

HOUSE OF ASSEMBLY.

Tuesday, July 23, 1957.

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

ASSENT TO ACTS.

His Excellency the Governor, by message, intimated his assent to the following Acts:—Local Government Act Amendment, Landlord and Tenant (Control of Rents) Act Amendment, Statutes Amendment (Public Salaries), Appropriation (No. 1), Supply (No. 1), and Cellulose Australia Limited (Government Shares).

DEATH OF MR. L. R. HEATH.

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

That the House of Assembly expresses its deep regret at the death of Mr. L. R. Heath, member for Wallaroo, and requests the Speaker to send a letter of sympathy to his relatives; and that, as a mark of respect to the memory of the deceased member, the sitting of the House be suspended until the ringing of the bells.

The late member had been a member of this House for only a very short period before he had won the respect and affection of all members because of his attitude towards public affairs and his general attitude towards life. He won a warm place in the hearts of all members, and I am quite sure every member deeply regrets the sad accident that has rendered vacant his place in this Chamber. One would probably have to go a long way to find another citizen who had taken a wide interest in so many activities, and been so favourably known in all of them. As a business man, he was highly respected; as a sportsman, he had a circle of friends that transcended the boundaries of this State and held a high place in the sporting life of the community; as a citizen he took a widespread and disinterested part in the affairs of his district. He was a friend to all, and an enemy to none, and those present at his funeral could not but be impressed by the fact that representatives of all sections of the community attended it and profound regret was manifest at his passing.

In the short time he was a member of this House, he took a great interest in public affairs, and left landmarks in his district that will be a standing memorial to him. I believe he won and retained the esteem and confidence of all, irrespective of Party affiliations.

In the circumstances I know I am expressing the opinion of the House when I ask you, Sir, to convey a message of sympathy to his wife and relatives. He has left a sad place here, but, of course, a much sadder place in his home and immediate surroundings, where his loss will be even more deeply felt. I hope it will be some consolation to his widow and relatives, and help to soften the blow, to realize the high esteem in which he was held by the community.

Mr. O'HALLORAN (Leader of the Opposition)—I second the motion and endorse the references made by the Premier to our late colleague. It is true that Mr. Heath was with us here for only a short time but some of us knew him before he entered this Chamber. In every respect, in carrying out his Parliamentary duties, he lived up to the high reputation with which he came to this House. The tragic suddenness of his passing has stunned us all and, as the Premier said, it has left a gap in our ranks which we will notice for many days to come. Perhaps the kindly words of the Premier and my halting references may be some solatium to his widow and other relatives who have been so tragically bereaved. I trust that with the passing of time this deep and grievous wound will be healed.

Motion carried by members standing in their places in silence.

[Sitting suspended from 2.12 p.m. until 3 p.m.]

QUESTIONS.

OIL REFINERY IN SOUTH AUSTRALIA.

Mr. O'HALLORAN—Can the Premier intimate whether negotiations are being continued for the establishment of an oil refinery in South Australia and what type of assistance it is expected will be forthcoming from the Commonwealth Government?

The Hon. Sir THOMAS PLAYFORD—Negotiations are proceeding in respect of two prospects, but no finality has been reached. The establishment of an oil refinery is a major undertaking involving probably £30,000,000 to £40,000,000, and under those circumstances the authorities concerned naturally want to know whether the proposition would be beneficial to their shareholders. In these circumstances it would be foolish to expect that negotiations could be completed quickly. Furthermore, the establishment of an oil refinery here is contingent upon its fitting in

with national policy. The assistance required from the Commonwealth Government was not financial but rather an intimation that the Commonwealth Government would favour the establishment of such an industry and an assurance that it would be treated fairly after establishment. Some time ago there was a suggestion that the Commonwealth Government was not particularly interested in additional refineries, but that has been completely cleared up.

ILLITERACY AMONG MILITARY TRAINEES.

Mr. DUNNAGE—Articles in the *Sunday Mail* and last night's *News* disclosed that a number of practically illiterate trainees have gone into military camps recently. We pride ourselves on providing free education for everybody, so it is surprising to learn of this alleged illiteracy. Can the Minister of Education give any reason why this should have happened?

The Hon. B. PATTINSON—The question of illiteracy in youths going into military camps is not a matter of immediate concern to me because it deals with a past generation or decade. I do not think the same conditions apply today as applied, say 20 years ago, but there are several reasons which could be adduced for illiteracy during the last 10, 20 or 30 years. It may well be that they were children living in remote areas who were not compelled to attend school or to take correspondence courses; or they may have been children whose parents, for financial reasons or a variety of other reasons, applied for and obtained exemption from their attending school. Only a small percentage of such applications are granted, but between 300 and 400 are granted each year. There is also the matter of truancy, either permanent or intermittent. I think that, in those years particularly, many children were truant and others may have been absent because of either permanent illness or a series of intermittent illnesses. Further, a number of children in those days suffered from mental or physical defects that were not then apparent to the ordinary layman; but in recent years many of those deficiencies in our educational system have been remedied and, during the last three or four years in particular, we have made great strides in these directions.

Although I did not know that this question would be asked, I have some information con-

cerning the education of children who are mentally retarded or suffering from physical or mental disabilities, or a combination of both. The Psychology Branch, which has been dealing with this matter on an increasingly large scale during the last three or four years, includes trained psychologists, welfare workers and guidance officers. The psychologists investigate about 1,300 cases a year, about half of these being first interviews and the remainder follow-up interviews or interviews with parents. The principal problems investigated are backwardness in schooling, behaviour, mental defects and truanting. Special provision is made for the education of handicapped children in the following ways:—Over 800 children who may be retarded generally or in some specific subject attend special opportunity classes in charge of teachers specially trained for this difficult and exacting work and conducted at 19 metropolitan and three country primary schools, with 10 senior classes for children over 12 at four metropolitan schools.

Numbers are smaller than in normal classes and much attention is paid to handwork and group activities. These classes aim at enabling the child to overcome his retardation and eventually resume his place in a normal grade. I am pleased to say that this frequently happens. Indeed, it is remarkable what is being done for the education and advancement of retarded children: many are rapidly able to take their place in a normal class. For the severely handicapped children we have, during the past three years, opened two occupation centres, one at Kent Town and one at Woodville.

One other problem is the question of deafness or being hard of hearing. In the past a large number of children who were considered to be backward or mentally defective have proved to be hard of hearing and were not able to take in their lessons. Great strides have been made on that aspect in recent years and I am pleased to say that the department is having unusual success in being able to educate a large number of children who in the past were considered uneducable. I am prepared to supply the honourable member or any others with any further information on what I am sure is a matter of very great public interest and concern. I am pleased that such a feature was made of the very large percentage of wholly or semi-illiterate military trainees because by focussing public notice on this very important problem I am sure greater attention will be paid to it in future.

FORBES SCHOOL TOILET FACILITIES.

Mr. FRANK WALSH—A letter I received today from the Minister of Education indicates that the department realizes that there is a shortage of toilet facilities for girls at the Forbes school and that the congestion could be overcome probably in 12 months' time when a new infants school is erected. There is also a proposal to alleviate the position by staggering the hours for the infant and primary schools. There are about 1,100 scholars in the primary school, half of whom are probably girls, but there are only nine toilets for the girls, an average of 61 to each toilet. Although there is sufficient accommodation for the 590 infants, will the Minister further consider the question of erecting sufficient toilets to meet the requirements of the girls at the primary school, or undertake to see that the new infants school is erected within 12 months?

The Hon. B. PATTINSON—I shall be pleased to consider the request in the first part of the question, but as to the second part, I cannot give any guarantee that the infants school will be built within 12 months, because of a variety of circumstances beyond my control. Although it is a very pressing problem to the honourable member, the headmaster, his staff and the children, there are other equally pressing problems among the more than 700 schools throughout the State. I am aware of the circumstances at the school, which I visited in the honourable member's company, and the position will be remedied as soon as it is humanly possible.

SITTINGS OF THE HOUSE.

Mr. GEOFFREY CLARKE—Can the Premier say when he will ask the House to sit at night, and does he intend asking it to sit at night during Education Week?

The Hon. Sir THOMAS PLAYFORD—It is not proposed to sit at night this week, and members will be advised on Tuesday next as to the position next week. Some of the financial papers that have to be submitted to the House are now ready; consequently, the Government is anxious for the programme, particularly of loan expenditure, to be approved as quickly as can be accomplished. It is not proposed to sit at night during Education Week, and members will be advised to that effect on the Thursday preceding it.

JERVOIS BRIDGE.

Mr. TAPPING—When the House met last month I asked the Minister of Works whether it was a fact that the Jervois Bridge when

demolished would not be replaced by another bridge. I learned by today's press that the Minister of Local Government stated that it was not a fact that the bridge would not be replaced, but that the Government would proceed as I thought. Can the Minister of Works now indicate when the plans for the new bridge will be brought down for public information? Some of my constituents who have buildings and businesses in Hart Street have been told that some shops will be demolished. One or two have bought land on the opposite side of the street, but cannot proceed with plans to erect new buildings because they do not know what the alignment of the new bridge will be.

The Hon. Sir MALCOLM MCINTOSH—I will confer with my colleague and Cabinet. The new bridge will be a big undertaking involving a vast expenditure of public funds. It is not just a matter of one Minister saying when plans will be brought down, because the next question will be when will the work proceed. I will take up the question and after Cabinet meets on Monday will give the honourable member a reply.

SEEING EYE DOGS ON PUBLIC TRANSPORT.

Mr. MILLHOUSE—From what recently appeared in the press it seems probable that the number of seeing eye dogs will increase in Australia because of the establishment of a training centre in Western Australia. I understand that at present these animals are not permitted to travel on public transport in South Australia. Will the Government consider allowing these dogs to accompany their blind masters on trains, and will it request the Tramways Trust to extend similar facilities on buses and trams?

The Hon. Sir THOMAS PLAYFORD—I will have the matter examined and let the honourable member know whether that can be done. I think that probably some arrangement can be made.

TANKER BUILDING PROGRAMME.

Mr. LOVEDAY—Will the Premier consider inviting the Federal Treasurer (Sir Arthur Fadden) to inspect the Whyalla shipyards this week-end when he is in South Australia in connection with the tanker building programme?

The Hon. Sir THOMAS PLAYFORD—On my recent visit to Canberra I discussed the question of the Whyalla shipyards. I had a

favourable hearing previously from the Prime Minister, and I am sure the Acting Prime Minister will support the project submitted to him, but it has to go to Cabinet in any case. I believe that the Commonwealth will give the building of tankers that are to be retained on the Australian register the same assistance as has been given previously to other types of ships. However, that has not yet been confirmed.

FLOOD RELIEF.

Mr. JENKINS—Can the Minister of Lands advise whether Sir Kingsley Paine's committee has completed its assessment of flood relief claims, and whether any payments have been made to those occupying the swamps?

The Hon. C. S. HINCKS—During the recent sittings I informed the House that all but 10 per cent of the claims had been assessed. These remaining assessments have now been made, and only this morning the secretary of the fund informed me that during the next month all assessments would be paid.

COST OF PUMPING MURRAY WATER.

Mr. BYWATERS—Can the Minister of Works inform the House the cost of pumping water from Mannum to Adelaide now that the pumping station is operating for 24 hours daily?

The Hon. Sir MALCOLM McINTOSH—I will get that figure for the honourable member. Up to the last week or so water was being pumped only at the peak periods, but now that the full rate is operating I could not say offhand what the cost is.

MOUNT BARKER ROAD.

Mr. SHANNON—Some weeks ago I directed a letter to the Minister of Roads asking for an investigation into the possibility of alleviating traffic congestion on the Mount Barker road between Glen Osmond and the Eagle on the Hill, especially during the construction period. As a result of the recent rains and the operations of shifting the spoil at various points, much of the spoil is spilt on the road, which becomes hazardous, especially when it is wet. Apart from the other hazards which the Minister knows about and which he promised me he would look at, this added hazard is making it an even more treacherous stretch of road. I would like the Minister to take up with his colleague two aspects of the problem which I think would lessen the danger. The first aspect is the observance by the heavier hauliers of a specified distance between

vehicles. Some of these vehicles move faster than others, but there is no disability in making them observe this space for three or four miles.

The SPEAKER—Order! The honourable member cannot debate the question.

Mr. SHANNON—The second point is the desirability of relieving this stretch of road of these transports during the peak periods, namely the morning and the evening.

The Hon. Sir MALCOLM McINTOSH—I will confer with my colleague on that matter and bring down a reply as early as possible.

PORT PIRIE HARBOUR.

Mr. DAVIS—When speaking in the House on June 26 I brought to the notice of the House the condition of the harbour and wharves at Port Pirie. I criticized the Government for not carrying out its responsibilities and its promise to me in regard to the spending of £1,500,000 at Port Pirie. The Premier in his reply stated that I could rest assured that Port Pirie had not been forgotten and that the proposed project had given the Government considerable worry. Can the Premier say when the deepening of the harbour and the renovating of the wharves will commence?

The Hon. Sir THOMAS PLAYFORD—Certain matters of policy concerning the work to be undertaken at Port Pirie have still to be decided. I believe the Public Works Committee has already presented an interim report on some of the work, particularly the deepening of the channel. Because of legislation enacted by Parliament it has become necessary for the Government to treat as urgent the provision of bulk handling facilities so that the bulk storage capacity provided by the growers can operate. This means that for the next two or three years a big proportion of the Harbors Board funds must be spent on those facilities. Unless we do this conditions in one of our prime industries will become chaotic. We have conferred with the bulk handling authorities about the future harbour programme. The harbour at Port Pirie will not be overlooked and as soon as funds can be made available, and the necessary authority is secured, work will proceed.

Mr. Davis—I will be too old to enjoy it then.

The Hon. Sir THOMAS PLAYFORD—The fact remains that we are dependent on the Loan Council for funds and I am not prepared to jeopardize the wheat industry at this juncture.

Mr. RICHES—Is it not envisaged that bulk handling will operate at Port Pirie as well as at other centres in South Australia? Does the Premier intend to imply that Port Pirie must wait until the completion of bulk handling projects elsewhere before a start can be made on its harbour work? Are there any other considerations which may be delaying the Public Works Committee's investigation into the Port Pirie project.

The Hon. Sir THOMAS PLAYFORD—Obviously, I cannot answer the last question because I have no specific information as to what matters the committee is considering. The Loan money available for bulk handling facilities will only permit the State to proceed with two projects at a time. Two projects, which have been nominated by the wheatgrowers as being necessary for the first installations, are proceeding. The wheatgrowers supplied a priority list of harbours requiring installations. The first priority was for Wallaroo and the second for Port Lincoln. The Wallaroo project will be completed this year and it will then be possible to proceed with the third project which, I believe, is Ceduna. It is no use building bulk handling facilities at Port Pirie if the growers will not erect the complementary equipment.

Mr. RICHES—Following on persistent and urgent representations by Mr. Davis about two years ago a reference was submitted to the Public Works Committee concerning improvements to the Port Pirie harbour and wharves, involving an expenditure of £1,500,000. Can the chairman of the Public Works Committee tell me what progress has been made on that reference, whether there is a special reason for the delay in bringing down the Committee's findings, and, because it is a non-Party committee and answerable to Parliament, whether it is competent to present a report to Parliament on the urgency of the work?

Mr. SHANNON (Chairman, Public Works Committee)—Projects referred to the committee from time to time by various Government departments are dealt with when the departments concerned are ready to submit plans, estimates of cost and general policy. In pursuing its inquiries the committee does not attempt to tell Government departments what priorities should be adopted; the reverse is really the position. We expect the departments to estimate the urgency of the works they put forward. In some cases the committee has applied itself energetically to a matter when there has been a crying need for it to be pro-

ceeded with forthwith. The committee proceeds as fast as possible to come to a proper decision and present a report.

With regard to Port Pirie, the Harbors Board presented a case for the deepening of the channel from 15ft. to 18ft. and the enlargement of the swinging basin to accommodate the larger vessels expected to use the port, and the board was of the opinion that that should be the first work to be done; that it would be useless to provide an inner harbour if ships could not get into it because of the lack of depth in the channel or be unable to turn round when in. The committee visited Port Pirie and after a not very long investigation made its report. It is ready to proceed with the reference regarding the inner harbour at any time but is awaiting for the Harbors Board to indicate what it requires in the way of facilities. Without divulging any secrets I think I may say that certain business interests in Port Pirie have not yet told the Harbors Board what they require in the way of wharf accommodation. I have had unofficial discussions with members of the board and with some of the business people concerned and am of the opinion that the board is doing all in its power to push the matter on. Whether or not, as the Premier said earlier, the State will have funds to proceed with this project even if it were approved no one can indicate today, and consequently a little delay in planning may be to the ultimate benefit of Port Pirie; if we are not to proceed at once it may be of advantage if we wait a little until the interested parties make up their minds so that when we finally come to a decision it will meet the interests of everyone concerned to the fullest degree. I assure members that when the project is presented to the committee it will proceed to its investigation and present a report without unnecessary delay.

GAWLER-DAVEYSTON ROAD.

Mr. HAMBOUR—Will the Minister of Works obtain a report from the Minister of Roads on the progress of the Gawler-Daveyston Road and ascertain when it will be open for traffic?

The Hon. Sir MALCOLM McINTOSH—Yes.

JUSTICES OF THE PEACE AND VISITING MAGISTRATES.

Mr. LAWN—On February 13, in reply to a question asked on my behalf concerning Justices of the Peace and visitors to the Adelaide Gaol the Premier, among other things, said:—

It has not at any time been the practice of

this department to consult the Justices Association or any other organization or advertise when a vacancy for a visiting justice has occurred.

From that statement it would appear that a type of secret appointment operates and that vacancies are not publicized. If vacancies occur in future will the Government call for applications and, further, will it seek a panel of names from the Justices Association before making an appointment?

The Hon. Sir THOMAS PLAYFORD—I understand that there are two associations of Justices in this State and that they do not agree on all questions. It is not the Government's policy to call for nominations from Justices for special work. The Government appoints as Justices persons who are well accredited and usually after consultation with the member of the district, and frequently at his request. The Government does not call for nominations from Justices, nor does it propose to do so, in respect of work at the gaol or at the Police Court.

RENMARK AREA REHABILITATION.

Mr. KING—Has the Minister of Lands received a report concerning the re-siting of the Crescent area and Hale Street, both in the Renmark Trust area?

The Hon. C. S. HINCKS—I have received a report. I believe the committee visited Renmark early in May and it was taken to this locality. The committee recently recommended the allocation of £250 to assist the work in this area.

RECONSTRUCTION OF CHURCHILL ROAD.

Mr. COUMBE—Will the Minister of Works ascertain from the Minister of Roads whether it is a fact that plans have been drawn up for some time for the reconstruction of Churchill Road, which passes through Ovingham, Prospect and Islington in my electorate? Will the Minister indicate whether this work can be treated as urgent, especially in view of the large volume of traffic the road now carries and the fact that there is a large open drain on one side that is a death trap to unwary motorists? Will the Minister consider this work on the basis that Churchill Road, if put in good order, would provide an additional outlet from Adelaide to the northern parts of the State?

The Hon. Sir MALCOLM McINTOSH—I will address the question to my colleague and bring down his answer as soon as possible.

KERSBROOK TO WILLIAMSTOWN ROAD.

Mr. LAUCKE—My question refers to the condition of the loose surface portion of the Kersbrook-Williamstown section of the Chain of Ponds to Williamstown main road. Recent rains have rendered this tree-lined road dangerous to traffic. Will the Minister representing the Minister of Roads ascertain if immediate attention can be given to reconstructing the road with suitable material, as retention of the present material for the remainder of winter would constitute a major hazard for traffic?

The Hon. Sir MALCOLM McINTOSH—I will do that.

YOUNG STREET, QUEENSTOWN.

Mr. STEPHENS—I believe the Government has bought property along Young Street, Queenstown, to enable this street to be widened. Will the Minister representing the Minister of Roads ascertain when this street will be widened so as to make it safe for traffic?

The Hon. Sir MALCOLM McINTOSH—Yes.

WILD DOGS.

Mr. O'HALLORAN—Recently I have received a number of reports from different parts of the pastoral areas in the north and north-east about the prevalence of wild dogs, and it has been suggested that, owing to the bad condition of the buffer fence, dogs are coming into the settled areas in increasing numbers. Has any report of this nature reached the Minister of Lands, and if not, will he have inquiries made to ascertain whether there is any serious danger, which I believe does exist, of large numbers of dogs coming in to the detriment of pastoralists?

The Hon. C. S. HINCKS—It has been reported recently that there are great numbers of dogs about in the various districts. I will obtain a report on this matter.

REMOVAL OF STOP SIGNS.

Mr. TAPPING—Recently I have observed a tendency around the metropolitan area to remove stop signs from vital places. They have been removed in Semaphore, Port Adelaide and Woodville at entrances to main roads, including Port Road. Although some may have been unnecessary, I think some could have been retained to advantage. Will the Minister representing the Minister of

Local Government ascertain if it is departmental policy to discontinue the use of "stop" signs, even at vital places?

The Hon. Sir MALCOLM MCINTOSH—Speaking generally, I think the department is advised by the police and traffic authorities, but I will get a report.

ABORIGINES AT ANDAMOOKA.

Mr. LOVEDAY—Has the Minister of Works anything further to say regarding water supplies at Andamooka and the report by the Protector of Aborigines?

The Hon. Sir MALCOLM MCINTOSH—As I indicated previously, the Director of Mines had one of his officers make an inspection of wells. Earlier in the year the honourable member wrote to me along these lines:—

Assurances were given that the residents were prepared to co-operate in doing the major portion of the work involved in putting down a new well provided some governmental assistance could be obtained to cover the cost of securing local timber from a point some 15 to 20 miles distant and other incidental expenses which, I was informed, would total about £150.

The Mines Department report indicates that perhaps there are two sites suitable for wells, and with the co-operation of the people there the work can be undertaken almost immediately, at least before the summer. I take it that at present there is no immediate shortage of water. I will confer with the honourable member as to the best way to meet the immediate objective of getting more water. I assure him that there will be the full co-operation of my department in sinking the wells. I know it is asking much to get the people to sink the wells, but I think they are the only ones capable of doing it, because there will be no departmental gang in the vicinity. No doubt some arrangement can be made. I conferred with the Protector of Aborigines and the episode that caused such disruption and discussion at the time has apparently died down; there have been no repercussions. The natives say they are better treated there than elsewhere. Some of the people supposed to be aggrieved at the time have expressed no resentment at the incident, which seems to have been due to an over consumption of liquor. The Woomera police will give a more constant oversight to the position than has been possible in the past. They have been promised transport by the Works Department at Woomera and will keep in touch with the district. Speaking generally, the conditions on the field

today are very much better than appeared to be the case when the controversy arose a few weeks ago.

FAKED EVIDENCE OF DEATH.

Mr. BYWATERS—Recently in the press we read of the disappearance of two South Australians. They left behind the impression that they had either been killed or had suffered a mishap. I refer to men named Copley and Todd. Copley's disappearance caused two aviators to lose their lives and these men left widows and large families. Todd has a wife and a young family. In both cases they have been left without means of support. These happenings have appalled everyone. Can the Premier say whether the law provides a sufficient penalty to cover such cases and to prevent them from happening? If not, will the Government consider bringing down legislation to cover such incidents?

The Hon. Sir THOMAS PLAYFORD—The two cases are now before the court and under the circumstances I feel it proper to make no reference to them here. The two persons concerned have been charged. Whether the law is adequate will be proved when the court deals with the cases. Then we can decide whether an alteration should be made to it.

LOADING OF ORE AT PORT PIRIE.

Mr. DAVIS—Last month I brought to the notice of the Minister of Marine the conditions under which men work on the Port Pirie wharves and the Minister submitted a report from the Harbors Board indicating what had been done to improve the conditions. Then I asked the Minister the following question:—

Can the Minister say how long it is since any investigation has been made of the conditions at Port Pirie; how long since improvements have been made to the wharves where ore is stacked; when any effective draining was done in that area and whether it is not a fact that the plates were placed on the wharf to provide a smooth surface for cranes picking up with a grab and not for the benefit of water-side workers?

Has he any further information on the matter?

The Hon. Sir MALCOLM MCINTOSH—Not specifically, but in pursuance of my promise I endeavoured to take up the matter with the general manager of the Harbors Board. However, since the House last met he has been out of the State for a time and I have not had an opportunity to discuss it with him. I will bring down a further report within a few days.

FOY AND GIBSON BUILDING.

Mr. LAWN (on notice)—

1. What was the purchase price to the Government of the Foy and Gibson building?
2. At the time of purchase what was the estimated cost of alterations?
3. How much has been spent on alterations up to the present?
4. What was the original estimated cost of alterations up to the present?
5. When all alterations are completed and the building occupied, what area will the Government have for use of departments and what area will be let to private business?
6. What was the average cost per 100 square feet of private buildings recently erected in Adelaide?

The Hon. Sir THOMAS PLAYFORD—The purchase price was £452,500. The cost of the alterations proposed at the time of purchase was £116,466. After purchase it was decided to use a larger portion of the building for public purposes and additional expense was approved to allow for this. The total cost to date of the alterations is approximately £140,000. Work is nearing completion. £39,000 is still due to be paid at completion. The floor space which will be available is 150,523 sq. ft. for public purposes and 13,250 sq. ft. which has been leased for £5,100 per annum. The Architect-in-Chief reports that whilst he has no information as to the cost per 100 sq. ft. of private buildings, he estimates the cost to erect on this site a building giving the same floor area would be £1,145,000. To this must be added the cost of the land, estimated at £255,000, which would bring the total to approximately £1,400,000.

ASSISTANCE IN ACQUIRING HOMES.

Mr. LAWN (on notice)—

1. How many persons have been helped to build or acquire homes by the State Bank, under the Advances for Homes Act, 1928-1951 and the Commonwealth and State Housing Agreement for each of the years since and including 1949-1950?
2. How much money involved in these transactions has been advanced by the State Bank?
3. How many persons have the Housing Trust aided in acquiring homes for each of the years since and including 1949-1950?
4. How much Housing Trust finance is involved in these transactions?

The Hon. Sir THOMAS PLAYFORD—The replies are:—

1.

	Persons.	
	Advances for Homes Act.	Housing Agreement Act, 1956.
1949-1950	656	—
1950-1951	789	—
1951-1952	727	—
1952-1953	558	—
1953-1954	895	—
1954-1955	963	—
1955-1956	922	—
1956-1957	528	402
Totals	6,038	402

2.

	£
1949-1950	581,786
1950-1951	877,717
1951-1952	1,160,440
1952-1953	971,674
1953-1954	1,315,903
1954-1955	1,440,675
1955-1956	1,399,468
1956-1957	1,541,118
Total	9,288,781

3.

	Persons.
1949-1950	1,064
1950-1951	1,243
1951-1952	1,269
1952-1953	1,736
1953-1954	1,215
1954-1955	1,083
1955-1956	1,604
1956-1957	1,669
Total	10,883

4.

	£
1949-1950	97,204
1950-1951	136,631
1951-1952	71,108
1952-1953	523,830
1953-1954	573,065
1954-1955	372,915
1955-1956	968,815
1956-1957	1,249,500
Total	3,993,068

FACULTY OF DENTISTRY APPOINTMENTS.

Mr. JOHN CLARK, for Mr. Hutchens (on notice)—

1. Was the position of Instructor in Periodontia at the University of Adelaide filled by invitation, or as a result of advertisements in interstate or overseas newspapers?
2. Were the last three full-time appointments to teaching staff in the Dental Faculty, namely the Chair, the Reader in Dental Prosthetics, and the Reader in Dental Surgery and Pathology so advertised or were they filled by invitation?

3. Is it the intention of the Minister to give an assurance that future appointments to full-time posts in the Faculty of Dentistry will be advertised in interstate and overseas journals as is customary in other Faculties in the University of Adelaide?

The Hon. Sir THOMAS PLAYFORD—The replies are:—

1. The position of Instructor in Periodontia at the University of Adelaide was filled as a result of advertisements in the South Australian press.

2. The Chair of Dental Science was filled by invitation. At the beginning of 1954 the Council of the University appointed Dr. T. D. Campbell, who had been a part-time lecturer in the Faculty of Dentistry from 1925, Dean of the Faculty of Dentistry from 1939, and full-time Director of Dental Studies in the University from 1949, to the newly created Chair of Dental Science, without inviting applications through the press. The Readerships in Dental Prosthetics and in Dental Surgery and Pathology were filled as a result of advertisements in the press in Australia, New Zealand, and the United Kingdom.

3. This is a matter for the Council of the University of Adelaide.

MARBLE HILL.

Mr. LAWN (on notice)—What is the Government's intention as to the future of Marble Hill?

The Hon. Sir THOMAS PLAYFORD—The Government has no intention, at present, of re-building Marble Hill.

PUBLIC WORKS COMMITTEE'S REPORT.

The Speaker laid on the table the report of the Parliamentary Standing Committee on Public Works on Intrastate Shipping Wharves and Tug Berths at Port Adelaide, together with minutes of evidence.

Ordered that report be printed.

PERSONAL EXPLANATION: HOSPITALS BOARD RESIGNATION.

The Hon. Sir THOMAS PLAYFORD—I ask leave to make a personal explanation.

Leave granted.

The Hon. Sir THOMAS PLAYFORD—My notice has been drawn to a reply I gave to a question asked by Mr. Stott on June 26 concerning the reasons behind the resignation of Mr. Ross Jacobs from the Hospitals Board. I am reported as having said:—

Mr. Jacobs did not resign from the Hospitals Board. I do not know whether that makes

any material difference to the question. If he desires, Mr. Jacobs is at liberty to disclose all the minor differences between himself and the Minister of Health. There was nothing detrimental to Mr. Jacobs or to the Minister. It was merely a difference of opinion.

That obviously is an error because Mr. Jacobs did resign. Incidentally, his name is Mr. Rowley Jacobs. He retired of his own volition, and for reasons that do not in any way reflect upon him or the Minister. The Government accepted his resignation with great regret. My reported statement is not correct and I do not know how the error occurred.

ADDRESS IN REPLY.

Consideration of committee's report.

Mr. LAUCKE (Barossa)—I rise to move the adoption of the Address in Reply to the speech with which His Excellency the Governor was pleased to open this the third session of our thirty-fifth Parliament, and I would at once acknowledge the great honour which has been accorded me in being invited so to do. The expression of thanks which we extend to His Excellency for a specific service and occasion finds, I feel, a responsive chord of appreciation and gratitude in the hearts of the people throughout the length and breadth of the State. They are mindful of the selfless and inspiring devotion of His Excellency and Lady George to the exacting duties of their exalted office. They are mindful that on numerous occasions time, distance and personal considerations have not deterred the Vice-Regal couple from according patronage to all walks of life in our community. The great work of His Excellency is inspirational to all who value and aspire to service in the common weal. Through many generations we have been blessed with Governors who have added personal meaning, warmth and lustre to the indissoluble ties which bind our State and nation to the Throne: a grateful people now note with a deep sense of pleasure and satisfaction that we are being favoured with an extension of His Excellency's term of office. May health and happiness ever attend those who represent Her Gracious Majesty in this part of the great Commonwealth.

I pay my humble respects to the memory of Mr. Heath, late member for Wallaroo. He was a gentleman of high moral character and deep understanding whom I held in the highest regard as colleague and friend. The spirit of true sportsmanship he displayed in his leisure hours was reflected in his every-day life, and

I mourn the tragic passing of that good man and tender my heartfelt sympathy to his widow and his father.

I take this opportunity to heartily congratulate the Premier on the high honour conferred on him by Her Majesty the Queen in recognition of his distinguished service in public affairs. It was most appropriate that the Premier, who has been the chief architect of this State's phenomenal industrial development and progress generally, and under whose dynamic leadership South Australia has emerged from its former position of the Cinderella State to be the State with the highest production per capita and the envy of her neighbours, should be made a Knight of the Grand Cross of St. Michael and St. George in the centenary year of responsible Government in this State. For almost a quarter of that century the Premier, with seemingly boundless energy, has played a vital role in the imaginative and forthright direction of the affairs of State. Such service deserves the highest commendation. I here pay my sincere tribute to it.

As one who prizes the retention and dignified observance of time-honoured practices and traditions, particularly those emanating from the Mother of Parliaments, I wish to say it is a most pleasing and satisfying experience to witness the use of the Mace in this House according to ancient custom. There is much to learn from the past and much to gain from a respect for it. I trust that whilst broaching our future with initiative and daring, and with full use of the most modern techniques available, we will, as citizens of a young country with an enormous potential and with an equally great responsibility to posterity, ever retain a respect in this place for tradition and for those things which have stood the test of time, to the sure advantage of mature deliberation.

As I listened to His Excellency's review of the past year's activities and the plans for the future, these lines impressed me particularly:

The Government continues to make its contribution to the progress of the State by attention to power, water, housing, transport and other basic services, and by promoting conditions favourable for development.

That statement struck me as a modest and factual summing up of the achievements and aims of good and sound government. It reminds me of, and is perhaps somewhat analogous to: "Here are the material things and the intangible things which motivate them—

with them go forward." The State's provision of those basic utilities which are beyond the ability of the individual to provide—firstly, as the foundation and starting point for private enterprise, and then, secondly the creation of an atmosphere, and a freedom within the Statutes of the State, giving maximum encouragement to the self-reliance, resourcefulness, and initiative of the people—is the proper fulfilment of State obligation so far as industry, both primary and secondary is concerned.

This our Government has achieved in a sound down-to-earth, business-like manner, providing the basic utilities and services, and in true Liberal legislation has engendered an atmosphere of stability and alert enterprise, enabling the exhilarating progress which South Australia is now experiencing. As good seasons and good prices have been a blessing common to all States and can, therefore, be cancelled out as a common factor when comparing the buoyancy of the economies of the various States, it is noteworthy that on a population basis South Australia is the fastest growing State. The strong preference shown by migrants for this State constitutes the most impartial, and perhaps the highest possible compliment to conditions prevailing here.

In His Excellency's very comprehensive review there is evidence in all departments of State interest and responsibility that each Minister has approached the problems and requirements of his particular portfolio with a bigness and clarity of vision deserving the highest commendation. It is obvious that small detail, whilst given full consideration, has not clouded major and far-sighted objectives.

As far as I can see the only danger and limiting factor to our progress could be excessively high costs of production, which could out-price our primary and secondary products from world markets, and in our local markets reduce the purchasing power of our pound, thereby reducing real living standards. I think it is imperative that there be a ready co-operation between labour and management, and the utilization of the most modern equipment available. This would enable unavoidable cost increases to be met by a greater volume of production and the cost of a given unit of production to be held at the lowest possible level. It is vitally important that the means of production in so far as machinery and technique are concerned be kept abreast of the most modern findings.

It is salutary to note, Mr. Speaker, that where State departments or instrumentalities using machinery have shown improvement in

financial results, a policy of modernization has invariably been followed. Take the railways, for instance. I note that accounts of the Railways Department during the first three-quarters of this year reveal a decided improvement in financial return due to economies effected in working costs by the change to diesel operation and the increased business secured through the provision of modern and attractive passenger coaches.

It is no mean feat that a year ago, when the change to diesel operation was about one-third completed, working expenses for locomotive power over the whole of our railway system was 9.2d. per mile less than four years ago. This meant a saving of £268,383 on the 7,000,000 miles travelled in the financial year ended June 30, 1956, compared with the financial year ended June 30, 1952. These figures, which may reasonably be expected to further improve as the change-over to diesel proceeds, surely give the lie to the suggestion that one hears, *ad nauseam*, from some quarters that our railway systems have served their useful purpose, are an inefficient means of transport and are moribund. To the very contrary, the alert and alive approach to efficient running with modern equipment undoubtedly ensures that the railways will continue to play the extremely important part that has marked the activities of the system in the development of the State thus far. Railway permanent way carrying modern rolling stock could well be, in capital outlay and maintenance charges, the cheapest and most efficient means of transport in the State's economy, particularly for long distance heavy haulage, and for many years to come.

Similarly, the value of modernization is evident at the Leigh Creek coalfield, which utilizes the most modern and effective machinery available. This great enterprise is no longer a liability financially, but is making a surplus each year, and more important still, is providing the cheapest source of electric power in the State.

Looking further, I note the objective of holding costs down in the Government action in letting contracts for four heavy-duty wharf cranes, all with a view to increasing efficiency and cutting costs. The result of this policy is clear. Success has attended wherever a policy of modernization has been adopted, with benefit to the State's economy. This need, which the Government appreciates, is equally realized by private enterprise. However, the desires of private enterprise in this matter are

largely checkmated by inadequate depreciation allowances made to industry. I know we have no control over this aspect of taxation—much to my sorrow—but the provision of depreciation allowances adequate to enable plant and machinery to be kept to the modern standards of our overseas competitors is, as I have said, a most vital necessity. Whatever can be done from this place to secure a sympathetic realization of it in the appropriate place should, in my opinion, be done.

Similarly, the drag on industry through the pay-roll tax, which is imposed before a profit is made, and undoubtedly adds considerably to cost through the many stages from raw material to finished and delivered article, should be looked at in the same way. I particularly mention these two matters, even though they do not come within the jurisdiction of this House, because I believe they have a most important bearing on our cost structure, and a direct impact on the living standards of every section of the community.

Water is the life-blood of this State, and the provision of it to date constitutes one of the most meritorious achievements in our history. Much has been done. A survey of water catchments, use of natural supply from waterways such as the Murray, storage schemes and reticulation systems is a most enthralling and gratifying study. Reservoirs within my electorate alone are monuments to far-sighted Governments—and the ability of our engineers, and are of incalculable value to the State. The capacity of these reservoirs collectively reaches the staggering figure of just under 17 thousand million gallons, inclusive of the magnificent South Para reservoir of 10,000 million capacity. I trust that the tempo of activity in recent years in water conservation and distribution will be maintained unabated. Much has been done, and much remains to be done, particularly in country areas where the stock-carrying capacity and productivity of land generally are directly limited to the quantity of water available. Water is the key to the full use of land and maximum population.

Following upon the reference by His Excellency that improvements in the Warren water district were to be effected I am delighted, as I know you personally are, Mr. Speaker, with the advice we have just received from the Minister of Works that the Government has approved, following a report of the Public Works Committee in this matter, a scheme for the replacement of the Warren trunk main

from the Warren reservoir via Nuriootpa, Riverton and Kulpara to Paskeville. The section between the reservoir and Nuriootpa, which is considered to be the principal bottleneck, will be increased from the anticipated 36in. diameter to 40in., and the cost of the whole proposition will exceed £4,000,000. I understand that £200,000 will be sought on the 1957-1958 Loan Estimates to enable a start to be made on this vitally important project. This is wonderful news for consumers serviced by the existing inadequate trunk main, and will remove a most serious bottleneck.

Besides ensuring adequate pressures through the many miles of the system, I keenly anticipate the boon of the enlarged main to such old-established areas as the Marananga district, whose long-standing claims for a reticulation system take on a bright ray of expectancy. If ever long-sighted Government policy and provision of a utility has earned the State's acclaim, and rightly so, it is in the phenomenal feat of the maintenance, without a major restriction, of water supplies through the unprecedented rainless period. The Murray River mains have been boons. In this I am most appreciative of the extensions of water-supply from the Mannum-Adelaide main to the southern part of my electorate—some completed, and others will be implemented, I trust, as the main proceeds.

It is most gratifying to note the high importance the Government attaches to roads, as instanced in the huge sum of £6,750,000 being devoted to them. One of the most pleasing features of the allocation to roads is the amount of £2,340,000 made available to councils for road maintenance and construction. I have no doubt that district councils, directed by men endowed with a sense of civic responsibility who keep a keen eye on achieving the maximum with the funds at their disposal, are the logical and ideal medium for dispersal of Government funds for road-making. Permanent employees of councils are assets to country towns, the activities of councils constituting what could be regarded as a local industry. I look forward to increasing amounts being made available to these councils. I have previously likened the high recurring costs in maintaining loose surface roads to breaking window panes—much cash is spent without any real or permanent increase in the value or usefulness of the asset. Labour costs constitute a major portion of expenditure on most projects, and I think it is most necessary that the best quality materials be used on any

job to achieve the most permanent result in a given outlay. With this in mind I welcome the reference by His Excellency to the Government policy of continuing the extension of the bituminous roads throughout the State. I am very conscious of the condition of some of the loose surface roads in the higher rainfall areas of Barossa. The policy of their sealing is of deep interest to me.

In the supply of power I congratulate the Electricity Trust on its great achievement in connecting, for the second year in succession, another 4,000 consumers in country areas. I am sure all country members will agree that the Trust's officers are to be highly commended for their spirit of ready co-operation in matters concerning the extension of services. There is something indefinable, and most pleasing to experience, in the spirit of keenness and interest in their work by the Trust's personnel. I must, in all fairness, pay a similar tribute to the personnel of Government departments with whom my duties bring me in contact.

Although I appreciate the need, in normal business principles, for every Government instrumentality to stand on its own feet, provision of electricity to country areas should, always, in my opinion, be regarded as a State investment without view to immediate gain—it is a basic requirement in production, and in providing amenities in the home. The importance of primary production to our economy warrants the supply of electricity to country areas at the lowest cost possible, both initially and in charges thereafter. Country consumers should not be at a disadvantage as compared with their city friends. It is greatly to the trust's credit that the disparity in charges has been lessened in recent years, but charges should be kept constantly under review with the objective of ultimately making them uniform.

Education has always been the main-spring of progress. Each passing year, as production becomes more scientific and the requirements of a modern society more complex, the demands for education increase. The manner in which these demands are being met in a community which is growing in numbers as rapidly as is ours—enrolments in the Government schools being double the number of 10 years ago—redounds to the credit of a most conscientious and able Minister, and a Government which quite obviously does not hesitate to allocate to education the maximum amount of money possible. When I reflect on the extremely heavy demands being made on the State purse in this

era of great development, I can well imagine the headaches the Government must have in apportioning the limited funds available and thereby maintaining a due balance between all deserving State services. I guess all departments want too much, too quickly. The large sum of £2,500,000 suggested to be devoted to the school building section alone for this year is indicative of the Government's practical realization of the importance of education, and it is to be highly commended for its attitude.

Our forests are indeed a great asset. The contribution of £440,000 to the general revenue of the State from the forests in the past three years underlines the sound proposition they are proving to be to the State's economy. I note that the State's total acreage of softwood plantations is now 121,114 acres, of which 98,007 acres are in the South-East. Since June, 1956, 2,900 acres have been planted with forest trees, and it is proposed to plant a further 5,000 acres this year. Whilst I am wholly in favour of further plantings in areas where timber-growing would be the most efficient and productive means of using the land, I am very much opposed to the utilization of a further single acre in the high rainfall and fertile lands in comparative close proximity to Adelaide. As an instance I cite highly productive agricultural and grazing land in the Birdwood district, enjoying a 32in. rainfall and capable of intense cultivation in the production of milk, butter, potatoes, fruit, fat lambs and wool.

As rich agricultural lands immediately surrounding Adelaide are being encroached upon to meet housing and industrial requirements, we must look to areas such as the Birdwood district, which is only 28 miles from Adelaide, for a greater supply of foodstuffs. It would be utterly wrong in my opinion to grow pines on land which could be put to immeasurably better use in the production of food and give employment to a far greater number of men and women. I have knowledge of Crown lands under miscellaneous lease, which land may be resumed for afforestation purposes. I am advised that this land is now carrying 4½ sheep to the acre and could with further development carry seven. Land of these capabilities surely should not be put down to pines. I earnestly ask the Government to reconsider any anticipated resumption of lands for afforestation purposes in areas such as I refer to.

In agriculture generally the remarkable records of production as referred to by His Excellency are a source of deep gratification. I clearly realize that all will be well for all

sections of the community if all be well in the primary industry section of our economy. The balance being achieved between our primary and secondary economies in recent decades augurs well for our future, but the foundation of our prosperity will, I feel, ever be dependent on a prosperous primary economy. In the achievement of the record production figures last year the application of science and improved methods undoubtedly played an important part: the Department of Agriculture is doing a wonderful work in disseminating the latest findings of research applicable to primary production. The Agricultural Bureau system continues to be a most effective and efficient medium for this dissemination of knowledge. I have no doubt that the Minister, who himself is a practical and progressive modern in farming technique, will continue his policy of assisting and encouraging research for application in our primary industries. I wish him very well indeed in this vitally important work.

Finally, I refer to the third paragraph in the Address in Reply: and in deep humility express the plea that He in Whom all good works have their origin may guide and direct the deliberations of this Parliament so that true benefit may accrue to the people of our State.

Mr. Speaker, I have much pleasure in moving that the Address in Reply, as read, be adopted.

Mr. BOCKELBERG (Eyre)—I have much pleasure in seconding the motion so ably moved by the member for Barossa (Mr. Laucke). I endorse his kindly references to His Excellency and Lady George, who have endeared themselves to the people of this State. They have followed well in the footsteps of their predecessors, and all South Australians will feel regret when they have to leave. I, too, congratulate the Premier on the high honour that has been conferred on him, particularly, as the member for Barossa said, since it was conferred during the centenary celebrations of this Parliament. It was particularly pleasing to read His Excellency's remarks on the prosperity of this State, which we hope will continue. His Excellency said that our population has increased rapidly, and I noticed by this morning's press that Australia now has a population of about 9,500,000. Much of the increase has been the result of the influx of migrants, many of whom are serving a good purpose, particularly those who have gone to country districts, where they are assimilated

more easily and feel more at home than those who gather in the cities and form their own communities.

I sympathize with those who suffered as a result of the Murray flood, and I feel sure that with the true Australian spirit they will overcome their difficulties and rehabilitate themselves before long. His Excellency referred to water conservation and reticulation schemes, and there is no doubt that in a young and rapidly developing State such as South Australia water supplies are among the most important things we have to consider. The rapid development of pastures has been in no small measure the result of the efforts of the Department of Agriculture, enabling the man on the land to increase his flocks to such an extent that more adequate water supplies will have to be considered in the future. I refer particularly to water reticulation on Eyre Peninsula, for I am more familiar with those parts, and I shall leave the problems of water supplies on the mainland to people who know more about them than I do.

When the Tod main was laid on Eyre Peninsula in the 1920's the sheep population in that district was about 250,000. Eyre Peninsula now carries approximately 2,000,000 sheep, so it will be seen that the sheep population has increased to eight times the previous figure. Of those sheep at that time perhaps 25,000 to 30,000 were watered from the Tod main. In those figures I do not include the station country which comes into Whyalla and the outside areas. Probably 30 times as many sheep are watering from the Tod main at present. The population of Eyre Peninsula, excluding Whyalla, is only about 33,000, or roughly one-thirtieth of the population of the State. The point I am trying to make is not the smallness of the population of the Peninsula but the quantity that that population produces, and this production is dependent almost entirely on water.

According to statistics, Eyre Peninsula supplies roughly one-sixth of the State's wool, one-quarter of the wheat, one-fifth of the barley and two-fifths of the oats. I realize that we have to have a market for these products. A short time ago the Premier was reported as having said that he visualized 1,000,000 people living on the Adelaide plains. That is quite easy to visualize, and by the same token I can visualize 5,000,000 sheep on Eyre Peninsula. In building for the future we must realize that those sheep will require water. It may be of interest to members to know that the total

amount of land inside Goyder's line of rainfall is 29,250,000 acres. This is divided up in the following manner:—6,132,000 acres in the central areas; approximately 2,500,000 acres in the lower north; just over 500,000 acres in the upper north; roughly 8,250,000 acres in the South-East; and in the western districts, which include Eyre Peninsula, there are 11,750,000 acres, or two-fifths of the land inside the Goyder's line. Within that line the rainfall is 14in. per annum or more.

During the last five years 150,000 acres of land has been cleared between Minnipa and Penong, and a similar amount on the lower part of Eyre Peninsula. Much of this land has been cleared by ex-servicemen who are not receiving any Government assistance whatsoever. They should be given every assistance as far as the supply of water is concerned. The methods which have been formulated by the agricultural advisers enable feed to be grown in a much shorter time than was the case in the past.

I appreciate that harbour facilities for Port Lincoln are to be improved. I hope the improvements will be effected in time for bulk handling operations in 1958, and at Thevenard at about the same time. I feel sure that better harbour facilities on Eyre Peninsula will result in a great benefit to primary producers. Eyre Peninsula farmers have recently been given permission to transport stock to the mainland, and this will prove a boon to settlers in that part of the country in the very near future.

I refer briefly to the road problem, which is ever with us, and which will probably remain with us for some years. I heard recently on very good authority that a by-pass road was to be made from Merriton to Port Pirie, where a good road already exists. That 25 miles of by-pass road could well be made somewhere else; somewhere on Eyre Peninsula, for instance. Apparently it is the Government's policy to put in two roads in that area.

I join with the member for Barossa in paying a tribute to the Education Department for the work it is doing in our schools. One problem which arises is transport to schools. When it was seen fit to close the seventh grade schools the authorities apparently did not consider the problems that would arise in the lower-populated areas and in the outback. In assessing the cost of transporting children to schools the matter should be gone into more deeply than it has been in the past. It is all very well to say that children have to be transported 20 miles to school and 20 miles back, but those

20 miles during some periods of the year may really be equivalent to 40 miles. The buses that are operated by private individuals become obsolete after about two years and have to be replaced, and these operators are not compensated sufficiently to enable them to meet the running costs. The Education Department should show a little more forethought with regard to the transport of children to many of these country schools.

It was my pleasure and privilege a short time ago to attend the opening of the new portion of the Cleve Hospital, and I commend the Hospitals Department for the very fine work it is doing both on Eyre Peninsula and throughout the State. The hospitals in my area have been greatly improved. This no doubt was very

necessary, but I nevertheless congratulate the department on the very commendable way it is handling the hospital situation in this State. Before concluding I pay a tribute to the late honourable member for Wallaroo. During his short period in this House he endeared himself to members on both sides of the Chamber, and I feel sure that all members regret his passing. I have pleasure in seconding the motion for the adoption of the Address in Reply.

Mr. O'HALLORAN secured the adjournment of the debate.

ADJOURNMENT.

At 4.46 p.m. the House adjourned until Wednesday, July 24, at 2 p.m.