State and obtaining an asset for the future. If such an asset will be of service to future generations the money is well invested. I now turn to assets of a limited life in which public funds are invested, namely, that form of asset with an expected life of less than the 53 years provided by the Financial Agreement. One such asset is rolling stock, which was referred to by the Leader of the Opposition. The replacement of such an asset is a big thing and I point out the policy pursued by the Treasury in that connection. Loan funds are only called in to provide new plant, whereas repairs and maintenance are met from current revenue.

Mr. O'Halloran—What about relaying of railway track?

Mr. SHANNON—That comes in the category of new rails. The provision of new sleepers or new railway line is in the same category as the provision of a new engine to run over them. It is capital expense, because that new line is going to last a long time. The Auditor-General is prepared to issue a certificate that railway lines will last for the period of the agreement.

Mr. O'Halloran—They last 15 years, as you know.

Mr. SHANNON—There is one in the South-East that has been there over 50 years.

Mr. O'Halloran—I am speaking of the ordinary lines.

Mr. SHANNON—I point out to honourable members that the Treasurer of the State is subject to the Public Finance Act passed by this Parliament. Under that Act the Auditor-General has to give a certificate to the Treasury that certain expenditure over the financial year is in accordance with the law of the State. He cannot avoid that obligation. The Leader of the Opposition will be the first to admit that there has been an occasion when the Auditor-General has pointed out certain things that have been done outside the law of the State. It is his duty to point them out to Parliament.

Mr. O'Halloran—You will admit that the clause in the Public Finance Act which enables

the Treasurer to move funds from vote to vote is a fairly loose one.

Mr. SHANNON—The honourable the Leader of the Opposition, if he gets into office, will desire the same privilege of deciding on which project he will spend money. The Treasurer is amenable to Parliament, and if by virtue of his power he diverts money from one project to another and Parliament disagrees, it says so. There have been occasions in my experience when this question has been raised. I think it was the ex-Leader of the Opposition, the Hon. R. S. Richards, who on one or two occasions took exception to those tactics. The Leader of the Opposition mentioned railway assets, and I remind him that the Auditor-General in this current year has approved the sum of £198,000 for depreciation on railway rolling stock. The overall depreciation for railways is £408,000. For the information of members who may be interested, a steam locomotive is depreciated over a 35 year period, and a diesel electric prime mover over 25 years.

Mr. O'Halloran—Over what period did we depreciate the Garratt engines purchased from Western Australia?

Mr. SHANNON—I imagine that they came in the category of a steam engine and that the 35 year term would apply.

Mr. O'Halloran—Do you know that they were sold for £6,000?

Mr. SHANNON—I do not know. I am not suggesting that no purchase made by a Government department involves the State in some loss. No person can always be right. I have given a sufficient answer to Mr. O'Halloran's statement that we are building up a public debt that will not be substantially disposed of under the Financial Agreement. The Auditor-General has given us some interesting information about the method adopted by the Treasury in dealing with our public indebtedness. Despite the fact that we are depreciating certain wasting assets at a greater speed than 53 years under the agreement, we have some continuing assets for beyond that period. There is no doubt that the agreement between the Commonwealth and the States adequately covers the capital indebtedness of this State. It has been looked at by people with greater ability to investigate financial problems than I have, and my limited ability to analyze their opinions tells me that the agreement is sound fundamentally, and that generations still to be born need not worry that we have led them up the garden path and that they will always have a millstone around their necks.

Mr. O'Halloran attacked the policy being pursued by the International Bank. It was set up after World War II for the specific purpose of assisting underdeveloped countries and to get them more adequately developed. Mr. O'Halloran is worried because we are borrowers of money from the bank but it does not worry me for we have a large and somewhat underdeveloped country with too small a population. Our vulnerability to our near neighbours is brought about because we have tremendous potential wealth untouched, with few people and little money to develop it. The fact that we borrow money from the bank is an indication that its administrators appreciate Australia's needs and realize that it is in the interest of all concerned that our country should be developed. Mr. O'Halloran made some facetious remarks about our borrowing from the bank but we must be a satisfactory market for that lending authority. Australia is only enjoying what was envisaged for other countries. It has been suggested that Australia should stand aside and let southern Asiatic countries have the funds available from the bank for developmental purposes. However, those countries have ample manpower available and it is purely a matter of internal economy whether they turn their labour to this or that project. After all, it is the individual that finally decides whether or not a nation is developed. Should we in Australia stand aside for others? I feel that the International Bank has looked at the position of some of the southern Asiatic countries and is not sure that the money will be spent as intended or that it will be repaid. Australia had the opportunity to show what it could do, and therefore it has got the money. Mr. O'Halloran used a phrase which seemed somewhat mysterious to me. He said that his Party stood firmly on the basis of democratic socialism.

Mr. Riches—You would not understand that.

Mr. SHANNON—Frankly, I did not understand it. I am now seeking information. The following is an extract from today's *News*:—

Manning, a Protestant and longstanding opponent of the extreme "grouper" elements in the party, last month publicly criticized as "undemocratic" some of the tactics used by anti-groupers.

In a letter to a number of newspapers, including *The News* he declared that observance of democratic principles was "the thin red line which divides democratic socialism from fascism and communism."

Of course, he was referring to the Labor Party. This gave me a line of thought. Appar-

ently this democratic socialism is the doorway to the Party.

Mr. Davis—What has this to do with the Loan Estimates?

Mr. SHANNON—Members of the Opposition stick to the red line. They cannot afford to be on either side. Mr. Quirke is no longer a member of the great Australian Labor Party because he said what he thought. He is now an ardent Independent. It is unfortunate that we should have to use terms not accurately defined by members of the Party that sponsor them. I am using the Labor Party's interpretation and it should be authoritative because it comes from the right source. If it is authoritative, members opposite should beware of getting away from the strict interpretation of what is required of them by the Party, for if they say something out of order they no longer remain a member of the Party.

Mr. TAPPING (Semaphore)—I listened with interest to Mr. Shannon. He made a fine oration but I did not agree with most of it. Any marks he may have gained earlier in his speech were discounted at the end for he was referring to a subject about which he knew nothing. He quoted a man named Manning, but then he did not know what he was talking about. I am certain Mr. Shannon is not conversant with the policy of the Australian Labor Party in respect to socialism.

The Hon. T. Playford—I do not think members opposite are.

Mr. TAPPING—We are united in our thoughts and over the years we have been consistent in our doctrine of socialism. I support the Loan Estimates with mixed feelings for, like other States, South Australia is facing difficult times, and it behoves all administrators to help in every way possible to overcome the difficulties. This year it is proposed to spend a lot of loan money. It sounds good on paper but the position is worse than it seems for the value of the pound is still deteriorating.

The Hon. T. Playford—The expenditure will not mean any additional work.

Mr. TAPPING—No, and because of the devaluation of the pound less work will be done. Our administrators should do all they can to make certain that South Australia comes out of the trouble in the best way possible. The railways have not improved the financial position of the State. In saying that I do not reflect on the administrators of the railways, for Mr. Fargher, Mr. Harvey and

others are doing a great job, but they are up against many difficulties. Money is to be spent on diesel cars and locomotives. Last Sunday on the Port line the railways tried to improve their financial position by bringing into service something better than was there previously. We can assume it will mean more revenue, but how can we get more patronage for the railways? It can be done only by taking it from the tramways. Consequently, we will be bolstering up the revenue of the railways to the detriment of the tramways. I do not think it is possible to improve the financial position of the railways one iota. The Railways Department has failed to some degree by not checking the opposition from road operators. Over the past year or two I have repeatedly asked the Minister of Railways, through his colleague, that a daylight express be run to Melbourne and return. This would be more economical because a sleeper would not be required and the fare would therefore be less. This suggestion, however, has not been adopted, yet at least three companies are now running commodious buses between the capital cities and taking many of the passengers who hitherto travelled by train. Road buses are also operating between Adelaide and Broken Hill and, for the fare of £2 15s., a passenger may leave Adelaide at 7.50 a.m. and arrive in Broken Hill at 6.15 p.m. the same day. Therefore, by not running a day train the Railways Department is losing revenue and giving traffic away to private enterprise merely because people wish to see the scenery during the day and older people wish to avoid using sleepers.

The sum of £1,050,000 has been provided for work by the Harbors Board. I give credit to the general manager of the board and his engineers who have constructed at Port Adelaide wharves equal to any others in the world. I say this as a result of conversations I have had with men who have travelled all over the world and seen wharves in many other countries. We have been told repeatedly by various people about the slow turn-round of shipping at Port Adelaide and the Outer Harbour, but I claim that the Government, through the Harbors Board, should supplement with cranes the equipment used by steamers so that cargo may be discharged and loaded more expeditiously. If that were done the waterside workers would appreciate the fact and their loading figures would be greater because of the modern facilities. Further, the quicker turn-round of shipping would mean the

saving of a thousand pounds a day for each ship involved and a consequent reduction in freight charges, which, if the shippers were consistent, would result in a reduction in the cost of goods to the consumer.

During the last two years Parliament has voted £500,000 for the acquisition of land, particularly in my electorate at Largs North, Taperoo and Osborne, for the purpose of developing a garden suburb where the Housing Trust will build many homes. The plan is to be a 50-year one, but that is not a long time in the life of the State. I appeal to the Government to step up the reclamation work. The sum provided should be spent on the early reclamation of land, the building of homes and the development of a suburb of which we will be proud. The acquisition may cause heart-burning to some people who lose their homes, but progress must not be impeded and if certain homes must be demolished it must be remembered that their place will be taken by new homes, which will mean better living conditions.

I have previously referred to the coal-handling plant at Osborne, which is of a high standard, modern, and equal to any similar plant anywhere else. The sum of £89,600 provided for the extension of the plant at Osborne will be money well spent, as it will result in a quicker discharge by colliers. We must have better tugs at Port Adelaide. True, the Harbors Board has in recent years obtained two powerful modern tugs, but because of weather conditions at the Outer Harbour when some big steamers of about 20,000 tons are trying to berth and the wind is in the wrong direction, more than two tugs are necessary to handle a ship, and on one or two occasions big ships have crashed into the wharf, damaging both ship and wharf. The provision of more tugs would help us gain the confidence of shipowners throughout the world who wish to trade with our State.

Some time ago I had the pleasure of taking the Minister of Education to the LeFevre Technical School. Although I realize the difficulties he has to surmount, I claim it is logical for him to expect any member to advocate a reform he considers necessary in his district. The LeFevre Technical School is overcrowded, and although this is not an isolated case, I claim that congenial surroundings are especially necessary for technical education. Because of overcrowding at this school conditions are made difficult not only for the teaching staff, but also for the scholars.

I realize, of course, that there are plans to build a new technical school on other land in the district, but that because of the lack of finance the project may be delayed. I claim, however, that because of the increase in both the population and the birth rate the construction of a new school should receive early consideration or the time will soon arrive when the old school cannot accommodate the number of scholars wishing to attend.

The sum of £1,900,000 is provided to finance the erection by the Housing Trust of houses for sale purpose. Despite the remarks of some Government members I know from my experience in an industrial area that the housing position in this State has never been worse. The present shortage of houses is due to the fact that more people, including immigrants from England and other countries, need homes. True, some are buying homes that have been tenanted for 20 or 30 years, and I do not blame them for that because any person has the right to invest capital in a house and I commend them for that action. Because of these purchases, however, many tenants are being evicted, and although one may ask why these tenants have not provided homes for themselves, it must be conceded that any worker on the basic wage has nothing left with which to buy a home after providing the bare necessities for his family.

I was somewhat amazed to hear the member for Light (Mr. Hambour) tell members about people who own a motor car but not a home, and although I am willing to concede that such cases do exist, I ask him what type of car such people own? Certainly not a new one. Some people may buy an old motor car for £50 or £60 and get some enjoyment, but when it comes to putting down a deposit on a home we must talk in terms of hundreds of pounds; therefore I am not convinced by the statement of the honourable member that many people would rather own a motor car than put down a deposit on a home and I challenge him to state a case where a person has paid £800 for a motor car rather than put down a deposit on a home.

The housing position has deteriorated, yet each year when the Government introduces a Bill to amend the Landlord and Tenant (Control of Rents) Act the rights of tenants are whittled away although many of them cannot afford to buy their own homes. We should protect the tenant, at the same time giving reasonable protection to the home owner. Last week I pointed out an anomaly that has existed

since the passing of last year's amendment to the Act: the provision for a lease between landlord and tenant. This section means that the landlord may ask the tenant to take out a lease on his home for the next three or four years, but whereas he has hitherto paid £2 a week rent the tenant is now asked to pay £3 5s. True, the tenant may resist, but if he does that the landlord may have recourse to the court and after a certain time gain possession of his home. The tenant therefore knows that if he does not agree to a lease he will lose his home, so he signs up at £3 5s. a week. When the legislation is being discussed this year we should give serious consideration before imposing any further hardship on tenants. True, the landowner must be safeguarded, but we must not overdo his protection while failing to protect the tenant.

I am sure that every member believes that pensioners should be given every consideration, and in this regard I believe the Government should rapidly increase the accommodation available to them. Pensioners' flats already constructed are a model and the tenants I have met there say that they have never been better housed. Because this method of home building is proving satisfactory we should increase the number of pensioners' flats and cottages, and the Treasurer should seriously consider providing as much money as possible so that more of these homes may be occupied and appreciated by people up in years. Each year I advocate that the Government should build more temporary homes, although I know that many of my colleagues object to my contention. I have always felt that since the inception of these homes it has been better than trying to build all permanent homes, as it meets the need of housing the people quickly. Although depreciation is rapid, if these houses can be used for 12 or 14 years the capital outlay is recouped. Figures show that our divorce rate is increasing, and I contend that this position could be reversed if we had more homes for the people and made their conditions more congenial. The provision of temporary homes is one means of expediting this. We could construct 40 to 50 of these homes in a very short time.

An amount of £75,000 appears under the Minister of Agriculture's Department for the development of the fishing industry, and I wholeheartedly support this expenditure. When we realize how the crayfish industry has developed in South Australia and the dollars it has earned, we must give every consideration to its

receiving further attention. Filleted whiting was costing 13s. a pound in some city shops last week, and this of course is beyond the means of the general public. Even fish of other types at 10s. a pound is beyond the purse of the ordinary person, and it must be remembered that fish is an important part of the diet for many people. The fisherman is engaged in his work under all kinds of weather conditions at the risk of his life and health, and therefore he should be paid well for his efforts. I read with interest some of the comments made by the Jangaard brothers who were brought here from America some months ago to investigate fishing in this State. They went down our coastline and fished extensively and made some marvellous catches. I am convinced that we have here the resources for increased production. By catching more fish, we could do more canning, and with publicity and the right type of packing the output would be acceptable to South Australians. The Minister of Agriculture can be assured that members on this side will give him every co-operation to increase fish production, because they believe we have a great potential.

An amount of £10,000 is provided for roads and bridges. I understand that this amount is to be used as a preliminary towards building the Jervois bridge across the Port River. This is an urgent work, and I am not parochial in saying that because the present bridge, which was constructed 78 years ago and has given excellent service, has now been condemned by the Highways Commissioner and it should be replaced. I understand that the new bridge will be completed in 1959, and it will certainly improve transport conditions. We find that in the morning, particularly when people are going to employment by motor car or bus, they often have to wait while the bridge opens to allow a small craft to pass, and are therefore late for employment. It also disorganizes the time-table of the Tramways Trust. I am pleased that the new bridge is to be of the stationary type. The impediment referred to will therefore disappear. It is imperative that this bridge should be constructed. It will result eventually in saving the State money. I trust that the sentiments I have expressed will be taken heed of by the respective Ministers.

Mr. LAUCKE (Barossa)—As important as these Estimates are, the thought uppermost in my mind as I rise to support the first line is the utter tragedy of the Murray. I have no doubt that this Parliament will not be found wanting in its efforts for the proper rehabilita-

tion of the stricken areas. I commend the Government for its magnificent efforts thus far, as I do the heart-warming spirit of the people of South Australia in their spontaneous rallying for assistance to these areas. I am impressed with the diversity and magnitude of the State's undertakings as revealed in the Loan Estimates. The Treasurer has expressed regret that this year's programme is not as large as we would have liked, but I believe it is an excellent programme and the utmost that could be fairly expected to be financed from the £28,135,000 available. In view of the current loan market difficulties I think there is every reason for gratification that the total loan money for this year closely approximates that for last year. In a young and growing country as is ours, it is of vital importance that progress be not impeded by an undue lack of finance for essential developmental work. In this it is disturbing to note the huge amounts being drawn away from normal investment in Government loans, Savings Bank deposits and trading bank fixed deposits by institutions financing hire-purchase, consequently denuding the normal source of supply of money available for private and national development. The interest rates offered by the hire-purchase groups are undoubtedly having a dire effect on our national economy, channelling finance away from orderly national development and creating an inflationary force through unbridled competition for available investment cash, and undoubtedly decreasing the purchasing power of the money of those who make use of this method of financing their purchases by reason of the exorbitant interest charge methods adopted. Hire-purchase has a definite place in modern society, but hire-purchase run riot and at rates of interest which could well have made Shylock blush cannot make a worthwhile and decent contribution to the economy of the State.

I do not subscribe to any ideas of resigned pessimism in the current financial problems, but there is no doubt in my mind that unless a concerted approach is made to stabilize interest rates and direct capital to true national development in primary and secondary industries, we cannot hope to enjoy the standards of living, full employment, social services and progress generally which has marked our economy in recent decades. It is salutary to note that whereas the advances of the main Australian trading banks rose by £138,500,000 during 1954-55, they declined by £20,400,000 during the last financial year, and in spite of

decline enforced by lack of deposits the ratio of liquid assets to deposits had fallen by 1 per cent for the year to 36.5 per cent on June 30. As primary producers and industry generally have depended in the main on trading banks for financial accommodation, restriction of credit could well call a halt to individual aspirations, and collectively to national progress. As no economy can be held in a static condition, there is either progress or retrogression. I am impelled to emphasize that there is a real danger in permitting capital to be attracted to avenues of investment which are not in the best national interests. I regret to notice in the Estimates that the State Bank has been shorn of £200,000 for loans to producers and advances for normal trading bank activities, but am pleased to notice that advances for settlers are to be increased by £50,000. We have had a remarkable run of good seasons, but the time might well come when bad seasons and low yields will prevail. The proposed allocations for land development, irrigation, and reclamation of swamp lands, and South-East drainage are timely and welcome.

I agree with Mr. Shannon that the Government's achievements in land development have earned the commendation of and are the envy of other States. As homes are the very basis of family happiness and contented living, I congratulate the Government on holding this year's financial provision within £300,000 of that of last year. In 1955-56 a total of £6,800,000 was provided, and this year £6,500,000. It is interesting to note that £250,000 has again been provided from the savings of the people of this State through the medium of the Savings Bank of South Australia. Depositors generally will take pleasure in that this portion of their savings is to be so desirably and effectively applied. I have previously referred to water and power as the basic requirements of country areas, and I now reiterate their vital importance as a means of producing real national wealth. It is pleasing to note that the largest proportion of Loan monies is to go to the Engineering and Water Supply Department. Part of the £6,025,000 provided is for progress in the Warren water district to improve supplies to country lands west of the Warren Reservoir by enlarging the trunk main. It is pleasing to those who reside in the area because, although the reservoirs are full of water, the reticulation system is totally inadequate to carry it to the points where it is most required. As people in those areas can greatly increase pro-

duction with water from the Warren system, I welcome the proposed enlargement of the main, which will give adequate supplies to areas where water can be of such value.

I am pleased to see that the matter of country sewerage has been looked at more closely. Many of our systems of sanitation are so barbaric that they have no place in an era when we feel we have applied ourselves to improving conditions of public health. I welcome the interest that is being taken in improving sanitary conditions in country areas as well as in the new suburbs of the city.

It is good to see that this State has approximately 130,000 acres of forest lands, with an average of 4,000 acres being added to that total annually. The balance-sheet of the Woods and Forests Department for 1953-54 is a most interesting document. It shows that the surplus funds earned by the department from sales of timber derived from the full or partial exploitation of plantations after providing for all expenditure incurred since 1926 in the establishment of those plantations, felling, hauling, milling and selling of timber, and the net cost prior to 1926 (as estimated) of forestry establishment and other forestry functions amounted to £1,246,402. I feel that the balance-sheet is a very solid portrayal of what has been achieved in this State in this vitally important industry. However, to this major achievement I have one minor criticism. Although I acknowledge and appreciate that the Government would not depart from a precedent of not rating forest lands, I feel that roads used by forestry vehicles for carrying on this work should not be the liability of local councils and look forward to the time when they will receive the full amount necessary to maintain them.

The recent tour of Leigh Creek and Port Augusta was to me a most enlightening experience, and one that made me feel very proud to be a member of this Government and a citizen of this State. At both these places there was evidence of masterly consideration for future progress in a way that gives confidence for the future of industry, both primary and secondary. Never has imagination been better applied to any State undertaking than in taking coal from the Leigh Creek area with the equipment that is there. The magnitude of Port Augusta power station is on a scale similar to the Leigh Creek coalfields. Small minds have not concerned themselves with these undertakings; they are evidence of statesmen looking fairly and squarely at the

future and providing a business undertaking run in a way that is a credit to those who direct its affairs.

I am concerned at the huge amounts of money spent each year in repairing roads—repairs that are of a very temporary nature. This is analagous to breaking window panes; they are costly to replace, but on replacement there is no increase in value of the utility. Rather than construct and then at high recurring cost maintain great distances of loose surface roads, I feel it would be preferable to seal a little each year, to be patient with the balance of the road, and in that way something worth-while would be achieved.

The member for Semaphore (Mr. Tapping) referred to the very great need for every section of the community to strain every nerve to increase production, each to do his part in these times of difficulty when our overseas balances are slipping and we are finding ourselves outpriced in many markets, and that each of us, whether employer or employee, should endeavour to produce to the utmost efficiency. I agree that it is vital that we should apply ourselves to our work with the greatest of zeal. The Estimates provide a sound and fair allocation of the Loan funds available, and I have pleasure in supporting the adoption of the first line.

Mr. STOTT (Ridley)—The State's financial position is not satisfactory, but we cannot altogether blame the Treasurer for the limited amount of Loan money available. We are often told by Commonwealth Government authorities that our overseas balances are run down and that we cannot get enough money on the Loan market. The Commonwealth Government has told us that in order to halt inflation we must curtail expenditure, but wool prices are up 7½ per cent and the price of wheat is going up. I object to the pessimistic outlook of some of Australia's Premiers. Where can we find any confidence in the future of this country?

Mr. Quirke—Nowhere.

Mr. STOTT—That is true. Some prominent bankers disagree with the Loan Council's economic advisers who take such a pessimistic view of our future. It is obvious that this Parliament will have to face a huge programme to rehabilitate our roads, which have been severely damaged by the wet winter. We must make far greater grants to councils to maintain existing roads, let alone construct more roads to enable primary producers to

get their produce to the market. The Federal Treasurer said that we should export more to build up our overseas balances. The more we export the greater our sterling balances, but recently the French Government bought 25,000,000 bushels of wheat, but not one bushel from Australia because we are not prepared to buy goods from France.

Mr. Shannon—We would not build up our balances if we merely exchanged goods with France.

Mr. STOTT—By selling wheat to France we would build up our exports and increase our overseas balances, but our stupid import restrictions prevent that. The Commonwealth Minister for Trade (Mr. McEwen) has just come back from an important mission overseas. I have great confidence in him, but the United Kingdom is not prepared to enter into an agreement to buy more Australian wheat. If we entered into more trade agreements with the United Kingdom, France and other countries confidence in Australia's future would be restored and our Treasurer would be more successful when he went to the Loan Council for funds to develop our rural industries. During the depression we were told by banks and other financial authorities that we could not get any Loan moneys because there was no money about. Now, when everybody has plenty of money, we are still in the same position.

Mr. Loveday—And getting the same advice.

Mr. STOTT.—True. Last week, and again this afternoon, our Treasurer told us he would have to charge patients for hospital services. This question has never been debated in Parliament, and the fact is that he has been told by the Grants Commission that he must charge patients because other States do so. New South Wales, Queensland and Victoria run lotteries, and I wonder whether this will mean that the Grants Commission will force South Australia to run a lottery. I realize that the Treasurer opposes a lottery for this State, but the Grants Commission controls the Treasurer. Finance is government and government is finance. We are asked to consider Loan Estimates of £28,000,000 which are totally inadequate for the State's needs. The people I represent have no adequate outlet from their area and for many years I have urged the provision of a bridge across the River Murray at Blanchetown. Because of the present flood, people south and east of the river are compelled to travel to Murray Bridge to cross the

river and interstate traffic, which normally would travel down the bituminized Sturt highway, will hammer the macadamized roads to pieces because the Government did not have the foresight to listen to the pleas for a bridge at Blanchetown. That bridge should have been built many years ago. It is no good arguing that it is just as well it wasn't because of the present disastrous flood, because a bridge must be built sufficiently high to permit the passage of river boats. Engineers would have had figures of the 1870 flood to assist them in their calculations and even had the bridge been built on the basis of the 1870 level it would have been sufficiently high to meet the present emergency.

Many of our larger country towns have inadequate sewerage services. Country people need more amenities than they have been given. It is no good country members supporting these Estimates and saying that the Treasurer has done a good job when they know he has not done a good job in respect of country town requirements. One small country town is to be seweraged, but there are larger towns more entitled to sewerage. I am disappointed that more money is not available for country sewerage requirements. When the Government acquired the Adelaide Electric Supply Company it was for the main purpose of extending electricity to country areas. The Government must necessarily provide finance for such a purpose, but when £5,500,000 is deducted from a total of £28,000,000 it makes a large hole in the amount available for other essential services. I do not want members to misunderstand me, because I strongly favour the extension of country electricity services. I am merely illustrating the inadequacy of the total Estimates.

I have confidence in Australia's future. We are getting good prices for our wool and our barley and wheat cheques are growing and to suggest that we must be careful and tighten our belts is a pessimistic attitude. This State has a great potential and yet we are only spending £28,000,000 on its development. I realize that when the Budget is introduced we will be able to debate the question of roads, but the Government must be forcibly reminded that we require better services and the Treasurer should go to the Loan Council and say that we are not satisfied with the deal we have been getting. I am not prepared to compliment the Treasurer and say that he has done a good job, because I am not satisfied with this amount of £28,000,000. My district has been let down time and again in respect of

the provision of a bridge across the river and its absence during this flood is lamentable. We should have had that bridge long ago. I hope the Government stirs itself in the next few months and gets something under way in regard to providing such a bridge.

I now turn to the Municipal Tramways Trust, for which the sum of £500,000 is provided. That is not the total amount required, however, because there is another £250,000 to be financed from some other source. I have confidence in the State, and I am hoping that eventually the trust will be in a position to pay its own way. We have voted a tremendous amount of money for this transport undertaking in the city, and up to date it has not shown much promise of balancing its accounts. The trust is ripping up tramway lines and putting modern buses on the passenger routes, but it has not been proved that that is helping it balance its accounts. I am afraid that it is not going to help at all, and there will still be the same number of travelling passengers and the same amount of fare collections. Does it mean that every year for the next 10 years we are to be faced with a demand for £500,000 for the Tramways Trust? If it does, I think it is time Parliament had another look at the trust's affairs, because there must be something wrong with the management that needs overhauling. It has the resources and the potentiality of a growing city, and it should be put in a position where it can pay its own way. If there is something wrong with the management we should be told. I am not happy about it, and I propose that a select committee be appointed to have a look at it.

Mr. Lawn—We could have a Ministry of Transport.

Mr. STOTT—We will have to do something about it. I think the Tramways Trust can be improved, but obviously not under its present policy. We should have another look at it and appoint a committee to investigate the position. If nothing can be done to help the trust pay its way, we will have to carry on as we are, but let us have an examination made

and find out the policy being followed by the trust. If it is inevitable that no improvement can be effected because of changing conditions or some other reason, we will have to face up to the facts and vote money accordingly. As it is, we simply get a line on the Estimates of £500,000 for the trust each year, and we do not know whether its policy is right or wrong or anything else about it. Originally we voted £750,000, and we were told then that the trust was in grave difficulties and that the money was required to get it out of those difficulties. It was suggested then that if it received that £750,000 it would be able to put its affairs in order. However, the following year we were called upon to vote another £500,000 and the same thing has happened this year. Where is it going to finish? I am not an engineer, but it looks as though we will be faced with this amount each year, and I am not happy about it. I do not think the trust's policy is sound. I may be wrong, but I would like someone to point out where I am wrong.

I conclude by reiterating that I am unhappy and dissatisfied with the amount of money provided under the Loan Estimates because I consider that it is inadequate to meet the requirements of this fast developing State. Secondly, I am not happy with the way the Tramways Trust is being run, and thirdly, I am unhappy with the inadequate amount provided for my constituents for flood relief. There is insufficient sewerage in our country towns, and we need more money from the Loan Council on this account. I am hopeful that the Treasurer, when he brings in the Budget, will show more confidence in this State of South Australia that he has had the honour to govern for so long, but I do not think he has the confidence in it that I have. I would have introduced Loan Estimates providing for the expenditure of more money and thus make available more amenities and create greater confidence in the Government of the State.

Progress reported; Committee to sit again.

ADJOURNMENT.

At 9.42 p.m. the House adjourned until Wednesday, August 29, at 2 p.m.