

**HOUSE OF ASSEMBLY.**

Tuesday, September 4, 1956.

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

**QUESTIONS.****NORTHERN ROADS.**

Mr. O'HALLORAN—As a result of the continued wet weather during the winter months there has been a substantial deterioration of the lightly constructed unsealed roads in the northern parts of the State. In my electorate there is a large mileage of these roads and they have deteriorated to such an extent that I feel it would be impossible for any of the local government bodies concerned to restore them to a reasonable condition with the funds available. Can the Minister of Lands, the acting Leader of the Government, say whether the Government has considered this matter, are additional grants to be made to councils in the affected areas, and, if not yet considered, will the matter be considered in the near future, particularly as we are getting some additional revenue as the result of the recent Common wealth increase in the petrol tax?

The Hon. C. S. HINCKS—The Government has considered the matter and the Minister of Roads is much concerned, particularly about finances. It is true that practically all over the State the excessive rain has caused terrific road damage. Cabinet is dealing with the matter and within a few days I hope to bring down a report.

**NORTH TERRACE-FROME ROAD INTERSECTION.**

Mr. MILLHOUSE—All members are familiar with the junction of North Terrace, Frome Road and Tavistock Street, which is a nasty intersection. Within the last few months traffic lights have been installed there and I have noticed that it is almost impossible for pedestrians to get right across Frome Road whilst the green light is showing. I am still fairly able-bodied, but I do not know the position of people going to the Royal Adelaide Hospital, such as people on crutches and those who have other ailments that have slowed down their walking. I am afraid it would be almost impossible for them to get across the road with any degree of safety. Will the Minister of Lands get a report as to whether it would be advisable to have the cycle of lights at the intersection lengthened so that the green light will show for a longer period?

The Hon. C. S. HINCKS—Yes.

**BRIGHTON RAILWAY LINE.**

Mr. FRANK WALSH—I understand that recently, as the result of a breakdown, there was a train delay at Woodlands Park on the Brighton railway line for about three-quarters of an hour. I understand also there is no telephonic communication with the various stations between Marino and Adelaide. Will the Minister representing the Minister of Railways inquire whether it would be possible to have a telephonic communication from station to station with a view to being able to pass on information to Adelaide? Will he also inquire whether the existing platforms would be capable of taking the new diesel rail cars now operating on some lines? Would it be possible to have a train arrive in Adelaide between 7.30 a.m. and 8.07 a.m. instead of according to the present time table?

The Hon. C. S. HINCKS—A number of matters are involved in the question. I will take them up with the appropriate Minister and bring down a reply.

**FLOOD RELIEF AND REHABILITATION.**

Mr. JENKINS—The Lord Mayor's Flood Relief Appeal will help settlers in connection with personal and domestic hardship. Commonwealth and State assistance will deal mostly with rehabilitation of levees, roads, homes, orchards and pastures. In view of the financial position of the State can the Minister of Lands say whether there is any possibility of launching a State loan, if it would not conflict with Loan Council rules, for it would provide quick relief and re-establishment of settlers' pastures and orchards. Curtailment of production from them will be detrimental to the State. Has Cabinet considered such a loan to finance this matter?

The Hon. C. S. HINCKS—Cabinet has not considered a loan to assist in this way, but we are hopeful of being able to assist in financing the unfortunate people along the river. It is a matter for the Treasurer and I will refer it to him with a view to Cabinet's discussing it later.

**YOUTH ORGANIZATIONS.**

Mr. TAPPING—As members know, the councils of various districts are making an effort to combat child delinquency and a number of youth organizations have been established. Recently Port Adelaide people organized a youth movement in their district, with His Worship the Mayor as patron. The outlay in connection with almost every centre will be about £8,000 or £9,000. As it seems to be a State matter, the Government might

do something towards subsidizing the efforts of these local people. Can the Minister of Lands say whether the Government will consider making a subsidy to legally *bona fide* organizations, on the basis, say, of 5s. for every £1 collected by them?

The Hon. C. S. HINCKS—I will take up the matter with the Minister of Health and bring down a reply.

#### KARKOO-MOUNT ISABELLA PIPELINE.

Mr. BOCKELBERG—Has the Minister representing the Minister of Works any information regarding the pipeline from Karkoo to Mount Isabella?

The Hon. B. PATTINSON—I regret that I have not the information before me, but I will ask my colleague, the acting Minister of Works, to let me have a reply for the honourable member, tomorrow if possible.

#### RADIO-ACTIVITY IN FAR NORTH.

Mr. LOVEDAY—Can the Acting Leader of the Government say whether the Protector of Aborigines has reported concerning the possible effects of the forthcoming tests at Maralinga on the aborigines in the surrounding area, from the point of view of radio-active fall-out and genetic effects? Further, in view of conflicting statements by nuclear physicists and biologists, is the Government satisfied that adequate safety precautions are being taken to protect all people and stock in the areas concerned?

The Hon. C. S. HINCKS—The question raised is a Federal matter, but of course, the State naturally has a great concern for the interests of the aborigines concerned. I take it that every precaution has been taken and that any risk of these unfortunate people of the far north being affected as a result of the explosion of the bombs will be considered. I will take up the matter with Cabinet and bring down a report.

#### AGISTMENT OF STOCK FROM FLOODED AREAS.

Mr. HARDING—Last Friday I attended a meeting of the Flood Relief Committee at Naracoorte and have to report that considerable progress has been made in the agistment of stock and dairy herds. At that meeting that portion of Struan Estate known as the "fattening paddock" was discussed. Can the Minister of Irrigation say what is the position concerning that paddock, which is being developed principally for soldier settlement?

The Hon. C. S. HINCKS—The area referred to is in the South-East near the Struan

Estate, and has been subdivided into four farms for soldier settlers. At present the settlers who will eventually be allotted the property are agisting their sheep in the locality; therefore that area would not be available for the agistment of stock from the river areas.

#### WOOL AND SYNTHETICS.

Mr. HUTCHENS—Last evening I had the pleasure of attending the opening of the Sixty-third Congress of Agricultural Bureaux and listened to an interesting address by Professor Sir Samuel Wadham, who said that the wool industry was being challenged to a certain extent by the production of synthetics, not because of the qualities of synthetics, but because of the difference between the prices of synthetics and wool. He warned woolgrowers that they would have to produce more wool at lower prices. Does the Minister of Agriculture subscribe to the view expressed by Sir Samuel, has his department considered this matter, and if so, has it advised wool producers of the position?

The Hon. G. G. PEARSON—I, too, listened with great interest to Sir Samuel last evening and noted his comments on this matter. It must be conceded that synthetic production has made desperate and continued efforts over recent years to establish itself. Some years ago when the Premier returned from the United States of America he reported on this matter and it was felt at that time that the industry overseas was pouring out huge amounts of capital which no doubt it was hoped to employ with some degree of profit, but up to the present it appears that the synthetics people have made no serious inroads into the consumption of wool. That does not mean, however, that the potential to do that is not present and I think it ill becomes the wool industry to be complacent in this matter. The fact that the consumption of wool has not been appreciably decreased may indicate an improved standard of living demanding more and better clothes, which has absorbed the production of synthetics as well as maintained the consumption of wool. On the second matter, the wool industry itself is taking steps to compete with the increase in the manufacture of synthetics and the levy per bale on wool for wool research has been increased. There were no direct discussions on this matter at the recent meeting of the Agricultural Council, although it was referred to indirectly once or twice, but I would think that the wool industry, which is alive to this problem, is trying to take steps to popularize

and publicize its wool and to carry out other forms of research which will enable it to compete with synthetics.

Mr. HAMBOUR—Much has been said of the danger of synthetic fibres to wool, but in the main they appear to be replacing cotton. Will the Minister of Agriculture obtain comparative prices per pound of wool, cotton and all synthetic fibres ready for knitters and weavers?

The Hon. G. G. PEARSON—I shall endeavour to get that information.

#### FRUIT DUMPING.

Mr. GEOFFREY CLARKE.—Some weeks ago it was reported in the press that a consignment of tropical fruit from Brisbane was rotting following the delay in road transport caused by the floods, and that it was dumped in the Adelaide suburbs. Can the Minister of Agriculture say what steps, if any, have been taken to prevent a recurrence of this episode as it would seem there was a grave likelihood that such rotting fruit would carry fruit fly and cause a further infestation of this pest?

The Hon. G. G. PEARSON—It was reported in the press several weeks ago that because of road conditions on interstate routes hauliers had been held up and consignments of fruit had deteriorated to such an extent that they were unsaleable on arrival at their destination. The report caused grave concern in the Department of Agriculture because fruit coming in from Queensland is always possibly infested with the fruit fly, on the eradication of which this State has already spent £1,000,000 over the years. Immediate steps were therefore taken to investigate the circumstances; but neither the person who gave the report to the press nor the fruit could be found, nor could the police locate anybody who had anything to do with it. Eventually, with the co-operation and active interest of the Police Department, the person who gave the interview to the press was located and my information is that the name of Ferguson under which the gentleman gave the information to the press was an alias, that he is at present serving a term in the Adelaide Gaol, and that he had on his police record convictions for almost all types of offences, namely, stealing, illegally using motor vehicles, false pretences, imposition, forgery, and housebreaking. His story, which was fortunately a complete fabrication, completely deceived everybody concerned. The facts are that the alleged load of fruit did not come into South Australia and, therefore, the risks inherent in such a movement of fruit are non-existent. My department appreciates the activities and help of the Police Depart-

ment in bringing a difficult case to such a satisfactory conclusion.

#### FRUIT FLY PRECAUTIONS.

Mr. O'HALLORAN—Following on the carefully framed question put to the Minister of Agriculture by Mr. Geoffrey Clarke, can the Minister say whether there is a substantial quantity of tropical fruit coming normally to South Australia, and, if so, what steps are taken to avoid an infestation of fruit fly here?

The Hon. G. G. PEARSON—So far as I know, there is no general entry of Queensland fruit, or fruit from any other fruit fly area.

Mr. Quirke—What about bananas?

The Hon. G. G. PEARSON—They come in the hard green state.

Mr. Quirke—What about pineapples?

The Hon. G. G. PEARSON—I cannot say anything about pineapples.

Mr. Quirke—Paw paws?

The Hon. G. G. PEARSON—I do not know that it is possible to buy them here, but if it is they also are landed in the hard green state. The concern that the department showed immediately upon the press report of the incident previously referred to indicates that departmental officers are very much alive to the matter. Regarding the question by Mr. Geoffrey Clarke having been carefully framed, I point out that the matter was raised in the House by me for the express purpose of reassuring the public that no stone had been left unturned to get to the bottom of the problem. Mr. O'Halloran will appreciate that the people who co-operate in connection with the fruit fly campaign are entitled to the assurance. Every precaution is being taken to ensure that no fruit fly gets into South Australia because otherwise we could be subject to a widespread infestation in a short time.

#### STIRLING NORTH SCHOOL TRANSPORT.

Mr. RICHES—Has the Minister of Education a reply to the question I asked last week concerning transport arrangements from Stirling North to the Willesden school?

The Hon. B. PATTINSON—I cannot give the honourable member any definite satisfaction at the moment, but for some months the department's transport officer has been negotiating with the Commonwealth Railways for a rail car service. These negotiations are still in progress and it is hoped that such a service will operate from the beginning of the next school year. It is considered that the present transport arrangements can meet the needs for the remainder of this year.

# NORTHERN ELECTRICITY CHARGES.

Mr. HEASLIP—Has the Minister of Lands, representing the Premier, a reply to the question I asked last week about electricity charges in the north, particularly why Stirling North should receive power at metropolitan rates while Melrose does not?

The Hon. C. S. HINCKS—I have received

	Before July, 1954, on basis supply from Osborne.
	(Per unit.)
	d.
Light . . . . .	14.5
Single Meter—	
1st Step . . . . .	11.8
2nd Step . . . . .	4.4
3rd Step . . . . .	2.35
Commercial power . .	4.9

the following report from the chairman of the Electricity Trust:—

The statement that Melrose is being charged a tariff computed on the distance from Osborne is not correct. In July 1954, when the Port Augusta Power Station was first commissioned, the trust adjusted tariffs for many northern areas on the basis of distance from the power station. The following figures show Melrose tariffs before and after the adjustment.

After July, 1954, and small tariff decrease November, 1954, on basis supply from Port Augusta.	Tariff if on basis supply from Osborne now.
(Per unit.)	(Per unit.)
d.	d.
12.3	14.0
10.3	11.8
3.85	4.15
2.1	2.25
4.35	4.5

# ROAD FENCING.

Mr. QUIRKE—Has the Minister of Lands a reply to the question I asked recently about the cost of fencing when deviations are made from existing surveyed roads?

The Hon. C. S. HINCKS—The Commissioner of Highways reports:—

As circumstances alter cases, it is not possible to give a definite reply unless a specific case is quoted. Generally, when the price to be paid for the land is negotiated consideration is given to the existing conditions in respect to fences and to any request of the landowner for new fences.

# MURRAY RIVER FLOOD RELIEF.

Mr. LAUCKE—Can the Minister of Lands say whether financial assistance will be made available to rehabilitate secondary industries on the Murray, some of which have suffered ruinous damage to plant and machinery?

The Hon. C. S. HINCKS—If the honourable member will give me the names of specific industries affected, I will take the matter up with Sir Kingsley Paine, who is chairman of the committee investigating these cases.

Mr. FLETCHER—I am sure all members regret that the flood has inundated the Jervois reclaimed areas and can visualize the anxiety this has caused dairymen there. A landholder in the South-East told me that thousands of tons of meadow hay could be cut and baled there, but the trouble in the past has been lack of manpower. He told me he was willing to give grass and was sure many others in the district would too, but that the settlers would have to provide the manpower or do the work

themselves. He was sure that many people would be prepared to make machinery and baling equipment available to do this work. He suggested that people wishing to accept this offer should select the land they would use, and perhaps pick up wood and logs on the country so it will be ready for them. Can the Minister of Lands say whether any provision has been made for such a scheme, and whether an adjustment can be made in rail freight rates to those who wish to rail their stock to the South-East?

The Hon. G. G. PEARSON—The people in the South-East have been extremely co-operative in assisting the agistment committee in its work. On a number of occasions they have come forward with helpful suggestions and this appears to be another such case. This morning a gentleman from Naracoorte told me that a committee had been set up there of its own volition to assist in this matter. That type of co-operation is greatly appreciated and as a result of some of the work of these people a number of complete herds have been accommodated in various parts of the South-East. The question of fodder supplies is not immediately pressing because there is a flush of green feed in many parts at the moment, but feeding may present a difficulty later. I believe this is what the honourable member has in mind, and I agree it would be a pity if good fodder were permitted to go to waste now when it might be valuable later. The honourable member's suggestion appears to have merit and perhaps he will discuss details with me privately and I can convey them to Mr.

Itzerott and his committeemen to ascertain what can be done to further the proposal.

Mr. JENKINS—As a result of the break in the Jervois levee many settlers on the Lower Murray are faced with an uncertain future while their pastures are out of production. Some are seeking work and selling their milking cows, but hope to put their young heifers out to agistment, for which they will have to pay. When they recover their swamplands their young stock will form the nucleus of a herd with which to start again. Others have sent their herds away for agistment and will receive a portion of the proceeds of production. However, as a result of greatly reduced income, their rent payable to the Government will be a burden which many may not be able to meet. This problem may come within the province of Sir Kingsley Paine's relief committee, and even if it does I ask the Minister to ensure early consideration of the question of ability to pay while pastures are out of production.

The Hon. C. S. HINCKS—Every consideration will be given to these unfortunate settlers, and I ask the honourable member to get them to expedite their requests to Sir Kingsley Paine. The Lands Department, with the Department of Agriculture, is exploring every avenue for agistment. We are investigating the possibility of agisting stock on areas of Crown Lands.

#### RISDON PARK SCHOOL ROAD.

Mr. DAVIS—Has the Minister of Education a reply to the question I asked last Tuesday concerning the responsibility for undertaking repairs to the road on the eastern side of the Risdon Park school?

The Hon. B. PATTINSON—I had inquiries made and the Architect-in-Chief informed me that it would be necessary to send an officer to Risdon Park to investigate the matter. That will be done as soon as practicable and when the officer's report is received a decision will be made and I will communicate with the honourable member.

#### SCHOOL MILK SUPPLIES.

Mr. CUMBE—I received several complaints that in many cases last summer, in the hot weather, milk delivered to schools was left in the sun and when the children came to drink it, it was warm and often not fresh. Will the Minister of Education indicate what steps his department takes to ensure that in summer the milk is placed in shady

or cool positions in order to retain its freshness and whether his department has any jurisdiction in this respect over private schools?

The Hon. B. PATTINSON—The supply of milk to schools is a Commonwealth responsibility. The State distributes the milk at the Commonwealth's cost. I have some statistics that may be of interest. The number of departmental schools receiving milk is 207 and the number of children participating in the scheme is 79,653. There are 111 private schools with 17,779 children and 95 kindergartens with 4,010 children also participating. There is a total of 413 schools with 101,442 children receiving free milk. I understand that every precaution is taken to ensure that the milk is placed in cool positions to keep it as wholesome as possible. The honourable member will realize that in that large number of schools scattered throughout the State there are different climatic conditions and in some instances there is unfortunately an absence of shade. I have a full report in my office and will bring it down for the honourable member. I do not think the department has any jurisdiction over private schools, but I will make sure. I think the Commonwealth makes arrangements with the private schools and kindergartens as it does with departmental schools.

#### NON-ATTENDANCE AT SCHOOL.

Mr. JOHN CLARK—I understand that the present penalty of 5s. for non-attendance of children at schools was fixed in 1915. Responsible people have suggested that the penalty is too small to be a deterrent to those who keep children home unreasonably. Can the Minister say whether consideration has been given to increasing the penalty?

The Hon. B. PATTINSON—Yes. I have received a report from the appropriate officers of the department, who share the honourable member's views as to the inadequacy of the penalty. I have not yet come to a decision nor formed a firm opinion about this matter. Some years ago a Bill was prepared relating to the question of penalties for and other sections concerning failure to send children to school. I have referred the matter to the Crown Law authorities for an up to date report, and when that is considered I will decide whether to recommend to Cabinet that the Act be amended.

## PENNINGTON SCHOOL CONVENIENCES.

Mr. STEPHENS—In yesterday's *News* a letter over the *nom de plume* "Woodville" complained about the inadequacy of the conveniences at Pennington school and quoted the number of children attending that school. Has the Minister of Education seen that letter and, if so, can he say whether those figures are correct?

The Hon. B. PATTINSON—I read the letter and I have read many other letters to the press concerning schools and the alleged lack of conveniences thereat. Like this one, nine out of every 10 are signed by way of *nom de plume*: the persons writing them do not appear to have the temerity to sign their names. On the other hand, the figures given by this correspondent are substantially correct. The enrolment at the school at present is 940, of whom there are 460 girls and 480 boys. The correspondent said that there were six lavatories for girls. Actually there are nine and six for boys. The Architect-in-Chief is to commence the erection of an emergency ablution block, consisting of lavatories, shelter shed and ablution facilities, within the next few weeks. I assure the honourable member that the letter in the *News* and the decision of the Architect-in-Chief are purely coincidental.

## PARINGA-RENMARK RAILWAY SERVICE.

Mr. STOTT—Over the week-end I visited the flood areas and travelled on the shuttle service from Paringa to Renmark and back at night. The service, when it runs, is fairly good, but at night the train has to run backwards and there is no light at the rear of it. Some of the passengers are concerned about the danger of levies breaking and sandbags falling on the track. There is a conductor or porter attached to the train. Will the Minister of Lands inquire whether a light could be placed at the rear of the train when travelling backwards, with the conductor or porter stationed in the rear coach to warn the driver of any danger; also whether it would be possible to have a larger diesel to haul two cars instead of one at present?

The Hon. C. S. HINCKS—Yes.

## NEW ENFIELD HIGH SCHOOL.

Mr. JENNINGS—Has the Minister of Education any information to give following on the private conversation I had with him about work on the new Enfield High School?

The Hon. B. PATTINSON—On August 16 the Public Works Committee approved plans to provide for a new Enfield High School.

Those plans were for a two-storeyed building at an estimated cost of £147,700. There will be two parallel two-storey classroom wings connected by a two-storey wing containing senior classrooms, boys and girls toilets, cloak rooms, etc., to form a U shape plan, with a single-storey appendage containing the administrative section and staff facilities. The walls will be of brick and the roof of deep-six corrugated asbestos. An estimate of the date of completion can only be approximate. Tenders should be called in the first half of 1957, but I cannot guarantee even that. After they have been called, it is estimated that no less than 12 months will be required for the erection. The whole of the suite of buildings should be ready for occupation in February, 1959.

## MILLICENT-BEACHPORT RAILWAY LINE.

Mr. CORCORAN—Can the Minister of Lands say whether the recent recommendation by the Public Works Committee to close the Millicent-Beachport railway line will be considered by Parliament, and will Parliament have to pass a Bill authorizing its closing?

The Hon. C. S. HINCKS—I will get a report for the honourable member.

## MURRAY AREAS: PASTURE RESOWING.

Mr. JENKINS—On Sunday morning last the banks protecting certain areas on the lower Murray broke, which means that for some months pastures will be inundated. Although after the water subsides fertility in those areas may be increased, will the Minister of Agriculture examine the quantities of New Zealand rye grass and clovers that will be available so that adequate supplies may be provided to enable settlers to crop the areas quickly once the water is drained off?

The Hon. G. G. PEARSON—The question of whether or not the fertility of reclaimed areas along the Murray will be improved because of the flooding appears to be a moot point. One would think that with a slight deposit of silt the fertility might be improved and that any salinity that has accumulated over the years might be reduced because of the flooding, but settlers and others qualified to express an opinion have made statements leading me to think that it is open to doubt. On the question of resowing there is some difference of opinion. It is held by many authorities that *paspalum* is undesirable on the reclaimed areas, but on the other hand some people who feed their cows on those areas

take the opposite view. Indeed, one settler to whom I spoke said *paspalum* was a good grass to have in the early autumn; therefore, there is no general agreement on the grass with which we should re-sow the swamps. I have already discussed with officers of my department many matters affecting the flooded areas, including the supplies of satisfactory seed, whatever variety may be desirable.

#### GARDEN SUBURB COMMISSIONER.

Mr. FRANK WALSH—Can the Acting Leader of the Government say when the Government intends to call applications for the position of Garden Suburb Commissioner?

The Hon. C. S. HINCKS—I think that applications have been called, but I will get a report for the honourable member tomorrow.

#### POOCHERA SCHOOL HOUSE.

Mr. BOCKELBERG—Has the Minister a reply to my recent question concerning the long overdue school house at Poochera?

The Hon. B. PATTINSON—I am afraid it will be overdue for a little longer. The Education Department owns about 620 school houses, nearly all of them in the country, and each year about 20 new school houses, costing about £70,000, are being built by the Housing Trust. In addition, from time to time I authorize the purchase of a house where it is considered suitable. At present I have about 100 applications for houses from country teachers, at least 15 from teachers in small country schools, including Poochera. I am unable to say when the Poochera school house will be built. It was approved some time ago, but priorities change from time to time and unfortunately Poochera seems to have slipped in the order. It is sometimes said that the Government is considering the metropolitan area too much, but I point out that nearly all the 620 school houses are occupied by country school teachers.

#### HOSPITAL CHARGES.

Mr. TAPPING—Last week the Premier announced the charges to be imposed on patients at public hospitals and said that remissions would be made in the case of patients in necessitous circumstances. I have recently been approached by chronic sufferers who cannot qualify for a medical benefits scheme and who would be required to carry the burden of the whole fee to be imposed by the Government. Can the Acting Leader of the Government say whether the Government will introduce regulations to provide that a

chronic sufferer who cannot join such an organization will be entitled to a remission of hospital fees?

The Hon. C. S. HINCKS—I will refer that question to the Premier.

#### REPORT OF THE DIRECTOR OF MINES.

Mr. LOVEDAY—Will the Minister representing the Minister of Mines ask his colleague to expedite the printing of the report of the Director of Mines?

The Hon. C. S. HINCKS—Yes.

#### GRADING OF EGGS.

Mr. LAUCKE—I have received from poultry farmers complaints of radical and inexplicable variations in the grading of eggs from week to week. For instance, last week's prices to producers were: 4s. 3d. first quality; 3s. 8d. medium quality; and 2s. 7d. second quality. As the difference in price may well determine profit or loss to the producer, will the Minister of Agriculture inquire into the present system of inspection and grading to determine whether the system is fair and equitable to the producer?

The Hon. G. G. PEARSON—I have not yet had a chance to go down to the grading floors to see the processes involved in the grading of eggs, but, as I understand it, it is a reliable and satisfactory method of physical grading, always provided, of course, that due provision is made for the human element that is always likely to cause some variation in such a process. The honourable member suggests that there are inconsistencies from time to time in the actual grading and that the producer may find his proportion of first and second grade eggs varying materially for no apparent reason. If that is the case I shall be happy to take up the matter with the chairman of the Egg Board (Mr. Anderson) and discuss the whole matter with him. If the honourable member is prepared to make available producers' returns I shall treat them as confidential, and this may assist in getting information for him.

#### LAND SETTLEMENT IN THE SOUTH-EAST.

Mr. HUTCHENS—When the Minister of Lands was speaking on the Land Settlement (Development Leases) Bill in 1949 he said:—

Members are, I think, familiar with the origin of this Bill. In November last the A.M.P. Society submitted to the Government proposals under which the Society would acquire substantial areas of land held on miscellaneous lease in the Upper South-East

or so-called Ninety Mile Desert, and would at its own expense improve, develop and subdivide this land.

From those remarks I believe that everyone gathered the impression that this would be done without cost. A Commonwealth Act of 1952, under the heading "Commonwealth Loan (International Bank for Reconstruction and Development)" has a reference "South Australia—Land Development on Kangaroo Island and provision of farms for fat lamb and wool production; land development and closer settlement in South-East and Eyre Peninsula and Ninety Mile Desert area." Will the Minister explain the line "Ninety Mile Desert area"? Was that for the purchase of single unit farms, or was it for developmental purposes?

The Hon. C. S. HINCKS—The honourable member indicated last weekend that he wanted this information. The A.M.P. Society finds the money for development in its area. The money provided by the Commonwealth Government for development is made available to the various States for soldier settlement. This money provides for the purchase of single unit farms that may be developed by the A.M.P. Society, and in some cases approved applicants under the soldier settlement scheme who have received a block from the society have applied to the State to purchase their blocks as single unit farms. This has been done in a few cases, and money provided by the Commonwealth has been used for that purpose also.

#### BROKEN HILL ORE TRAIN DERAILMENT.

Mr. HEASLIP—Has the Minister of Lands a reply to the question I asked last week about derailments on the Port Pirie-Broken Hill line?

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

The derailment to which Mr. Heaslip refers can be attributed to the condition of the track. The very wet conditions which prevailed throughout the winter, and the heavy traffic carried on this line, had led to the development of defective track conditions in a number of places. The strength of the maintenance gangs working on the Port Pirie-Cockburn line has been very substantially augmented recently, and ample supplies of sleepers are available. This action, together with the improving weather conditions, should result in a satisfactory improvement of the position.

#### RUTILE DEPOSITS.

Mr. HEATH—Has the Minister of Mines investigated the possibility of finding rutile on the coast south from Port Broughton?

The Hon. C. S. HINCKS—I do not know, but I will get a report for the honourable member.

#### FISHING HAVEN FOR SOUTHEND.

Mr. CORCORAN—Today's *Advertiser* contains the following report:—

State Cabinet yesterday approved the construction by the Harbors Board of an \$11,000 fishing haven at Southend, at the southern end of Rivoli Bay in the South-East. The Minister of Agriculture (Mr. Pearson) said the work, which would consist of a jetty, wave screen and landing to serve about 40 fishermen, had been recommended by the Fisheries and Game section of the Department of Agriculture.

I am pleased with Cabinet's decision and I ask the Minister of Agriculture whether he can say when the work will be put in hand.

The Hon. G. G. PEARSON—When he brought down the Loan Estimates the Treasurer said that the money that will be placed at my disposal for the construction of fishing havens will cover the cost of the proposal that has now been approved but that the work will be done by the Harbors Board. I cannot give the honourable member a direct reply to his question, but I shall ask the Minister of Marine whether he can let me have some idea of when the board will be able to commence the work.

#### MURRAY RIVER FLOOD.

Mr. HAMBOUR—Can the Minister of Irrigation state the present position of the Murray River flood at Cadell and other places?

The Hon. C. S. HINCKS—I have not a detailed report about the various areas along the Murray, but the position in almost every instance is still very critical. At Cobdogla about 80 homesteads are in danger as well as about 1,200 acres of fruit and vine trees and vegetable gardens. As the position is desperate there we have arranged for a large contingent of volunteers to go and help. There was an unfortunate report that the banks at Cadell had been sabotaged, but the officer-in-charge there said he knew nothing of it so we can forget about that. I do not think anybody would sabotage the banks. Some of the people in the smaller areas are concerned that they are not getting the help they should in fighting the flood, and I ask members to get in touch with Mr. Gordon, of the Lands Department, if they know of any problems in the smaller areas, and every possible help will be given. The plight of some areas has not been brought to our notice so we have not been able to help them, and I do not want any area to think it is being neglected.



## AMENDMENT OF SCAFFOLDING ACT.

Mr. LAWN—Early in the session I asked the Premier whether the Government would consider amending the Scaffolding Act because there were two fatal accidents in the city and suburbs. Has the Minister representing the Premier a reply to my question?

The Hon. C. S. HINCKS—No, but I will try to get it for him tomorrow.

## TRAMWAYS TRUST BY-LAWS.

Mr. HUTCHENS—Today I went to the Parliamentary Library to look at the Tramway Trust's by-laws and found that the last time they were printed was in 1910. Many amendments have been made since: in fact, there are nearly as many amendments as original by-laws. It is most difficult to follow them so, in the interests of those who have to study and know them, I ask whether the Minister of Lands will have a reprint made as soon as possible?

The Hon. C. S. HINCKS—Yes.

## RENTS OF GOVERNMENT HOUSES.

Mr. LAWN—In 1954 the Government increased the rents of its own cottages, and there were many complaints about the severe increases. As a result the Leader of the Opposition suggested that the Government appoint a committee to investigate them, and I understand that Sir Kingsley Paine was appointed as arbitrator. Can the Minister of Lands say whether all the complaints have been finalized?

The Hon. C. S. HINCKS—The matter has not been finalized but a tremendous amount of work has been done on it.

## BULBECK'S CROSSING BRIDGE.

Mr. QUIRKE (on notice)—When is it proposed to start work on the bridge across the Hutt River at the ford known as Bulbeck's Crossing between the Clare-Spalding main road and Hilltown?

The Hon. B. PATTINSON—The Commissioner of Highways reports:—

A survey has been made but plans have not yet been prepared for the construction of this bridge. It has been necessary to move the gang which was to have constructed Bulbeck's crossing bridge to Merriton, following an inspection which showed this main road bridge to be safe for light loading only. As a number of other main road bridges are in the same condition, it is doubtful whether funds will be available to construct Bulbeck's crossing bridge during 1956-57.

## MENTAL HOSPITAL DINING ROOM.

Mr. LAWN (on notice)—

1. When was construction of Parkside Mental Hospital, Z Ward dining room commenced?

2. What will be the size of the dining room?

3. When is it anticipated that it will be completed?

4. What is the cause of the delay in completion?

The Hon. C. S. HINCKS—This dining room was completed, furnished and occupied in November, 1955. The size of the room is 42ft. by 26ft.

## MURRAY MOUTH BARRAGES.

Mr. BYWATERS (on notice)—

1. What is the position regarding the discharge of floodwaters at the Murray Mouth?

2. Have all the logs at the Mundoo Barrage been removed?

3. If not, why are the logs left there?

4. Has any serious consideration been given to the possibility of breaching the barrage at Mundoo or any portion of the Murray Mouth to allow a greater output of water?

The Hon. C. S. HINCKS—The replies are:—

1. Following the high river last year, the Murray mouth is in good condition. The quantity of water passing through is now 125,000 cubic feet a second and this will reach 140,000 at the peak of the flood. Some build up of the lake level is unavoidable when such an enormous quantity of water is passing through the mouth.

2. Yes.

3. *Vote 2.*

4. No. The Mundoo Barrage in its fully open state is not an impediment to the flow. Conditions of flow at the mouth are determined by the volume passing down the river, winds and tides and any attempt to widen or deepen the mouth by mechanical means could have no significant effect. One southerly wind could undo, in a few hours, work which had cost thousands of pounds to carry out.

## HOUSING TRUST HOMES AT HAWKER.

Mr. O'HALLORAN (on notice)—

1. Has any request been made for the Housing Trust to erect homes at Hawker?

2. If so, has the request been investigated and a decision reached?

3. What is the nature of any such decision?

The Hon. C. S. HINCKS—The Chairman of the Housing Trust reports:—

In 1952, an officer of the South Australian Housing Trust, as the result of a request, visited Hawker to investigate the housing position. On his arrival at Hawker it was found that there was no interest in the matter on the part of the council and no case for housing was submitted either by the council or others. Consequently, nothing further was done. There has been no further request for housing generally at Hawker. However, the trust has built two houses there under the scheme whereby the trust builds houses on land of the applicant.

#### TEROWIE-UCOLTA ROAD.

Mr. O'HALLORAN (on notice)—Has the road from Terowie to Ucolta been removed from the main roads schedule, or has the importance of this road in Highways Department plans been diminished in any way?

The Hon. B. PATTINSON—The Commissioner of Highways reports:—

The road from Terowie to Ucolta is still portion of the Broken Hill main road. The importance of this section as regards future road plans has not altered.

At their request, the District Council of Peterborough now maintain this section.

#### ROAD MATERIALS LABORATORY.

Mr. O'HALLORAN (on notice)—

1. Does the Highways Department maintain a laboratory to investigate the suitability of road making materials?

2. If so, what is the annual cost of maintaining it?

The Hon. B. PATTINSON—The Commissioner of Highways reports:—

1. Yes. The investigations carried out are detailed in the department's annual report each year.

2. The cost of operating the laboratory for the year ended 1955-56 was £18,056.

#### BROKEN HILL BUS SERVICE.

Mr. O'HALLORAN (on notice)—

1. Are road passenger buses providing five services each way a week between Adelaide and Broken Hill?

2. Has the connection from this source, and from the air service, caused a substantial reduction in the number of passengers carried on the expresses between Adelaide and Broken Hill?

3. If so, has consideration been given to the possibility of popularizing rail travel by providing a fast passenger service between Adelaide and Broken Hill in daylight hours?

4. If such a service is thought desirable, could it be instituted without causing incon-

venience to persons north of Burra who now travel on the express?

The Hon. B. PATTINSON—The Railways Commissioner reports:—

1. Yes.

2. There has been a substantial reduction in the number of passengers carried on the expresses between Adelaide and Broken Hill. The use of private cars has had a considerable effect in this regard.

3. Consideration has been given to the use of air-conditioned railcars on the night express between Adelaide and Terowie. There are no plans as yet for the provision of railcars or any other fast passenger services between Terowie and Broken Hill in daylight hours.

4. There is insufficient business offering to justify both a night and a day train service. It would necessarily have to be one or the other. As the night train conveys the fresh milk and meat supplies for Broken Hill, there is a serious obstacle to the introduction of a fast railcar service, on which accommodation for these commodities could not be readily provided. If a fast day train is eventually provided, it would not be economical to schedule a night service beyond that which already works between Adelaide and Burra on Mondays to Fridays and to Peterborough on Saturday evenings.

#### LEAVE OF ABSENCE: HON. SIR MALCOLM MCINTOSH.

Mr. GEOFFREY CLARKE moved:—That one month's leave of absence be granted to the honourable member for Albert (Hon. Sir Malcolm McIntosh) on account of ill-health.

Motion carried.

#### LOAN ESTIMATES.

In Committee.

(Continued from August 30. Page 484.)

Grand total, £28,135,000.

Mr. JENKINS (Stirling)—It is my intention to link my remarks with a line providing for £400,000 for drainage in the South-East. However, before referring to that subject I desire to comment on the statement of the member for Alexandra (Mr. Brookman) that the cost of topdressing on soldier settlement blocks on Kangaroo Island was high because of the rough nature of the land. That problem could possibly be overcome, because when giving evidence before the Land Settlement Committee recently a man from the South East with extensive knowledge of this type of work said:—

We Majestic-ploughed twice and found that it was excellent on land where there is yacca. The more working back that can be given

afterwards the better it is. You can never get land level in one hit whatever you do. We used 40ft. logs with a double row of harrows behind and thus made a very good surface. They were pulled by a D7. We have a 24ft. roller that has been sealed and loaded with water so that the weight is on the ground and not the axle, and we roll with that in some cases twice. It was done just before seeding, and in the one operation we hauled the harrows, seeders and culpackers. Using this roller meant that we could vary the weight and work under various conditions. If we were bogged we let the water out, thereby easing the roller, and as soon as conditions permitted us to do so, we put water back again. This roller used empty will roll the land under wet conditions as well as it will roll dry land when it is filled with water.

That information may be of value to the Lands Development Executive as well as to the honourable member.

The member for Victoria (Mr. Harding) said that the Land Settlement Committee should be careful about what it did in the South East. He deplored the fact that not one member of that committee was from the South East and, consequently, would not have firsthand experience of local conditions. I assure him that the committee members are most careful about what they do concerning the problems of inundation and salinity in the South East. The committee takes evidence from local people who have a wide knowledge of conditions in that country. Most witnesses have experience of both problems and have learned by trial and error. I point out that the committee does not allot blocks to soldier settlers. I think he may have that impression because he referred to four settlers in the Glenroy forest area who met with disappointments in seeding down pastures. They had only a 50 per cent strike; but that can happen on any of that type of land in wet seasons. There are rarely two seasons alike, but if they get a 50 per cent strike in the first year they may possibly get the remainder to strike in the second year. Once a pasture is established it will stand further inundations.

It may be appropriate to relate what happens in connection with the allocation of blocks to soldier settlers. The Minister of Lands will correct me if I am wrong. The Land Board examines land it considers suitable for war service land settlement. It takes the first step by approaching the owner of the land and ascertaining whether it can be purchased, and if the price is sufficiently attractive the board purchases it. The land development branch then works out its developmental proposals and if the cost is to exceed £30,000 the matter

is referred to the Land Settlement Committee for report. If the project is considered satisfactory it is recommended for soldier settlement to the Commonwealth Government under the terms of the Commonwealth Land Settlement Agreement, and if accepted by the Commonwealth the Lands Development Executive subdivides the area into suitable allotments. One third of each allotment is fully developed, one third partly developed and the remainder is left in its virgin state. A separate committee then has the task of allocating the blocks after houses, sheds and other improvements are effected. The Land Settlement Committee does not allot the blocks. Incidentally, in some instances where the Commonwealth has refused land recommended by this Government, the State has undertaken development and eventually the Commonwealth has accepted it for soldier settlement. The Konetta area is such an example. At one time it carried one sheep to 10 acres, but today it is carrying three sheep to the acre. The settlers there have about 700 or 800 acres of land and are well established. About two or three miles away on the Lucindale road, a new town, to be known as Greenways, is to be established.

In the area south of Kingston and Lucindale main drains have been constructed and have proved beneficial. When subsidiary and private drains follow, this country will probably be the most fertile in South Australia. Many settlers in the South-East allege that there is no bad country there and I can visualize all this area being reclaimed in the future. With science to assist in pasture development, with drainage and with enterprising people prepared to undertake the disabilities of developing this flat, water-covered land, the South-East has a bright future. Some indication of the fertility may be gained from the following evidence:—

Section 3 (part of an 8,000 acre property) had 260 acres of pasture and 170 acres of scrub. We carried 900 sheep there for 12 months and it had been carrying them prior to that. They came off fat and cut 17 lb. of wool. These sheep were Merino.

Mr. O'Halloran and Mr. Davis said that our Government was ruining the State, but that is wrong because, although we may be in financial stress at present, the great development in the State will ensure its prosperity. We have seen activities at Port Augusta, Whyalla, Leigh Creek, the Aroona Dam and in the South-East. They are all tremendous ventures which will in the long run pay off and ensure the economic stability of the State.

Given the population, these great tracts of land must be opened up. We are told that drainage in the South-East is most important. Areas have been drained or partially drained, but they cater only for dry sheep. That means that the settlers who carry the sheep for many months of the year have to get rid of them or send them away to northern areas if suitable properties can be found for them. With adequate drainage being undertaken, South-Eastern settlers can go in for the breeding of ewes and the raising of fat lambs, as well as dry sheep. That would be a benefit not only to the South-East but to the State as a whole. As drainage continues and more land comes into production this will be attainable. Eventually I visualize sufficient land being developed to warrant the establishment of a South-Eastern port. I have heard Mr. Corcoran many times advocate a port. It may be premature to have one there now, but it will come in the near future.

Mr. Bywaters—What about the Murray mouth?

Mr. JENKINS—It would not be in the race.

Mr. Bywaters—Others think differently.

Mr. JENKINS—I do not think there will ever be a port at the Murray mouth.

Mr. Hutchens—Is there not a complaint about drainage and salinity?

Mr. JENKINS—Yes, but with the scientific knowledge that we have and the experience gained by many settlers I think salinity is not to be feared so much as was at first thought. We have had evidence that strawberry clover can be grown on pasture with a salinity content of 500 grains. That seems to be almost impossible but once the clover is established it is a considerable help. Reasonable drainage reduces salinity. Possible saline trouble due to overdrainage may be offset when more and more land is drained because it will allow for the breeding of ewes, whereas now the land is used only for dry sheep and cattle.

Mr. Corcoran—It is inevitable that the land must be drained.

Mr. JENKINS—Yes. I understand there are 3,000,000 to 4,000,000 acres of land suitable for development. Land is being developed from west to east, and that appears to be the practical way to deal with it. When more of it is developed there will be a need to establish a port. I saw a press statement this week that our Federal Treasurer is to go to New York to negotiate a dollar loan through the World Bank. That is a good idea and I hope that eventually some of the dollars will be

drained through channels that will lead to the development of land in the South-East. I can see a bright future for that part of the State. We have an abundance of water at present and we have had 10 years of good seasons, but we will again have drought periods and then the South-East, which itself has droughts at times to some extent, could be the saviour of the State by producing fat lambs, wool and beef. I support the first line.

Mr. LOVEDAY (Whyalla)—There are two general points I want to mention—the inadequate total of the Loan Estimates and the effect inflation will have on them. After listening to members opposite it seems they are somewhat complacent about the present financial position, but I am doubtful whether their remarks indicate their true feelings. Mr. Heaslip wanted to know why we hark back to the depression years, but most of us are of an age when the depression years represented something real to us. Conditions then were vastly different from what they are today but the advice we are getting from so-called authorities is extremely similar. We are told to save more, spend less and work harder. I have vivid recollections of that same advice being given in the depression years when 30 per cent of our people were unemployed and our export prices were down to bedrock. Things then looked extremely bad. Until recently we have had full employment and generally export prices have been high, yet people who pose as authorities give us the same advice as we received in the depression years. One of the most remarkable things about the present position is that the wage-earners are supposed to respond fully and produce more whilst continuous efforts are made to reduce or peg their wages. From August, 1953, to October, 1956, South Australian male employees have lost £8,224,000, and females £1,542,000 in wages because of the suspension of the quarterly adjustments. These figures take into account the recent Arbitration Court increase of 10s. a week for males and 7s. 6d. a week for females.

Large investors and employers are said to require an entirely free hand in order to operate. The people who are appealing to the small investors to save come from the same political group that encourages high interest rates and allows inflation to proceed and destroy the confidence of the small investors. Although it is being constantly repeated that we cannot have full employment without inflation, during the last war years we

had a greater percentage of adults, male and female, employed than ever before or since. Further, we had a situation with far greater inflationary tendencies. A large proportion of our people were engaged in the manufacture of war equipment. They were engaged in destructive rather than productive work. No economic situation could be more inflationary, yet under capable Labor Governments of the time we maintained stable price levels. We have had full employment for some years and most of our people have been on productive work. More has been produced, yet we lead the English-speaking world in the matter of inflation. Since 1939 retail prices have increased by 138 per cent. The present Commonwealth Government stands condemned for its ineptitude in dealing with the problem, yet no doubt our State Liberal and Country League Government will support it at election time, although complaining about it between elections! The Commonwealth Government talks about discipline for wage earners yet it does not apply discipline in connection with profit making and large investments. Through the high interest rates little money is being led into productive channels to the benefit of the country. The failure of the Commonwealth conference recently and the tragic Commonwealth Budget means further inflation, with disastrous effects on our Loan Estimates. We will be prevented from carrying out what we regard as a restricted programme.

When we were younger men investments that yielded a rate of interest over the gilt-edged rate were regarded as having an element of risk, and the portion over the gilt-edged rate was regarded as compensation for the risk incurred. Today we find higher rates of interest regarded as the regular rate to be expected where practically all risk has been eliminated. An example occurred recently. When there was some criticism of the firms dealing in no-deposit hire purchase business a writer pointed out that the firms engaged in it were running virtually no risk at all, but there was no suggestion that the high rates of interest obtained in that business should be reduced. In other words, it was admitted that all risks had been eliminated and that the rate of interest obtained was legitimate. Moreover, our accountants in their professional journals have recently commented on the impossibility of the public's knowing what profits are really being made because of the way many company accounts are presented to conceal excessive profits. The Leader of the Opposition has

already dealt with the division of shares and similar dodges calculated to deceive the public about real profits on company investment. In the aggregate these operations are highly inflationary and cannot be defended on any grounds, except possibly the legal ones, yet they are always condoned by Liberal Governments.

We cannot fail to be impressed by the confusion of thought arising from a situation in which finance governs human activity rather than human activity governing finance. The financial section of the *Sunday Mail* dated August 18 contained the following report:—

In determining a basic wage, the capacity of industry or the economy to pay has recently been the major consideration of arbiters. This overshadows the humanitarian principle involved—the original concept of a minimum wage which supplies the basic essential wants of an average-sized family. When times are tough, the capacity to pay must receive preferential treatment—but in all other instances, recourse should be made to the humanitarian principle. Can we afford to resort to this socially desirable consideration?

What is meant by the phrase “When times are tough”? Actually we are far better off in real wealth today than ever before, yet the times are described as tough, presumably meaning “financially tough.” Apparently our humanitarian principles should be thrown overboard because the financial powers decree that they should be; consequently, when one hears many members opposite speaking on the present financial situation, one must conclude that their views do not bear considering because they are the reverse of logic and commonsense. Our wage earners are producing more real wealth than ever before, yet they are being told to spend less and to save more, and they receive wages having a declining purchasing power; in other words, they are told to act as if the situation were the reverse of what it is. It is more difficult than ever to borrow for house building and the State Government claims that it must cut down on its social services because of the present situation. Despite the high level of prosperity in the community we cannot build and equip our schools and hospitals as we would like to, yet all these things should be done more easily today than they have ever been done in the past. I pass to the subject of the Housing Trust for whose activities I have every admiration. Indeed, I believe that without its efforts the housing situation today would be appalling.

Mr. Lawn—Had it been left to private enterprise the people would be homeless.

Mr. LOVEDAY—Yes. I wish to criticize the building of more purchase homes in Whyalla because this policy does not make sense to me. During the last State election campaign the Premier said that 200 more trust homes would be built in Whyalla and since then the trust has called for tenders for 15 semi-detached rental homes and 10 purchase homes. Over the last three or four years there have been at any one time about 20 private homes for sale in Whyalla. Further, the trust has 39 homes there which, although originally built for purchase, could not be sold and are being rented. Therefore, the proposal to build even more purchase homes when plenty of private and trust homes are available for sale seems to be the reverse of sense. The town badly needs more rental homes; there is a waiting list of at least 70 applicants and an applicant is told that he must wait from 12 to 18 months.

Mr. Jennings—You are comparatively lucky in your waiting time.

Mr. LOVEDAY—Possibly, but I point out that it is not sensible to build purchase homes where they are not wanted. They should be left until the situation has changed and they are required. It may be said that, if they are being rented, it does not matter, but it matters very much to people trying to sell private homes because in the main they are wage earners who have placed their life savings in the purchase of a home. Now for various reasons they wish to move but find that if they wish to sell their home they must accept a price of between £500 and £1,000 less than they would receive for a comparable house in Adelaide. In other words, their savings are sharply depreciated, and it is grossly unfair to these people to build still more purchase homes in Whyalla.

How are they to be sold? The lack of demand for purchase homes there proves either that men are not anxious to work in Whyalla or that those who reside there have not the money to buy them. There is no doubt on the latter point. It is proposed that these houses shall be purchased, if possible, by borrowing £1,750 from the Commonwealth Bank and another sum on second mortgage from the Broken Hill Pty. Co., the purchaser putting down only a small deposit. In those circumstances the purchaser will be saddled with first and second mortgages, the latter at an interest rate of between  $4\frac{1}{2}$  and  $5\frac{1}{2}$  per cent.

Mr. Quirke—What is the purchase price?

Mr. LOVEDAY—Up to £3,750 for a four or five-roomed timber frame or brick home. I believe that this scheme does not aim only at

promoting home ownership but at pegging employees in the town. It is admitted by people knowing the local situation that purchase homes have been built in Whyalla mainly to peg employees there, but I claim that such should not be the aim of those sponsoring home ownership. These arrangements have been made apparently in collaboration with the Broken Hill Proprietary Company, but not in collaboration with the Whyalla Town Commission. As a result of the commission's representation a senior officer of the Housing Trust will visit the town soon to discuss the erection of any further purchase homes there, but the matter needs airing here because the policy is quite wrong. Any further houses should be built to meet the present demand and not with some ulterior motive in mind.

Mr. Laucke—Don't you appreciate Broken Hill Proprietary Company assistance in home building?

Mr. LOVEDAY—Whyalla people appreciate such assistance, but I point out that originally the Broken Hill Proprietary built homes under a different agreement from that operating today. When the company found out, however, that the purchasers under the original agreement were becoming the owners and selling their homes when they wished to leave the district, it went to great pains to alter future agreements to make it difficult for owners to sell to prospective buyers. It is not a one-sided question, but there is little doubt that purchase homes have been built at Whyalla mainly to get people permanently established there.

Mr. Quirke—That is not altogether undesirable.

Mr. LOVEDAY—Possibly, but that factor should not be lost sight of and the proposed policy of the trust is obviously in line with that aim. I support the first line.

Mr. QUIRKE (Burra)—In supporting the first line I wish to refer to the position on the River Murray. Although I do not represent a river district I appreciate the stalwart fight put up by the people on the river. There is nothing wrong with Australians when they are prepared to do the job that is being done up and down the river both by the people who live there and those who have gone to assist them. There is nothing wrong with the people even though there may be much wrong in other directions beyond their control. I regret that in so many instances the forces of nature were so great as to overcome the puny resistance that man was able to make; but although

beaten for the time being another day will come, and I hope that when these lands, particularly those on the lower Murray, are being restored to productivity and the banks re-built the lessons learned from this flood will not be lost. I hope, too, that the banks to be constructed will be consolidated just as the earth banks of a vast reservoir are. For instance, the earth banks of the South Para reservoir will be consolidated so as to hold back not 10ft. or 15ft. of water, but 100ft. This can be done with modern machinery. The new banks to be constructed along the Murray must be wider and strong enough at the top to resist the pressure of waves.

One factor that has wrecked the banks has been the seepage, which sets up hydrostatic pressure. I hope future banks will be so consolidated that seepage cannot take place. The Murray flood has taught us that we must exploit suitable highland areas for irrigation purposes. We have been told it is extremely costly to lift water 180ft. So it is, but it will be much more costly to restore the flooded areas. The millions of pounds that will be needed to restore them—if it can be done—could have been spent in lifting water to the highlands beyond the reach of the floods. The irrigation area of Loxton is completely out of the flood's reach. There are many highlands that could be irrigated by the pipeline system. Many members will remember the fight that the former member for Chaffey (Mr. Macgillivray) and I put up some years ago for the installation of a pipe system for the Loxton area. However, the experts advocated channels, and said that pipes were impracticable and too expensive. They also objected that the settlers would have control over a pipeline system, but it has been proved that the experts were wrong in all their views. The latest installation at Loxton was a pipe system. Of course, vast areas of the highlands are useless, as they are covered with only two or three inches of soil on top of sheet limestone, but others, consisting of Winkie, Barmera or Berri sands, have soil which is feet deep and eminently suitable for irrigation.

It might be better to allow the river to take its course in some sections as this would relieve the pressure, in periods of flood, on many valuable dairying areas on the lower Murray. The erection of banks, which channels the river into a narrow stream, builds up its height, which exercises terrific pressure. The low lands could be used for grazing and would be flooded at times, but when the flood had receded they could go back into production. Of

course, I do not apply those remarks to Jervois, which is too valuable to allow it to be inundated.

The Loan Estimates provide £1,056,000 to the State Bank, of which £750,000 is for advances for homes. Once again I remind the House that £1,750 is insufficient as a maximum advance on a home. The member for Whyalla (Mr. Loveday) told us that a five-roomed timber-frame house costs £3,700. This means that a purchaser must find a deposit of £2,000, unless he gets a second mortgage for, say, £1,000. Even then he must find £1,000. Some members have said that young people should save for a deposit instead of wasting their substance. That may be true in some cases, but it is a calumny to apply it generally because I know many young people to whom it should not be applied. How can the breadwinner on, say, £15 a week save money after paying house rent and maintaining his family? People rent houses because they do not desire to own their own homes or believe they will never be able to find the finance.

Mr. Bockelberg—What about railway employees who shift from place to place?

Mr. QUIRKE—Some of them buy houses in a town in which they plan to retire. The same applies to school teachers, bank clerks and others who are moved from place to place, but they are in a special category. Everyone who intends to remain in the same town should be able to purchase a house. If the conditions under which he lives make it impossible we should look at the conditions. Every father of a family is entitled to a home for his family. Even the animals in the field look for that. Man, with all his human dignity, should have his home. Human dignity springs from the human family, and every legislator should recognize that. If we are to maintain the internal security of the nation we must look to the dignity of the people over whom we exercise Parliamentary sway.

The maximum amount advanced on a house could be raised to £2,500, but the interest on advances is now five or six per cent, which is most unsatisfactory. It should not be necessary to charge such a high rate, for the home is the nucleus of national life. We hear much today about inflation, but has the average person earning a few pounds above the basic wage so much money that he must be taxed? The member for Whyalla (Mr. Loveday) referred to our outmoded financial system, but I have referred to it often. The Treasurer is away

today on important duty, and I am sure he will do his duty well. No other Premier has ever achieved what he has, and I am sure that no other member would deny him credit for what he has done. At the same time we know that the loan moneys we have obtained have not been paid for and that there is a tremendous interest burden on the people of this State. I believe that the interest charges now total more than the total collections of taxation in this State. I say that as a criticism of the system that has brought us to this position.

Our financial position has become so serious that the Treasurer finds it necessary to levy hospital charges and to raise another £100,000 by increasing the fees for hotel licences. Furthermore, land tax and stamp duty on cheques will be increased, and the Federal Treasurer has announced increases in postal charges. The sales tax on a Holden car is now about £250. High interest rates are supposed to defeat inflation, and in defeating inflation we have to see that we do not ruin the whole economy of Australia. I am afraid that is what we are going to do. We have heard members, particularly those on the other side, say that we must get value back into the pound. There is no greater nonsense on earth than that, as we will never be able to do it. We heard it said that one could have bought for 7s. what one has to pay £1 for today. We will never be able to buy what is worth £1 for 7s. It is time we gave that silly idea away. More money is needed for the progress of this country, but we cannot progress under the present system. Progress cannot be made except under a system of mild inflation. Consider, for instance, the great country of the United States of America where they have a basic wage three times as high as ours. It is in the position to give away thousands of millions of pounds worth, or as they say millions of dollars worth, of foodstuffs and material year after year, and has it gone broke in the process?

Mr. Stott—It is supposed to be the most prosperous country in the world.

Mr. QUIRKE—And isn't it? Today America is paying its citizens not to produce foodstuffs. For instance, if a man usually produced 100 pigs, or hogs as they call them, he is directed to produce only 50 and told that he will be paid for the difference, but America has not gone broke. It is giving away its surplus primary products or selling them at an extremely low charge, and at once we challenge them by saying, "We cannot sell

to those countries while you give your products away." Do we ever consider the principles of our ability to give them away? America had various schemes like the Marshall Plan and lend lease during the maelstrom of war. It will possibly never be known what money it actually provided. We hear of the caves and buildings stacked with frozen and preserved foods, such as tinned meat and butter.

Mr. Brookman—They get very worried about it.

Mr. QUIRKE—Of course they do, and yet they give it away, but America has not become financially ruined because it has given these goods away, or because it has so much that it cannot even give it away. In this country we act in reverse.

Mr. Stott—It is because their economic advisers have more imagination.

Mr. QUIRKE—One thing we want more than anything else is imagination. We are now restricting our imports from England for the main reason that we cannot send enough stuff away to keep our position buoyant in England—in other words the value of the goods which England takes from us is insufficient to enable us to purchase at England's prices the goods we require. I have no objection to some of the imports being stopped, but many of them need not be stopped. Figures show that the primary producer provides the money for imports into this country, but his income has fallen by 4 per cent, whereas his production has increased by 7 per cent. That is a pretty sticky position. The price of wool has remained stable, but everything else is not so good, and it needs only a decline in wool prices—not a very big one—to make our overseas position immeasurably worse than it is. Under our system the internal economy will be immediately affected.

We have the lesson presented by Japan. Only 5 per cent of its total area is arable and it has a population of 80,000,000. However, that little group of islands has been able to produce foodstuffs despite the fact that it was smashed by atomic warfare. Yet, in a short period it has again risen to a position of ascendancy. It is one of our greatest wool consumers, and is able to pay us per medium of exchange through another country because we do not take sufficient from Japan to enable her to pay us direct. However, she realizes the value of internal subsidizing, which has no effect on external prices. Why cannot we do this? We have the position of money being



paramount to trade relationships and if there is not sufficient money we cannot trade. That is just plain, unadulterated nonsense.

During the war we sent hundreds of millions of pounds worth of foodstuffs and other things to England and built up a substantial trade credit balance, but we never received anything in the way of imports from that country except meagre supplies of a few things. How did the growers in Australia receive payment and did they ever have to wait because England was not paying? Any transaction can be financed internally. Let us apply it the other way and let England look at her exports in the same way. What does it matter whether or not the balances between the two countries are paid for between now and 50 years hence. As someone has said, if the British Commonwealth is to survive, we will have to hang together, or we will hang separately. That is true.

If we are to maintain our trade with England, England must look at the position in an entirely different way from what she has been doing. I am not entirely in sympathy with the Old Country. If it has been necessary to throw us over in order to purchase cheap breakfast foods or cereals she has done so cheerfully. If she wants it that way, she can go down to final dissolution. Every day things are becoming more difficult for her and there are a number of nations determined to make it still more difficult. If we have any regard for her, we can help her only if she will let us. It cannot be done if the monetary balance between the two countries is out of plumb. That is dangerous stupidity. I can remember the pre-war days when Japan bought the whole of the Indian cotton output at prices which English buyers said would not pay the English trade, but Japan was not only able to get manufactured prices comparable to those which she paid for the raw materials, but to the consternation of many was able to send loin-cloths and other materials back to India at a figure less than she paid for the raw material. And she can do it again, and any country can do it provided it looks after its internal economy.

This business of inflation. Our Treasurer is in the position of being broken on the wheel of finance, despite all he has achieved for this State. His Loan Estimates today are no more than they were last year. Do we not want more this year because of increasing demand? We cannot do what is necessary in South Australia on the amount provided in the Loan Estimates. Every member knows that,

and the Treasurer admits it. We can go only so far. The Treasurer is down about £1,000,000 and has to raise money by taking a bit here and a bit there from all over the State, and if he does not get more next year will he increase those charges? Where will he start "pinching" next year, or does he live in hopes that there will be an expansion next year and that this niggardly method of financing will not be necessary?

On previous occasions I have spoken about an internal system of financing for South Australia based upon our own institutions, with money to be applied particularly to housing. I have in mind the application of the saving of South Australians to this purpose. Of the £100,000,000 paid into the Savings Bank about 50 per cent is invested in Commonwealth securities, and yet we have to beg for some of that money for these Loan Estimates. Is there anything more futile than that? These savings could be applied easily and cheaply to promote housing in this State, and the simple way to do it is to amalgamate the State Bank and the Savings Bank and make it the Bank of South Australia. There we would have the basis of finance for our housing without going on our bended knees to a group of civil servants in Canberra.

According to reports the Federal Treasurer read to an assembly of Premiers something he had never seen before and which had been handed to him by a group of the backroom boys. In this respect we are fighting the Federal Treasury and not the Federal Treasurer. We have our Treasurer going to Canberra time and time again with an army of civil servants, the members of which are seldom seen, arrayed against him. Are we to permit this to continue? On one occasion when I asked the Treasurer a question regarding money for housing he said it was necessary for the banking system to lend according to the proportion of deposits and advances. Surely everybody knows by now that that is nonsense and has nothing whatever to do with it. To illustrate the futility of the Premier's argument, let me provide an example. There are two people—A owes B £1,000 and has to go to the bank and pledge his securities for that amount to repay B; B then deposits that money in the bank. The position is that there is a loan and a deposit which were non-existent before. It is as simple as that. There is no difficulty about it if it is firmly understood that every loan becomes a deposit, and every repayment of a loan destroys a deposit. Unfortunately every loan today becomes a

debt in perpetuity carrying interest, and every amount of money that comes into existence in Australia today does so in the form of a debt.

Just prior to the war the Federal Budget was only £100,000,000 but today it has increased to astronomical millions. Where did all that additional money come from? It has not been minted. It exists only in ledgers and books as a credit here and a debit there. As the ex-member for Chaffey (Mr. Macgillivray) frequently said, "We are damn fools to allow bookkeeping to drag this country down." Housing is the key to the whole situation. By every legitimate means within this financial stranglehold, we have to build houses to destroy the sense of frustration that young people today have in large measure. We frequently refer to juvenile delinquency, but how much juvenile delinquency occurs in families where both parents are working? I should say a large percentage. I do not believe that a mother should be forced to work to the neglect of her family in order to pay for a house. That is utterly wrong and nation-wrecking and if I believe in any prohibition, that is one I would enforce. I would, firstly, make it possible for her to rear her family without the necessity of working to pay for her house. In the course of his remarks, the member for Onkaparinga (Mr. Shannon) said:—

Not only is our public debt increasing, but our population is increasing and our overall wealth and ability to pay is growing . . . . People cannot be expected to carry on without reservoirs, railways, and hospitals.

His whole point is that we cannot have reservoirs, railways and hospitals without building up mountains of debt. If we have the men, materials and administrative experience the financial problems should not prevent us from providing essential facilities, but it does. Under the financial agreement we have a sinking fund—repaying loans over 53 years. Last year I told members how much we had repaid. It was an infinitesimal fraction of what we increase the debt by annually. Where will it end? If we continue in this fashion what will be our debt in 53 years? It will overwhelm us.

We should examine the system now and endeavour to restore to it something like sanity. The system is old and the same principle operates today as operated when children worked in mines and took the place of ponies in pits. The system is the same and is administered by persons of the same mentality. If we are to progress, must we progress by getting further into debt and being charged

more for essentials until the country breaks down? Mr. Shannon also said:—

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.

He will realize on reflection, that that is not right. I do not think he fully understood the import of what he was saying, because it is a most damning indictment of our system.

An amount of £2,320,000 is to be provided for railway accommodation. I am particularly concerned with the accommodation supplied to those who use goods yards and the stock facilities. At Spalding some trucking is necessary at night, but there is no lighting in the yards. Incidentally, when the Governor wanted to use his Vice-Regal car at Clare, he was told that the line from Clare to Spalding was not safe. A bus transports passengers from Riverton by road to Jamestown and when it pulls into Spalding the station is illuminated, but the yards are in darkness. When an application is made for a light in the trucking yards the invariable reply is, "During the last financial year only nine trucks were loaded at night and therefore the expenditure on providing a light in that area is not warranted." That is the railways attitude when only 100 yards of flex and a couple of light bulbs are required. The men who use those yards at night should have adequate light. I do not know how many trucks in excess of nine in a 12 months' period are necessary before a light can be provided. The present method of loading sheep is inadequate. Sheep are run up a ramp into the bottom layer of a truck, but to load the top truck a counter balance has to be hoisted by brute strength and propped. When a request is made for a double ramp the answer is that it is not warranted. I do not know how we can alter that departmental attitude.

The Leader of the Opposition said that this winter had torn roads to pieces, particularly unsealed roads and, in some instances, newly sealed roads. It is beyond the maximum rate collection of any district council in the north to maintain its roads. Apart from the Leader's district I do not think there is a more road neglected district in South Australia than mine.

Mr. Hambour—You should come to my district.

Mr. QUIRKE—I suggest the honourable member travel from Hilltown through Leigh-ton to the Burra.

Mr. Corcoran—Are the roads in your district subject to much traffic?

Mr. QUIRKE—They are subject to everything under the sun except sealing. This is a tremendous problem. I do not profess to have the answer, but we should get down to the matter and see what can be done by some sort of authority investigating and reporting on a programme, fixing hard and fast how it shall be carried out, and deciding on the maintenance that shall be done in certain areas. Through every council area there is one feeder road taking most of the traffic that goes to highways. These roads should be picked out and the councils given direct assistance to maintain them because, being important roads, they take most of the finances of the councils, which are forced to neglect other work or to do patchwork on other roads. This patchwork is the greatest waste of money imaginable, and one of the greatest wastes is that done by the Highways Department. I do not like to be critical of any department, but the Highways Department wastes hundreds of thousands of pounds a year, and the waste can be seen on any road that its employees are working on. One way it is wasted is by the employment of usually fifty per cent more men than necessary on repairing pot holes. That is not a criticism of the men employed, but of the administration. Marl is often carried for miles to be placed on the edges of roads, and when there is a shower of rain and a few vehicles go over it it disappears. This goes on all the time. Most of the roads in the north have brick edgings to the shoulders. When the filling is removed by traffic the edges of the road become dangerous, so marl is used. If a pre-mix were used, although more expensive in the first place, it would be cheaper than the constant filling with rubbish.

I will now mention the attitude of some public servants towards the people they deal with. Now that the Main North Road is being widened and the banks on the side have been cut out, a great deal of water has been diverted into properties on the side of the road, and that is cutting the land to pieces. The water must go somewhere, as the landowners know.

Mr. Hambour—That is what you think.

Mr. QUIRKE—In the cases I have in mind the landowners have told me they appreciate that it must. When they have asked for one channel to be used they have been told that nothing can be done, and that they should plough their land all the time. For dairying it is necessary to break up the land into small

blocks to capitalize on nitrogenous plantings, but because of the water draining from the road dairymen have been unable to do this. I do not know of anyone who has objected to water coming through his property. It has to do so, but it does not have to do so haphazardly, thereby scouring the land, just because the existing drains have been taken away to widen a road without any provision for taking away the water. We know that in levelling banks the principle of contouring is to slow down and spread out water. That principle applied to roads will stop this concentration in these paddocks. It is just as easy as that. If it is not, the Soil Conservation branch does not know what it is talking about, and I do not think anyone will tell me that all that branch has done is without sense.

It is proposed at sometime in the future to duplicate the Morgan-Whyalla main by taking it in a new direction from Hanson. The area running from Waterloo, Black Springs to Burra badly needs a water supply. The pipeline is there and it should not be long before a water supply is made available, but I have made investigations and have been told that the pipeline from Hanson onwards cannot stand too much more being added, so we will have to wait for a duplication. If that is so I would like to know what investigations have been made into this duplication, for this area is possibly the worst off on the mainland for electricity, water supply, roads and all other amenities.

I have in mind a proposal to put water into part of the district represented by the honourable member for Light—that is, Waterloo and Manoora—and Black Springs and Hanson in my district. I have been told that owing to a rise between Hanson and Waterloo the water would have to be pumped from Robertstown, and I do not doubt the engineers on this. I have been told that if that were done it would not pay even on the interest rate of 4 per cent, and therefore could not be considered. As a result this matter has been shelved, although it is still there to be carried out. As the objection is that it would be too costly, I would like that principle applied to the Mannum-Adelaide pipeline. Was that too costly to go on with? When it was commenced it was estimated that it would cost £4,000,000 or £5,000,000, but it will eventually cost £15,000,000 and the water that will be sold at 2s. a thousand gallons will cost 3s. 9d. to pump. I do not want to be embroiled in a "city against country" argument, but only to point out that

millions of pounds were spent on the Mannum-Adelaide pipeline, whereas the proposal I have mentioned would cost only £500,000. These people only produce goods for export to balance our budget overseas, yet a water scheme is too expensive for them, although a much more costly scheme was carried out for people in the metropolitan area because they set up a howl. They were able to howl in great volume, but people in an isolated area in the country cannot make so much noise. I hope that this attitude will go, but of course finance alters everything. These people in the country cannot have it although they produce it.

I compliment the Minister of Education on what he has done in relation to schools and buildings. In my approaches to him, although I have not always got everything I asked for, I have found him most co-operative and eager to help if he could. However, he is very often checkmated by the bottleneck of the Architect-in-Chief's department. I do not wish to slate the Architect-in-Chief. I think we should have pity on him because he has to do the whole of the job, but is that entirely necessary? Is it necessary for every wooden schoolroom in the country to be prefabricated by his department? Is there no-one else who could do it and to whom the work could be farmed out?

I now come to a matter that is causing dissatisfaction in country towns. The Architect-in-Chief sends out teams of painters to paint Government buildings, and these men do private decorating work at night time, sometimes working until midnight. If anything is likely to cause disharmony it is this. The attitude is wrong, and something should be done about it. I do not know the conditions under which these men work but this sort of thing should not be tolerated, particularly in small country areas where its impact is felt because it goes hard against the country tradesmen. I hope it will stop, and stop soon.

The Electricity Trust is to get £5,500,000, which no doubt will be well spent for the trust is doing a splendid job. I cannot understand the surcharge and no-one can properly explain to me why it is necessary. We have a new system under which a consumer ceases to pay the surcharge if he pays more over a period of 10 years, but in those 10 years a large consumer could pay a tremendous sum. In a country town there may be a large house alongside a small cottage, yet the installation cost for both is the same. The consumer pays according to his consumption, which means the

larger consumer, who uses a considerable quantity, must pay a terrific sum. He gets it in the neck. I will not accept the reason given by the Premier for the surcharge. When he reads the report from the trust it means that he endorses the trust's opinion. He said that if charges were increased in Adelaide in order to get a more even charge throughout the State there would be considerable competition from the Gas Company, but I do not think that would happen. The main use for gas is industrial activity and electricity cannot take its place. A close inquiry would bring about an equation of charges. Now we have a country town on normal electricity rates, and three miles away a small town with a 70 to 80 per cent surcharge. Because of the isolation the small town must pay more. That is not the right attitude to adopt in an expansion scheme. Although out towns are far flung, our high tension mains are powerful and breakdowns are costly, more added to the charge on the hundreds of thousands of consumers in the city could reduce the surcharge paid by country people who do not enjoy the same amenities as city people. Much could be said about other matters in the Loan Estimates, but other opportunities will come for that.

We are allowing a system to operate by people outside Parliament to the detriment of Australia. We talk about producing more in order to reduce costs, but if we produce more will we be able to sell it? If we produce more we will provide a 15 per cent dividend for someone in the hire-purchase business. There is no satisfactory solution of these problems, but I point out that the housing problem could be solved by using South Australian resources, although the Premier will say, "That is all right, but if we do it we will be condemned by the Grants Commission." South Australia is supposed to be a sovereign State, yet each year that commission, appointed by the Commonwealth, mercilessly prunes down what the Treasurer believes is necessary for the good government of the State. If we stand for that we are fools. Despite the Premier's magnificent service in the interests of the State, that sort of thing will eventually kill him.

I hope what I have said will be kept in mind by those responsible for sane government. If we concentrate on one problem and stop internal dissension we will be able to get on with the job. Politics in these days are like the old Roman politics. There is divided rule, and we have Liberal put against Labor, Victoria against South Australia, and claimant States against non-claimant States. Everybody argues

one against the other like a lot of kids, but whereas kids eventually resolve their difficulties by thumping one another on the chin we cannot do that sort of thing. Someone told me once that the distance on the floor of the House between the Government and Opposition benches is the length of three swords. It was arranged that way to enable the Speaker to jump in between two members when they drew their swords. I would like to see our Chairman of Committees in action in this way. He would look good jumping in when the Minister of Agriculture brought his sword into action against the member for Hindmarsh. If we had a nice contentious argument like that we might get somewhere. I support the first line.

Mr. BOCKELBERG (Eyre)—Although the River Murray is a long way from my district I have much sympathy for the people in the flooded area and congratulate them on their magnificent fight to save their properties. It is unfortunate that so much water should be allowed to do so much damage when many people are crying out for more water. We have hundreds of thousands of acres of land ready to produce enormous quantities, yet we do not properly harness River Murray water in order to assist. It would take much money to do the work, but much money will be needed to rehabilitate the unfortunate River Murray settlers. Eyre Peninsula settlers are continually asking for more water, but the Government always says there is not enough money for the work. Sometimes we get a water supply extended for 10 miles in one year and next year, as an appeasement, we get another five miles.

Mr. Hutchens—How could we get the necessary money?

Mr. BOCKELBERG—We get it for homes, electricity, and education. Mr. Quirke said that the Mannum pipeline will cost us £15,000,000, merely because the metropolitan people will not use bore water occasionally. At present there is much water on Eyre Peninsula, but most of it is on the roads. We hear a lot about the need to have better high-ways but Eyre Peninsula has mostly low-ways and bush tracks. On the road between Kyan-cutta and Waddikee a billiard table could be lost in one of the holes. The district councils of Kimba, LeHunte, Streaky Bay and Ceduna spend £30,000 a year maintaining low-ways. At the end of the year we do not see anything for it and the money has to be spent again. The sum of £30,000 a year would pay the interest on £600,000 at 5 per cent, in round

figures, and £600,000 spent economically and judiciously would provide 40 miles of bitumen road. That would be something for those people who have been continually asking for something to travel on.

One honourable member recently referred to the reduced registration fees on primary producers' vehicles. I assure members that most of the people living on Eyre Peninsula put three sets of shock absorbers in their cars and have to renew torsion bars and springs every year, and when anyone living on Eyre Peninsula wishes to sell a car its value immediately drops by £100 when an intending purchaser knows that it was used on Eyre Peninsula.

I commend the Government on their hospitals and the manner in which the Government has financed and supported them. Apart from the wool and wheat production on Eyre Peninsula we also have an extensive fishing industry. At present Streaky Bay exports 1,250,000 lb. of fish a year, most of it to the metropolitan area and to Melbourne and Sydney. We have been continually asking for boat havens to assist these men in earning their livelihood, and I note that £75,000 is provided on the Estimates for this purpose. I hope that some of that money will be spent on Streaky Bay and Ceduna and such places. We also have £5,500,000 provided on the Estimates for electricity, of which £300,000 is provided for Port Lincoln. I would like to see electricity extended beyond Tumby Bay and Cummins. The Government has seen fit to extend electricity from Port Augusta to Woomera, a distance of 170 miles, and I do not see why electricity could not be reticulated further throughout Eyre Peninsula.

The honourable member for Burra (Mr. Quirke) referred to railways, and I would like briefly to touch on that subject. At one time people used bullocks, later on horse transport, and at present everything is mechanized throughout the State. There are many things that cannot be transported economically when they have to be transferred from a ship to the railways. People sometimes have to wait a fortnight for articles to be transferred from the ship to the train, and then they arrive at their destination, perhaps anywhere between Lock and Ceduna, a week later. A header, for example, is shipped in five different lots. A person might receive the grain box on one day, the header in a few days time, and the power take-off and comb perhaps a week later. The railways are outmoded for transporting farm machinery and that sort of thing. They have their uses,

and we know that wheat and superphosphate cannot be shifted more economically than by rail, but to shift very much we have to see that the lines are in order so that trains can run over them.

The Leader of the Opposition recently referred to the drift of people from the country to the city, and I support him wholeheartedly in his views on that matter. In doing so, I wish to refer to the different prices for petrol. At present standard grade petrol in Adelaide is 3s. 6d. and super grade petrol 4s. At Jamestown standard grade petrol is 3s. 8½d., at Port Lincoln 3s. 9d., at Kimba 4s., at Minnipa 4s. 2d., at Streaky Bay 4s. 2½d. and at Penong 4s. 4½d. Petrol is landed in bulk at Port Lincoln in the same way as it is landed at Port Adelaide and Port Pirie. Surely the freight does not account for the difference between the 4s. 4½d. at Penong and the 3s. 9d. at Port Lincoln. The reduction in registration fees on primary producers' vehicles is necessary when one considers the disparity between the various prices of petrol and other commodities used on farms such as oil, dieselene and kerosene.

I now refer briefly to schools and education. Earlier in the afternoon I asked a question regarding a school teacher's residence at Poochera. Provision was made on the Estimates six years ago for this residence, but nothing seems to have been done about the matter. Residents will eventually have to send their children to schools away from their homes if it becomes impossible to obtain a teacher of any standing because of lack of residential facilities. I have much pleasure in supporting the first line of the Estimates.

Mr. CORCORAN (Millicent)—I support the first line. I know the responsibility of the Government is to try to exploit all the productive resources of the State, both primary and otherwise. It is not an easy responsibility, and we all have our different approaches to it. I do not think there is anybody in this House who is not actuated by a strong desire to try to do the right thing, even if he fails in his efforts. We are all concerned about the things that matter and what is in the best interests of the nation. I listened with interest to the discussions this afternoon on the productive possibilities of the South-East. The member for Stirling (Mr. Jenkins) stated that there was nothing in the State to compare with it, and he was quite right. He was comparing the possibilities of the South-East with that of the Murray mouth, and he said that there was no comparison between the two areas.

Although we are not lacking in appreciation of what the Government has done in the South-East, we are critical of them for not having done enough. There are many young people, both returned soldiers and others, who possess the qualifications to go on the land and exploit the wealth that is waiting there, but there are not sufficient holdings to put them on. There are a number of holdings in the South-East that would accommodate quite a number of those people who are waiting to go on the land. I have been talking about this a long time and intend to keep on doing so, and even if only a little is done from time to time we are getting somewhere. I know that the people directly concerned develop a bitter feeling against me when I talk of compulsorily acquiring holdings, but I claim that they are actuated by selfish motives. If they had the welfare of this State and country at heart they would support any move to bring about the full development of those areas.

I ask the Government to seriously consider purchasing a number of areas in the South-East which would only need fencing and homes erected on them. They are going concerns whereas other land will have to be drained and developed. Before it is ready for production settlers from World War II will probably be grey-haired. Vast areas of the South-East are useless if not drained, and the wide, shallow drains recently installed minimize the possibility of over-drainage. The Government should follow the advice of the experts who think that the danger of over-drainage can be eliminated in this way. The area between Furner and Beachport has now been drained by a drain that takes the surplus waters which accumulate during the winter. I trust that the department will continue its efforts to drain the land. The amount provided on the Estimates for this purpose is only a fleabite, considering the area involved.

Although most production in the South-East is primary there is a certain amount of secondary industry, for instance the plant at Cellulose, which is an asset to the Tantanoola and Millicent districts. Afforestation is as yet only in its infancy but it is producing much wealth already. Labor members can claim some credit for that, because our Party saw the future in afforestation and bought vast areas around Nangwarry and other districts, although the *Millicent Times* in its editorials condemned such purchases as a waste of public money. Today, however, those forests stand a living monument to the memory of those who bought the land.

Previous speakers have said much about the River Murray flood and referred to it as the greatest calamity that has occurred in this State. If one is selfish, one wonders how much will have to be sacrificed in order to help these people, but I believe that millions of pounds must be found to help them. If a war were to break out tomorrow, millions of pounds would have to be found within a few months, and it would be found. There are signs of war about; for instance, the price of wool has risen. I do not want to be a pessimist and I trust that we will not have to resort to war. I hope the people of this country will respond to the call for help to rehabilitate the flooded areas. Men older than I have seen their life work go overnight because of the flood. On the river I recently saw the most distressing sights of desolation and ruin that I have seen since I was on the battlefield on the other side of the world. In such cases we are generally concerned only for a short period and then tend to forget, but we must not forget the sufferings of the people on the river. The Government and its officers are doing everything that can be done and they have the whole-hearted support of Labor members.

More homes should be made available for young people so that they can settle down in the way nature intended them to do. After all, our main concern in this life is the establishment of a home and finding security of employment whereby we are ensured that we can work out our destiny and provide for those for whom we are responsible. Surely that is the birth-right to which we are entitled, but is this Parliament shouldering its responsibilities to the full in that regard? Is everything being done that can be done? Are we making possible a reduction in the amount of deposit required for a home? The Housing Trust has been complimented by previous speakers on its activity, but I believe that more homes should be built. Are the resources of the building trade being used to the full? Only today I had an interview with a lady who is the owner of a home and wishes to evict her tenant so that her daughter and son-in-law may use it. That sort of thing is going on all the time, but the Landlord and Tenant (Control of Rents) Act provides for a certain delay that protects the tenant. Labor members will support the renewal of that legislation for a further 12 months, but I am still waiting for the Premier to support a Bill introduced by my Leader (Mr. O'Halloran). Surely some of them contain some merit. When the Premier opposes an Opposition Bill every other Government member opposes it.

Mr. O'Halloran—Without rhyme or reason.

Mr. CORCORAN—Yes, but why? Members opposite should use their commonsense and vote on Bills as they see fit. One would think that they could break away from the Premier now and then. The Premier's criticisms of the Opposition's legislation are not regulated in accordance with fairness. He tries to evade the vital point by taking members for a trip around. He is an astute gentleman but he should be fair and say occasionally, "There is some merit in this Bill introduced by the Opposition and I will support it." Despite his attitude on many other Bills introduced by the Opposition I believe the Premier will support a measure to be introduced by my Leader tomorrow.

I am concerned about the fishing industry in the South-East and was pleased to read in the *Advertiser* this morning that a boat haven was to be established at Southend. I shall be even more pleased to hear that a similar facility is to be provided at Beachport. My constituents are also happy about the provision of the facility at Southend. This afternoon I asked the Minister of Agriculture when the work would be done. This is one thing I am worried about because I know a long time elapses between the Government's decision to do a job and the time of starting. I hope it will not be unduly long before the work is commenced. I do not expect the department to do it in a day or a month, but I hope the Government will push it along as quickly as possible.

Mr. Davis—Your grandchildren may be able to enjoy those facilities.

Mr. CORCORAN—I am not that pessimistic. Recently members of Parliament went on a trip to Leigh Creek, Port Augusta and Whyalla. I had not been up there for some years and nothing had been done on the north field of Leigh Creek the last time I was there, so I was amazed at the expansion that had taken place. I realize what a great asset it is to the State as long as we do not have too much atomic energy or automation. I am worried about the explosion of atomic bombs in our territory. Some men may be the cleverest scientists in the world but what do they know of the far-reaching effects of atomic explosions?

Mr. Riches—They don't all agree on that question.

Mr. CORCORAN—That is so, and it is time we did something to retard their activities. Their chief purpose in exploding atomic bombs is to experiment for war purposes, but some people say the abnormal rainfall in the

Murray catchment areas, resulting in floods, has been caused by atomic explosion. I heard Sir William Slim, when opening our uranium field, refer to the great possibilities in the use of uranium. He said he hoped it would be used only for the benefit of mankind and not for the purpose of destruction. I agree with his views. Some members have spoken on the attitude of the Commonwealth Government to the purchase of lands for closer settlement.

Mr. Davis—And the Federal Government is taking some convincing.

Mr. CORCORAN—Yes. It is holding up the progress of our land settlement, yet we seem to sit and take it. The Grants Commission controls the purse strings of this country.

Mr. Lawn—This Government is Liberal, the same as the Federal Government.

Mr. CORCORAN—It is time our Government told the Commonwealth that we want faster action in land settlement. Those responsible for judging and selecting land for closer settlement are not cognizant of everything bound up in closer settlement. Sometimes, after deciding against the acquisition of some lands, they decide in favour of it. Some schemes have been held up through lack of co-ordination by the Federal Government, but when we make inquiries we are sometimes told that the Federal Government has not approved of acquiring certain lands, yet nothing is done about it.

Mr. Lawn—Our Premier asked the people of South Australia to vote for the present Federal Government.

Mr. CORCORAN—That is where he made a mistake. He told the people of Millicent to vote against the prices referendum because there was no need to worry about prices, because the States had sufficient power to deal with price fixing. We knew the States had the power, but we also knew that the one essential for effective price control was unanimity between the States. It was obvious that that was utterly impossible, so we have every right to remind the Premier about it, but when we do so he sidesteps the issue. Wages in this State are controlled. In order to reach stability of prices we would not penalize the worker and refuse to do anything about fixing prices.

As it is, prices are going up and up. We should not sit here while the people are being saddled with further price rises, for they play an important part in the development of the country. I hope that they will never again find themselves in the conditions that obtained

before the war. Labor members hope that by their stand and constant pleas the Government will be convinced that we are on the right road. I give members opposite the credit for being sincere in their views, but they do not always act in accordance with the principles of democracy. Some of them have the same ideas as I, but always follow the Premier's views out of loyalty, though I hope they will overcome that to some extent.

I always have the future of this State at heart when I talk about compulsory acquisition of land in the South-East, for it is something that must be done in due course. If it is not, we shall pay the penalty. Many large landholders are concerned only for their own interests. There is enough land in the South-East to settle many ex-servicemen. I knew Mount Schanck when there were only rabbits and a sheep fence running around the property, but today it is highly developed. I met a man there who was totally opposed to the 40-hour week and long service leave and other concessions. I told him that his views astounded me, because he had been one of the fortunate settlers to get a block there and had built up a fortune. I also told him that his good fortune was the result of Labor policy of subdividing large estates.

Mr. Frank Walsh—Is there a drainage problem in that area?

Mr. CORCORAN—No, but the Drainage Board is working satisfactorily in most parts of the South-East. Some people say we should be careful not to drain it too much, but I say we should get on with the job there. I do not think that area will be over-drained. Last Thursday the Speaker laid on the table the recommendation of the Public Works Committee on the Millicent to Beachport railway line, following on an inquiry by the Transport Control Board, that this line be closed. I assume that before the recommendation is adopted the matter will have to come before the House. I am sure the people of Beachport will not readily reconcile themselves to this proposal. They have hardly heard about it yet, otherwise they would have approached me on it.

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

Mr. CORCORAN—I hope that if the recommendation of the Public Works Standing Committee is ultimately adopted it will first have to be ratified by Parliament. The present service provided for the Beachport people from Mount Gambier should continue until such time as proper road transport is provided. I want



to be sure that whatever transpires they will be provided with a satisfactory service, and that if rail transport is abandoned a bituminous road will be provided from Millicent. I understand the rail service to Beachport was established even before that from Adelaide to Naracoorte. There have been many trials and tribulations in the district since those days. The Public Works Standing Committee will be guided by facts and figures, which we more or less are bound to accept. I anticipate that the report will be discussed in Parliament and we can then put our case, and if we have sufficient support I suppose the recommendation will not be adopted.

I read a statement by Mr. Riches in the *News* on Saturday regarding the five-year programme of the Broken Hill Proprietary Company Limited which included, "M.P. says B.H.P. is breaking faith." I wholeheartedly support his statement. When we are faced with big problems, we are equal to the occasion. It is up to us to advocate the utilization of our natural resources within the State. There is no denying that Mr. Riches knows what he is talking about, and he has the able support of Mr. Loveday, member for Whyalla. Mr. Riches has been a constant advocate of our Party's attitude on the question. I am very proud of him for the case he has submitted for the establishment of steelworks in South Australia. I accept the figure quoted that the company proposes to spend £100,000,000 within the next five years, but I cannot forget that one reason advanced by the company for not going ahead with the Whyalla project was that money was not available. The article which appeared in the *News* included the following:—

Extensive development programme by B.H.P. at Port Kembla instead of at Whyalla is a distinct breach of faith by the company with S.A.

Mr. Riches, Labor M.P., said this today, commenting on B.H.P.'s decision to spend more than £100 million on expansion in the next five years, mainly at Port Kembla. He said a steelworks should be built in S.A. Demand on iron ore is so heavy that S.A. will have to take some definite action if we are not to lose the industries to which we are justly entitled, said Mr. Riches.

B.H.P. promised expansion at Whyalla in return for granting of a mineral lease, and the construction of the Morgan to Whyalla pipeline.

At Iron Knob we have the valuable resources provided by nature, and instead of the State benefiting from its utilization they are passed over to New South Wales for treatment in that State. We must acknowledge the impor-

tance of the company even to South Australia. We know what a great industry it controls, but that does not relieve us of the responsibility of advocating the establishment of a steel industry here. We must pay a tribute to Mr. Riches because he has been a constant agitator for the establishment of steelworks in South Australia, and he has had the support of his Party. In effect, we have been more or less disposing of the birthright of the State.

Those are the bald facts. The press statement continues:—

"During the discussion, the possibility of expansion at Port Kembla was mentioned, but the view was expressed by witnesses for the company that the pipeline would swing the balance in Whyalla's favour. I definitely think that the expansion at Port Kembla is at the expense of the Whyalla programme. State Parliament should set up a select committee, with the power of a Royal Commission, to inquire into the possibility of securing a steelworks for South Australia and the negotiations which took place between the Government and B.H.P."

This body should call expert opinion, and consider the legality of the present set-up with the B.H.P."

Mr. Riches said the hearing should be public, to let everyone know what was happening to South Australia's natural resources. "Nothing less than this is desirable, especially in the light of recent reports by the former mines manager, Mr. Dickinson."

In tonight's *News* under the heading "New Steel Centre urged for South Australia" the following appeared:—

No greater filip to the industrial growth of Australia generally could be given than that which would result from the establishment of a new steel-making centre in South Australia. The Mines Director, Mr. Dickinson, said this in his annual report tabled in Parliament this afternoon.

He said the time was opportune, if not overdue, for the establishment of another major steel manufacturing centre in Australia and there were ample tonnages of ore in South Australia for the setting up of a plant of at least one million ingot tons capacity. South Australian deposits were believed to have a life of 30 years at the present extraction rate of 3 million tons a year. The average imports of steel in Australia for the past five years was 800,000 tons a year. This has cost Australia £200 million. But, as overseas steel prices had been about 100 per cent above the local production cost of £65 a ton, it meant a premium of £100 million had been paid.

This would have been sufficient to finance a new steel works in Australia of one million tons capacity. Mr. Dickinson suggested Australia had the scope to expand and develop a substantial export market in addition to meeting all local demands. Provision should also be made for defence needs so that steel was always available for the country's security. "Now that Australian steel prices are being

fixed more on the basis of overseas rates without regard to cost of production, it would seem desirable to institute some form of price control," said Mr. Dickinson. This would ensure that prices were reasonable and in keeping with actual, and not capital costs, of production."

I support Mr. Riches' opinions, supported as they are by the Director of Mines. The Opposition has been accused of everything that is bad, but it is endeavouring to ensure that the interests of this State are not forfeited to the B.H.P. Mr. Dickinson is a sincere and capable officer and has had the courage to state his beliefs. Unfortunately, private interests have recognized his qualifications and are in a position to offer him greater remuneration for his talents and his services will be lost to the State. It is not too late for the Government to act on the advice of Mr. Riches and his colleague, Mr. Loveday.

I appreciate the necessity for educating the youth of this country. The young person going into the world to face the battle of life must be equipped with a sound education and the Government has a tremendous responsibility in providing not only for the education of our natural population, but also for those migrating here. I join with others in singing the praises of the Minister of Education. He is doing a good job and I hope he is blessed with good health to continue for so long as the people want him to. I do not expect him to perform miracles, but he does his utmost and his replies to questions are most courteous and at all times he endeavours to supply the information required. This year about £8,000,000 is to be spent on education. There are about 11,000 children in country areas transported to and from school daily. I know that the department's objective is to be able to convey children in departmental vehicles driven by teachers because the children are then under discipline from the moment they enter the buses.

Mr. Tapping—The department is also providing teachers for Alice Springs.

Mr. CORCORAN—The member for Semaphore (Mr. Tapping) met some people that he knew in that town. He asked a teacher how she liked it and she said that, irrespective of the fact that she was teaching both black and white children, she liked it very much. The co-operation of local councils in providing suitable roads is necessary for the transport of children to school. In some places it is almost impossible to negotiate the roads in winter. One cannot help but admire the people in the outback who send their children many miles

to school. The mothers who have been prepared to share the difficulties of the outback with their menfolk should not have the responsibility of trying to teach their children by post. Fortunately not very much of this goes on, and I am sure the department is doing everything it can to avoid it.

Private schools do a great deal to relieve the Government of its responsibility in educating children. That is acknowledged in other countries, so I do not think it wrong to ask the Government to assist them here. I am disappointed to see no provision is made in these Estimates for their assistance. I hope that as time goes on there will be a greater realization of the part they play, and that a grant will be made to them.

When I was at Millicent with the Director of Education we inspected an area that required forming and filling for a playground at the primary school. I have heard nothing about its being completed so I am assuming that it has not been finished, although it may have been. As the department did not carry out the work at a time when its activities on drainage were at a standstill because of the wet weather, there is no chance that it will be done in the dry weather. I hope to hear from the Minister that the work has been completed.

I have emphasized the need for this Government to give every consideration to the housing of young people. I do not think I mentioned the aged, for whom something should be done because we do not want it to be said that our pioneers, the people who built the foundations upon which we stand, are to be homeless in their old age. They should be living in comfort and paying rents that cause no hardship. Because I believe there has not been sufficient activity in this direction, I ask the Government to do more.

I have heard a lot of condemnation of the hire-purchase system, but I am happy that it is operating, even though the rates of interest are too high. It is all right for the man with plenty of money to criticize it, but if it were cut out industry would be crippled. Without this system, many people could not obtain such amenities as washing machines and refrigerators, and we all know how a washing machine has saved housewives much drudgery. I am the oldest of my family and as I helped with the washing I know just how hard it was. I have previously referred to the position of settlers at Eight Mile Creek. As far as I can ascertain there has been a vast improvement in the wet conditions that existed there previously. I visited the area some weeks ago and

drove over the new road. I appreciated how much it means to the settlers. Everything there is not as it should be for several suggested improvements have been mentioned, but they have not yet been made.

I have received letters of indignation from a number of settlers about the Minister's statement that they would not co-operate in giving information to departmental officers. They do not want it to be thought that they refused to co-operate for they were prepared to give the information. They say they were told that it did not matter so long as they signed the document. At all times they were prepared to supply the information. A road in the area has been provided and drainage has been attended to with a certain amount of satisfaction. It was suggested that a block be taken over by the department for use as an experimental block. I understood that if the department agreed to do so there would be no charge on the community. I felt that the State should meet the cost without anything being passed on to the individual settlers, who think this is the best course to adopt.

The Hon. C. S. Hincks—Instead of one block as suggested, which I thought at the beginning was a good idea, I have now approved of experiments on six different blocks in different localities and on different types of soil.

Mr. CORCORAN—It remains to be seen which will be the most effective. It rests with the Government to show that more benefits are to be derived from the Government's proposal than the one I suggested. In effect, the Minister told me that he would do all he could to put the settlers on a satisfactory basis and I accepted that in good faith. I realize that the Minister is doing his best. There is something in the suggestion that the sizes of the holdings be increased. In an area not far distant the sizes of holdings were increased. This is a matter the Government should seriously consider for Eight Mile Creek. Reference was made to the Commonwealth Grants Commission. At one time it was said that the hand that rocked the cradle ruled the world.

Mr. Davis—That is right.

Mr. CORCORAN—No. Now it is the one who holds the purse strings that rules the world. When mother wielded her influence in the world we went along in a more humanitarian way. I wonder whether our policy is dictated by the Grants Commission or whether we should have greater control over the things that it apparently decides for us. The Labor

Party is ready to co-operate with the Government in furthering the interests of the State. Our desire is to be nation builders and not nation wreckers.

Mr. STEPHENS (Port Adelaide)—Every session we are asked to pass a Bill to give the Government power to borrow money to carry on Government works, and this year the amount involved is £28,000,000. We have not been told what amount of interest we will have to pay on this £28,000,000. We are never told that, although we are supposed to pass this Bill, but I think this House should be told. It would not be so bad if the money were borrowed from people in Australia, and if we knew that that interest would be used in South Australia by the people of this State. We are borrowing more year after year, and if we do not make some alteration in our system it will be a question of borrow and bust. We would not carry on such a system in our own private businesses or in our own homes. We should not be paying our taxpayers' money outside of the State. I know that we on this side of the House are not in a position to make that alteration. I have repeatedly asked what interest we would have to pay on this money which we are borrowing, but I have never received a satisfactory answer.

Members have dealt with various matters, but whatever members say we cannot increase or reduce these lines. If we reduce them or delete them it is taken as a no-confidence motion in the Government. At the same time, I do not think we could increase these lines. We are therefore in the unfortunate position that it is not government of the people by the people, but government of the people by the man who is the leader of the State. I think something should be done to alter that. Some of our Government departments have been criticized by many members opposite. I do not mind criticism, and when it is constructive criticism I like it. I have known honourable members to make use of Government departments for the benefit of the districts they represent and for their own benefit, and yet they are full of criticism of those departments. They are not loyal to their own Government or to Government departments in many of the statements that they make in this House.

Railways have been dealt with in the Estimates. Where would this State be today if our railways had not opened up the country? A lot of those people who have not a good word for the railways are now receiving

the benefit from the opening up of the country. I often sympathize with the Minister of Railways when I hear people complain about railway freights and say that they should be reduced. Should they be reduced merely so that some people can get something cheaper? The Highways Department is building roads which in many instances are in direct opposition to the railways, and the people who have had the benefit of the railways are now making use of the Highways Department. Many of them are damaging our roadways with heavy loads that should not be allowed on them. We have seen damage done to our country roads by heavy traffic and by some of these motor trials, yet nothing is done. I believe the time has arrived when something is going to be done to try to preserve our roads. I heard the other day in the House of a member who has taken advantage of our laws which enable him to use his own truck to compete against the railways. He was granted a privilege by Parliament whereby registration fees were reduced on a vehicle used on his farm, and he has used that vehicle on the roads and worn them down at the expense of the Highways Department, the Railways and the people generally. I hope that some members, when criticizing Government departments, will remember that they could show a little more loyalty to their own Government and to their own Government departments than they are doing.

The Harbors Board has a long-range policy. It is going to spend a lot of money on harbours, including Port Adelaide which is really the front door to South Australia and will be one of the best ports in Australia.

Mr. Heaslip—When it is working.

Mr. STEPHENS—The spiteful feeling of the honourable member opposite is now revealed. He thinks of nothing else but making innuendoes against the men who manufacture the clothes he wears, the men who make the roads over which he drives his vehicles, and the men who give him his living.

Mr. Jennings—The men who make the money which he spends.

Mr. STEPHENS—When he does spend it. He will not spend it on the very people who have helped him to the position that he is in today. When the honourable member said, "When they are working," I know that he was referring to the waterside workers because he knows that I represent them in this House and am proud to do so. They are the workers of this State, not the drones who live on the work done by other people.

They are the men of whom Commander Symonds said, while the war was on: "These are the men who are helping save Australia." Never once was a man asked to come out to work after midnight when he did not come. These are the men who saved the lives of other individuals—

Mr. Heaslip—Wait on.

Mr. STEPHENS—You can't take it. Certain people complained about these men, but they did not refuse their assistance when they wanted it on the Murray. How many bags of sand did you fill on the Murray? You only sat down and talked about it and complained about the men.

Mr. HEASLIP—On a point of order, Mr. Chairman. The honourable member has passed certain remarks that I regard as being of a personal nature and I ask that he withdraw them.

The CHAIRMAN—To which remarks does the honourable member object?

Mr. HEASLIP—That I did nothing on the River Murray, that I only sat down and talked and did not fill a sandbag.

The CHAIRMAN—The honourable member takes objection to the remarks of the member for Port Adelaide.

Mr. STEPHENS—I asked: "How many bags of sand did you fill on the River Murray, or did you sit down and talk?" That is not unparliamentary, Mr. Chairman.

The CHAIRMAN—The honourable member is objecting to it.

Mr. STEPHENS—I have certain privileges in this House the same as the honourable member. When he was speaking I did not interject, but he interjected when I was speaking. I merely asked a question: "How many bags did you help to put on the River Murray?" Is that out of order, Mr. Chairman?

The CHAIRMAN—The honourable member takes objection?

Mr. HEASLIP—If those were the words used by the honourable member by way of question and if it was not pointed at me, I withdraw the objection, Mr. Chairman.

Mr. STEPHENS—I hope that when a member gets up in this House innuendoes will not be thrown at him and at men who cannot defend themselves. I am willing to go to anybody I have spoken about and defend myself. I have worked with these men and know that they have broken all records in handling cargo more speedily than in any other Australian port, yet all sorts of things are said about them.

A few days ago some members complained about the lack of sewerage facilities in the country, but I want to see those facilities installed wherever possible. I remind members that many metropolitan districts are not yet sewered. Many thickly populated places such as Port Adelaide, Woodville and Semaphore have inadequate sewerage facilities; some have not even a septic tank or pan system but still rely on the filthy pit system. I can show members the places to which I refer. I have introduced deputations to the Woodville District Council and discussed a case in which there is a septic tank system alongside a food factory. I will not mention the name of the factory because it might do the business harm, but all the filth in the septic tank floats around the backyard of the home and the only thing dividing it from the factory is a galvanized iron wall. Those people have asked for permission to install a pan system, which will be an improvement on the septic tank system because the district is not drained well enough to take the latter.

I have asked many questions in this House about the drainage of Ottoway and I thought I received a favourable reply when the Treasurer said local councils would be subsidized on a 50/50 basis, but nothing has been done although the people are now flooded out and the position is acute. Only recently the Treasurer said this matter was still being considered, but if an epidemic were to break out something would have to be done because there would be no time left to consider it.

All members sympathize with the unfortunate sufferers along the River Murray, and as Parliamentarians we should take the responsibility of billeting at least some of them. We are trying to assist them financially, but, although I am not an engineer, I feel that more could be done. Members may laugh at my idea but I remind them that it would not be the first time they have laughed at original ideas. I heard members laugh at Mr. John Fitzgerald, a former member of this House, when he advocated the use of Leigh Creek coal, but they would not laugh at that idea today.

I remind members, too, that after seven years' fighting I had a motion carried by one vote to provide school children with free milk. That only goes to prove that constant dripping wears away the hardest stone. Only today the Minister answered a question regarding free milk for school children, and it is interesting to read what certain members said

in the debate on my motion. Some members would be ashamed to have repeated today what they said before the Federal Government took this matter up. Most of those who strongly opposed the suggestion are not in the House today. The great disaster on the Murray today is not the fault of the people living there or of the present Parliament, but we must look to the future. It is of no use merely saying we shall help the settlers by filling sandbags and damming the water back.

What has happened this year will happen again, so I have a suggestion that I hope the Government will consider. It should call for a report from its engineers on the possibility of constructing a new channel for the Murray, say, from Loxton taking a straight line to Lake Alexandrina, which would be about 90 miles. I understand that Loxton is about 39ft. above sea level. Surely our engineers could take levels of that route and tell us how much the channel would cost and whether it was practicable. We could supply adequate water to dry areas and instead of the flood waters doing great damage they could be used for the benefit of the whole State. By improving the productivity of dry areas the whole of South Australia gains. We should not be content merely to wait for another flood and then repair the damage.

I am a great believer in prevention being better than cure. I think South Australia uses only about one-fifth of the Murray water to which it is entitled. I am not an engineer, and our engineers may say that my scheme is not practicable, but I ask members not to condemn the scheme before our experts go into it. If no one makes any suggestions we shall have another disastrous flood. As the Hon. Charles Cameron Kingston said, the oldest and wisest man can learn from a child, and some of our engineers may even learn something from members on this side of the House.

Mr. HEATH (Wallaroo)—Firstly, on behalf of the electors of Wallaroo, I express sympathy to those who have suffered from the Murray flood. Upper Yorke Peninsula has been fortunate in that we have not suffered from flood or fire, and we may be able to assist Murray settlers by providing agistment and fodder for their stock. The response to the Lord Mayor's Flood Relief Appeal by the farming community of Kadina was most gratifying. Several offers were made to provide fodder and agistment for stock, and we hope to assist the Government in that regard.

Many problems have been raised during the debate on the Loan Estimates, one of the most

contentious being housing. In its wisdom the Government has allotted the State Bank £750,000 for housing and the Housing Trust £1,900,000. The Government's allocations, and building by private people, should be sufficient to cope with housing requirements for the next 12 months. Members must realize it is futile to allocate millions of pounds for housing if it cannot be absorbed by the labour and materials available. In the past the Government has utilized all available labour and materials for housing, so I am sure it has done everything possible to ease the housing shortage. If members on both sides of the House are sincere in their desire to overcome the housing shortage they could perhaps stimulate the erection of more homes by providing incentive payments to building tradesmen and labourers. Under our awards we have day payments and incentive (or piece-work) payments and invariably piece-work results in greater production. Incentive payments would improve the housing position.

Mr. Davis—Incentive payments and piece-work are two different things.

Mr. HEATH—Under piece-work the employees are paid according to the number of bricks they lay. What is the difference? If a man has the inducement to produce more he will do it. That would apply to housing.

Members had the opportunity to visit Leigh Creek to see the wonderful development there and also the electricity works at Port Augusta. I am convinced that the Government is justified in making a grant of £5,500,000 towards the development of our electricity utility. It has been of great material value in both metropolitan and country areas. Several country districts had their own electricity plant, but they had become obsolete and none of the councils was in a position to provide the necessary finance for new plant. Now that the Electricity Trust has taken over, it is prepared to supply country areas with A.C. power for the establishment of secondary industries, which was not possible before, with consequent advantage to the district concerned and the State. The provision of any further amounts towards the trust's activities has my support. It is one factor which will help decentralization.

Similar remarks can also be applied to our railways. As the country developed it has been essential to provide railway facilities. The diesel engine is now replacing steam trains on many country lines. It has been proved conclusively since diesel trains were used on the East-West line in the last two years that the

service can now be made to pay. In order to keep abreast of the times it cannot be expected that our railways should make a profit. In fact, no one expects a Government utility to be profitable because these projects are established for the benefit of the citizens. That applies not only to the railways, but to our electricity project and the tramways. It is necessary that the Government should carry the baby in order to provide conveniences for the people. In allocating £8,000,000 to the Electricity Trust and the railways the Government is only doing what is expected from those who pay the taxes.

I notice that £100,000 is to be provided for certain amenities at the Metropolitan Abattoirs. The question of abattoirs is a very vexed one in the country. Over the past three years there have been discussion as to whether abattoirs should be established at Wallaroo, but the company which was formed has decided to discontinue its efforts to establish meat works there, realizing that unfortunately France is now in a position to provide two-thirds of England's beef imports. It can send chilled meat across the channel at short notice, whereas we have to send frozen meat, which is not in a position to compete. Therefore, it is uneconomical to establish meat works at Wallaroo. I contend that the area is entitled to abattoirs, even if only to provide meat to the people of Wallaroo, Moonta, Kadina, Paskeville, Bute and Kulpara. At present these people are served by local butchers.

Under the Health Act passed 18 months ago country butchers have to establish new killing houses, which would cost between £1,500 and £2,000. In my area 12 butchers would be implicated. Over the past five years there has been a bottleneck at the Metropolitan Abattoirs in the killing of lambs for export. Often it has been necessary for lambs to be placed in a paddock but once a lamb leaves its mother and is placed in a paddock it deteriorates in quality, and loses two or three pounds a day in weight, although forwarded to the abattoirs in perfect bloom. These losses are suffered despite the fact that the Australian producer is urged to produce the best possible meat in order to boost our economy. When a lamb has been left in the paddock for a week its meat is only of second grade and half of it is not fit for export.

Mr. Jennings—Who manages the abattoirs?

Mr. HEATH—It is not a matter of management, but a question of appreciation by all parties concerned from the producers to the men engaged at the works. Whilst appreciating

that there are certain factors implicating both sides, it is quality we must have if we are to establish overseas markets, and we are not getting it. If we had killing centres throughout the State, a first-class article could be produced. The Government should be prepared to go into country areas and establish proper slaughter houses, and if at any time there were a bottleneck at the metropolitan abattoirs during the export period lambs could be killed where they were reared and then could be marketed in first class condition. The time has arrived when the Government should consider this problem, realizing that butchers in these areas should not be called upon to finance the erection of a slaughterhouse which would possibly cost £2,000. This is beyond their means, in view of their return from the industry. Without this huge expenditure butchers in the metropolitan area can buy their meat from the abattoirs as they require it for their customers.

The Government should establish wheat bulk installations throughout the State. During the last 18 months it has been frequently suggested that bulk handling would not be established at Wallaroo, but at Port Pirie. Whilst there may be an installation at Port Pirie, £111,000 has been allocated for a bulkhead at Wallaroo and we are hoping it will be ready for the 1957 harvest. It will be a great asset to the district and will ensure a continuity of employment. At present there is an average of only one shipment of grain a month, but with the installation it will be possible to ship once a week.

I am pleased that the Government intends to provide boathavens in South Australia. For many years there has been an agitation for a boathaven at Moonta Bay, Port Wallaroo or Port Hughes. The Government has claimed that there has been a diversity of opinion as to the site, but the people in my district are not concerned with its position so long as it is established. I have approached the Minister concerning Wallaroo jetty repairs and he has undertaken to see that something is done to protect the fishing industry there. About £75,000 worth of fish leave the district annually. The industry is of importance to the State and the Commonwealth because it produces overseas credit which is so desirable. A boathaven at Moonta Bay would serve a number of fishermen.

The Hon. C. S. Hincks—How many boats are there in your district?

Mr. HEATH—There are 79 boats at the Wallaroo jetty. The Government spent thous-

ands in connection with the Jangaard Brothers' investigations into our fishing potential and is now aware that there is sufficient fish of exportable value. It is only a matter of providing security to the fishermen and they will catch the fish. A man cannot be expected to put a £2,000 boat in the ocean to face the elements.

Much has been said about hire purchase, but members should realize that although the interest charged may be high it is not only for the convenience of the money, but is also for the services rendered. Not one-third of the people who are enjoying amenities today would be so served were it not for hire purchase. When a person obtains an article on hire purchase he knows what his payments must be and he backs his health, manual labour, and ability to meet those requirements. Had people not been prepared to take risks and enter into heavy mortgages many of our large holdings and stations would not have been developed. If a person wishes to progress he must take advantage of whatever is offering. Hire purchase not only assists people in obtaining amenities, but it provides an avenue for the sale of products. If everyone was required to pay cash for everything he purchased, two-thirds of our manufacturers would be out of business. The Opposition has frequently referred to Australia's economy under the Chifley Government, but the interest rate has only risen by 1.78 per cent since then, whereas since the war production costs have increased by over 150 per cent. The country has never been more prosperous that it is now.

I realize what a tremendous undertaking the Education Department is. With a growing population it is only natural to assume that it will be beyond the ability of the Government to provide an adequate teaching staff to educate our youth. However, where teachers cannot be provided, the department has arranged to transport children to nearby schools. It was gratifying to hear almost every member of the Opposition express satisfaction with what the department has done. South Australia can be proud of its education achievements. Whilst certain amenities may be lacking, my district is proud of the fact that it has at least a sufficiency of requirements and that our children are receiving the necessary education. I support the first line.

Mr. RICHES (Stuart)—The Leader of the Opposition concluded his remarks by saying that most members have had an opportunity of travelling throughout the State and viewing first-hand the works for which the State was

responsible. We have visited Leigh Creek and have inspected the coalfield and witnessed the development of an industry which has reflected credit upon the State, is paying its own way and was carried out as a socialistic enterprise. All members who visited the field were loud in their praise of the work done and the quality of the men in control. They came back to this House and said, "This is good." As the Leader of the Opposition said, that scheme is in complete accord with Labor policy. We are glad that that policy does not have to be enunciated at great length, nor does it require consistent advocacy, because it will have to be adopted. It is not surprising to us, therefore, to hear members new to this Chamber, such as the member for Wallaroo (Mr. Heath), embracing that policy with open arms and advocating it. We do not have to advocate it because it is inevitable.

We have never heard a more eloquent advocacy than that of Mr. Heath. He said that private enterprise had been asked to establish a meat works at Wallaroo but the Government had to come in and do the job. He also said that private enterprise failed to provide houses for the people of that town so the Government is to be commended for setting up the Housing Trust, which has been commended by members opposite on many occasions, and which carried out this work. The Government has provided houses where private enterprise has failed. It is not surprising to us to see how readily members opposite are prepared to embrace the policy advocated by the Opposition, a policy which is inevitable and which successive Governments have adopted in the past and will have to adopt in the future if this State is to achieve the destiny that lies ahead of it, and if the people are ever to see the advantages of the services to which we believe they are entitled.

These Loan Estimates are presented to us in the form of a programme of public works to be carried out in the ensuing 12 months, and it is our duty to examine them in that light. It is not our duty to bring forward any resolution that could have the effect of increasing the amount of loan works to be carried out. We can move to reduce the Estimates, but not to increase them. Because members recognize that all the works listed are desirable things that have been asked for by the various districts or are in accordance with programmes prepared by the various State departments, none would think that any of those works should be curtailed. That is why some members,

particularly the member for Light (Mr. Hambour), have not been able to discern in speeches delivered from this side of the House any substantial degree of criticism of the amounts allocated for various purposes. He seemed to see in that some measure of credit for the Government, and said that many of the speeches went beyond the ambit of the ramifications of this Parliament in that they dealt with matters essentially Federal in character. That is explainable because we know that finance is government and government is finance, and the government of finance in Australia is entirely the prerogative of Canberra. If we are to talk about finance and its impact on the people we must go to Canberra to level our criticism, if we have any. We hope that we have constructive criticism to offer. I admit that I am puzzled about some aspects of finance. For instance, a fortnight ago the Premier, when speaking about rehabilitating flooded areas, said that he was prepared to swear before 20 justices of the peace that there is no more money available in South Australia because our budgetary position is bad. We take him at his word, yet I have listened to the oration of the member for Wallaroo in which he said that never in its history has South Australia been so prosperous. Just where are we?

Recently I took a fortnight off and made up my mind to travel on the railways to see as much of Queensland as I could. During my trip I spent four days in Cairns. Since my return I have heard a good deal said about that State. I will refer to Brisbane in another debate, but I would now like to speak about Queensland generally. I think it is the most prosperous State in the Commonwealth, and has the most promise. I give full marks to the people there for their conception of public works and the businesslike manner in which they are carrying them out. I saw the construction on the Tinaroo dam on the Atherton Tableland, which will cost £9,000,000. As it is expected that it will improve production in that fertile area to the extent of £3,000,000 a year, I think it is a sound scheme.

Mr. Hutchens—And you found the people have a great confidence in their State, their Government and themselves?

Mr. RICHES—I found that they are wholeheartedly behind the Labor Government. On looking at records I found they have consistently voted in favour of Labor for over a quarter of a century, and when the majority in that State votes for Labor, a Labor Government is returned. That is quite different from



the position in South Australia. I advise members to go there if they want to see democracy at work. In Sydney I saw a project that will impound four times as much water as Sydney Harbour contains. This scheme will see Sydney through its water difficulties until the year 2,000. The Eildon Weir in Victoria is also a very big project. All these things are necessary if Australia is to continue its progress and if we who are proud of our heritage desire its progress. Is it right that all these things should be at the whim of private investors? Is it right for the people who control all the finance of Australia to decide it is more glamorous to chase oil or invest in Cadbury's? Should these projects be financed entirely at the whim of private investors or is it beyond the capabilities of economists to devise a plan where credit can be made available for a constant programme and not have it held up because of fluctuations on the loan market? The programme should be financed through the people's banks as other Commonwealth undertakings have been so successfully financed. I came back with the strong conviction that we ought to require our economists to alter their advice to the Commonwealth Government because I cannot believe that the Commonwealth Government would deliberately return to the financial set-up we had before the war without having been advised by the economists to do so. We know that economists must live and if they do not give the advice required of them their services are no longer needed. I do not consider myself an expert on finance and I am puzzled. I cannot understand why there should be a restriction on credit when people want to build houses or establish businesses or carry out public works. We have had the best run of seasons that Australia has ever known. Our production has never been greater than it is now. We ought to be in possession of greater real wealth than we have ever had before. The markets of the world are open to us. Our granaries are full. Why then should our Loan Estimates be £1,000,000 less in total than they were last year? Instead of having progress we are using the pruning knife.

We are told that unless we can sell our wool at high prices on the markets of the world our economic system will fail. We are told that we must have high prices for our wheat and that sounds reasonable, but during the last war we did not ship a bale of wool or sell a bushel of wheat because the seas were not open to us. We even built distilleries and tried to turn our

wheat into petrol. We did not borrow money from overseas then. The economists told us we would win the war in the first six months because Hitler would not be able to finance his army and that he would soon go broke. We were told that we would soon be hanging our washing on the Siegfried line. But we know that Hitler did not go broke as we expected. The lessons learned during the war have been forgotten. I can remember an occasion when the Premier told me as we looked at the Morgan-Whyalla pipeline, "This is a good work. Look how it has developed the country and paid for itself." Apparently the method by which that work was financed is frowned on today. Why should that be so? My knowledge of finance is largely concerned with making my money spread over the home budget. I am concerned about increases in the prices of commodities that go into the home. I am puzzled and I cannot find an economist who, in the light of orthodox finance, can explain the position to me. There is something in the policy advocated from time to time by Mr. Quirke, and it has been advocated by the Labor Party over the years. It is sound and it adds up.

Mr. O'Halloran—It worked satisfactorily in war-time.

Mr. RICHES—There comes a time when needs must. I can remember Mr. Michael, one time member for Light, saying in this place, "It would appear that we need a war because only in war-time can we make services available to the people." He pointed out that in peacetime people adopted a different attitude and everybody wanted a larger piece of the cake. Of course, if the masters of industry get the largest pieces there is not much left for other people. Money, material and men are three most important items. I think men are the most important. When we are prepared to give the human element in industry more consideration and make provision for them as we do for money and material we will get advancement and then many of our problems will sort themselves out. We heard Mr. Shannon to good effect in this debate, except that he got off the rails a little when he tried to see some merit in this Loan programme. He spoke about the policy of decentralization that the Government had been trying to bring into force. He was loud in his praise of the Electricity Trust and referred to the establishment of the Leigh Creek coalfield. He also mentioned the construction of the regional power station at Port Augusta and the other stations

that are to follow. He said this was evidence of the Government's policy of decentralization. I have two comments to make on that. Here we have a convert, a member who is now prepared to recognize the value of State enterprises. He sees merit in the Electricity Trust, but when the Trust was proposed he vigorously opposed the legislation. At the second reading he opposed it at every clause that was before the House. He was vociferous in his opposition throughout and drew pictures of dire peril by predicting that the Trust would be in financial difficulties in a short time if the Government took over the Adelaide Electric Supply Co. It is refreshing to see a person with the experience and background of the honourable member for Onkaparinga now coming around and seeing the virtues of Government enterprise, recognizing the need for it and even recognizing that here is a service that could be given to the people by no other means than by the Government stepping in.

The member for Onkaparinga said that Leigh Creek and the establishment of a power station at Port Augusta were evidence of the earnest desire of the Government to decentralize industry, and that some credit was due to the Government for the fact that those two undertakings were established in the country. I want to examine that, because it is very important as far as my district is concerned. I had some idea that Providence had something to do with putting coal at Leigh Creek, and the location of that field could hardly be anywhere else. That location seems to me to have been fixed before the advent of the Liberal and Country League Government on the Treasury benches. I was also told in an earlier session that it was the economics of generating electricity from that coal which determined that Port Augusta should be the site. This House was promised that an inquiry would be made into several sites and that the site chosen would be based entirely on the economics of the situation. A Commission was charged with the necessity of investigating whether it would be cheaper to bring the coal to Adelaide or to take it to Port Augusta and bring the power here by transmission lines. It comes as a very welcome piece of news to me that the economics did not decide the location at all, but that the Liberal and Country League Government decided the location of that power station purely in furtherance of its policy of decentralizing industry.

The Trust has already announced that there will have to be a third power station to main-

tain the electricity supply of South Australia, and a decision will have to be made very soon on its location. If it is possible for the Government to decide on the location of a power station as a matter of political policy, and if these stations have been erected in furtherance of their policy of decentralization, then there are hosts of places which commend themselves as places in need of an industry where this third power station could be located; but I have an idea that the first explanation given to us was the true one, and that the location was determined on the economics of the operation of the power station. It appears as though the city is to be made bigger still, and that the third power station will be at Osborne.

A thing which impressed me about Queensland was the fact that big public buildings and undertakings were not centred in Brisbane. I saw the biggest railway station in Queensland, not in Brisbane but 1,000 miles away. That seems to be in accord with the policy followed for some considerable time in Queensland, where only 40 per cent of the population is in the metropolitan area and 60 per cent outside. In South Australia we have 60 per cent of the people within a stone's throw of the G.P.O., and 40 per cent outside keeping the other 60 per cent.

In conclusion I refer briefly to the report of the Director of Mines which was laid on the table of the House this afternoon. In some respects my impression from reading that report is one of keen satisfaction at the remarkable success that has followed some of the undertakings that the Director of Mines has put into operation. I also had a feeling of apprehension as to the future of some of the most promising aspects of the working of the department, and a feeling of regret that the recommendations which this very capable officer has consistently made since 1952 in relation to the establishment of a steel works in South Australia have not been given effect. On that subject I wish to make one or two comments which I believe are pertinent to these Loan Estimates and appropriate to this particular time. According to the Director of Mines' report, these Loan Estimates would have been vastly different had Parliament given credence to his recommendations in 1952. If South Australia had really taken his advice to heart and had insisted that a steel works be established in South Australia this country might have been in the position of exporting steel in the very near future instead of paying a premium on imported steel to the tune of

£100,000,000 over the last five years. In the period between his first and last reports Australia has spent sufficient money in premiums on imported steel to pay the full cost of establishing a completely integrated steel works. The director recommended that in 1952, and now he has produced figures to show that all his forecasts and estimates were accurate to the minutest detail.

How long can South Australia afford to ignore the recommendations that the Director of Mines makes to Parliament? He has gone to the trouble of making a special survey in a special appendix to his report on this issue. I suggest that this Government must give more consideration to his recommendations than it has been prepared to give in the past.

I now wish to refer to two other aspects of the report. Certain recommendations are made about the future of the Mines Department and I hope that they will be closely studied by the Government. Amongst other things the director refers to the wonderful success of the research branch, which has conducted research into the treatment and uses of uranium. Since Parliament amended the Act a little over 12 months ago to enable the research laboratory to be used not only for Mines Department activities, but also for research work for other organizations, mining interests from other countries, such as the United States of America, Canada and Malaya, and from other Australian States have used the laboratories to such an extent that 50 per cent of the total time occupied in research since the passing of the legislation has been used on behalf of outside authorities and £70,000 received in fees for such services rendered.

The confidence reposed by overseas authorities in our Mines Department clearly indicates the value that mining interests throughout the world have placed on the worth and work of our Director and his laboratories. In the light of this confidence it ill behoves South Australians to ignore his recommendations made so strongly and forcibly from year to year in respect of other matters. Apparently we are the only people who write him down. Why are we unable to retain the services of a man of such calibre? No-one will convince me that he is leaving South Australia only because he has been offered a slightly higher salary somewhere else: I believe he feels a sense of frustration because his reports have not been acted on. After all, men with Mr. Dickinson's capabilities like to think that their reports, based on long research, are being acted on.

The report also refers to the treatment of uranium in this State, and in this connection South Australia should not be prepared to allow another industry to slip through its fingers as it has the steel industry. The Director says that the price of uranium is declining and that after 1962 under the present contracts we have for the sale of the product from Radium Hill the price will fall to such an extent that it may be difficult to continue production economically. He draws our attention to this very distinct possibility and the fact that the U.S.A. Atomic Energy Commission will continue to buy after 1962, but only at a lower price. Mr. Dickinson has gone to great lengths to produce a schedule of costs showing that the situation may be saved for South Australia if provision is made at Port Pirie for the treatment of uranium ore to the metal stages. I cannot elaborate on this proposal for I know little about it, but I am willing to accept the recommendations of this officer who has so often voiced his opinions in the face of experts who, although well qualified in their own fields to prove him wrong, if he were wrong, could not do so. I trust the Government will take notice of Mr. Dickinson's recommendation in this regard.

Mr. O'Halloran—Does he estimate the cost of additions to the present treatment works at Port Pirie?

Mr. RICHES—I cannot recollect the actual figure, but he estimates the cost of treatment of the uranium ore and shows how it appreciates in value as it proceeds through the various stages and how an undertaking profitable to this State could be developed. If we ignore his report and let the situation drift until 1962 there is a distinct danger. I read that part of his report with alarm. We should be grateful that Mr. Dickinson has drawn attention to the matter. The Government must heed that part of the report and establish the additional plant at Port Pirie or some other suitable site. Port Pirie would probably be the most economical site because certain plant already exists there. The Director recommends that ore from all over Australia be treated at the proposed plant. That recommendation commends itself to me and I have no doubt to other members. We should not be content to remain in our seats and see these recommendations consistently overlooked when the State demands definite action.

I now refer to a district matter which also has reference to the remarks of the member for Onkaparinga (Mr. Shannon) on the Government's declared policy of decentralization.

Members who have travelled extensively throughout the State will know that along with the growth of some centres associated with mining production, which is one of the greatest sources of wealth in this State, there has been a decline of other centres, many of which now face great difficulties. At almost every port on Eyre Peninsula, apart from Port Lincoln, one can see jetties and other shipping facilities that are falling into disrepair and going out of use. They were thriving ports, and in my electorate we have one that was associated with the early history of South Australia, namely, Port Germein. There is a noble little community there, and with some help from the Government the people could carry out a rehabilitation programme themselves. The Port Germein jetty is an historic landmark. It served a useful purpose and completely paid for itself over the years, but it suffered from the ravages of the storm that destroyed some metropolitan jetties. The previous member for that district, who is the present member for Rocky River (Mr. Heaslip), has had a number of conferences with the residents, who drew up a scheme for submission to the Government for the rehabilitation of the jetty, not to handle cargo, but for the use of fishermen and pedestrians.

The people of Port Germein realize that, because of modern transport, there is no possibility of the jetty being used again for commerce, but if it were rehabilitated it would be an attraction for tourists and an adjunct to the district generally. I have had two or three meetings with Port Germein residents, who are always loud in their praise of the advocacy of the member for Rocky River on their behalf. I wish to follow up his efforts, and I invite the Treasurer to visit Port Germein to see the jetty and discuss the possibility of its reinstatement with the people first-hand. They say that the first 1,000 feet can be reclaimed by extending the embankment, and that sufficient timber could be recovered to repair the remainder of the jetty. They have taken out a reliable estimate of £6,000 for the scheme, and have been assured of a supply of new bolts from the Port Pirie Smelters at reduced prices. They have also been assured by the Port Pirie water-side workers of a considerable amount of volunteer labour, and this has not been included in the estimate. However, the Government's estimate for the same work is £32,000. I hope the Treasurer will seriously consider the reasonable request put forward by the people of Port Germein. I support the first line.

Mr. FLETCHER (Mount Gambier)—I join with other members in expressing the deepest sympathy of my electors to the unfortunate settlers on the River Murray. It has been stated authoritatively that this is the greatest flood in the history of white settlement in South Australia. Even our leading engineers admit that they do not know to what height the river will rise. Most of the protecting banks have gone and Old Man River is now in charge. The Commonwealth and the States must act in conjunction to evolve plans to control future floods. Perhaps the River Murray Agreement will have to be amended for this purpose. An article in the *Bulletin* claims that the Murray and Darling Rivers provide one of the best irrigation opportunities in the world if they are properly controlled and managed. The floods have taught us a great lesson, and we must do everything possible to avoid another catastrophe.

I was privileged to fly over the flood areas this morning, and the devastation must be seen to be believed. It is sickening to look down and see the extent of the damage. Those who pioneered the Murray settlements were hard-working men, and most of them are no longer young and will not care to start again. We must do something to prevent a repetition of these disastrous floods.

As £1,000,000 is to be spent in the Mount Gambier district from the Loan Estimates I have little reason to complain. It is a wonderful district with wonderful representation. I pay a tribute to the Minister of Education for the attention he has given to the educational problems in my district, and like other honourable members I have always found him most co-operative and helpful. I think he would agree that the school population is increasing to such a degree that one wonders when sufficient accommodation will be available at primary schools, and what provision must be made in the high schools. At the beginning of the last school year a new school was opened at the east end of Mount Gambier and has already made wonderful progress. I pay a high tribute to the school committee for its efforts. In a period of 12 months it has raised more than £1,100 to provide amenities for the school and a playground with appurtenances. In Grade 1 there are 181 pupils, and further provision will have to be made for another influx at the beginning of next year. It is obvious that in a few years extensions will be necessary to the high school, and I therefore hope that the department will keep this in mind. I understand that a technical

school is also to be built. For more than 30 years it has been accommodated in from six to 12 buildings scattered throughout the town. Approval has already been given for the school to take possession of a building in Wehl Street, and additional workshops and other amenities are to be provided to bring it up to a decent standard. The parents are thankful for the department's realization of the need for another school.

People at Mount Gambier are disappointed because of the non-establishment of the long promised sewerage works. No assurance has been given by the Premier that this work will yet be undertaken. It is therefore obvious that some of the larger country towns will be without this amenity for many years unless steps are taken before long. Another urgent need in a growing city like Mount Gambier is the enlargement of water mains and the extension of the service to the growing suburbs, more particularly the former. The Electricity Trust has made wonderful expansion in the Mount Gambier district. About a week ago its new plant was started.

I have asked many questions in the House regarding the supply of titles to the purchasers of Housing Trust homes, and it is still a mystery to me why there has been such a long delay. There must be something radically wrong when people who have been occupying homes for 21 months are unable to secure their titles. They have paid their deposits and are paying rent, but the rental is not deducted from the purchase price of their homes and they are worried. I am not satisfied with the replies I have received from the Premier to questions about this matter and I hope that tomorrow he will be able to shed more light

on the reason for the delays. Three months ago I approached the trust and the Lands Titles Office and was then assured that the titles would be issued within a fortnight. They have not been issued yet. In reply to a recent question on notice the Premier said the titles would be issued in a fortnight. Apparently the fortnight period is a standard phrase, but the fortnights are long protracted. I do not criticize the Housing Trust because I believe it would be extremely pleased if this matter were finalized.

I recently had the privilege of examining some of the homes that the trust has erected for aged couples and for aged single persons. An interstate friend of mine who also inspected them said, "Any association or government which is providing homes like these is worthy of the highest commendation." I echo those sentiments. I understand that they are only to be built in the city, but I trust that they will soon be built in the larger country towns. I hope I will be able to persuade some of my wealthier friends to make land available for such homes at a reasonable price, because if land were available at reasonable cost I have no doubt the trust would extend the scheme. I support the first line.

Mr. FRANK WALSH—Mr. Chairman, is it your intention to proceed with these items *seriatim*?

The CHAIRMAN—The items will be dealt with *seriatim*.

Progress reported; Committee to sit again.

#### ADJOURNMENT.

At 10.09 p.m. the House adjourned until Wednesday, September 5, at 2 p.m.