

HOUSE OF ASSEMBLY.

Tuesday, August 6, 1957.

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

SUPPLY BILL (No. 2).

His Excellency the Governor, by message, recommended the House to make provision by Bill for defraying the salaries and other expenses of the several departments and public services of the Government of South Australia during the year ending June 30, 1958.

ADDRESS IN REPLY.

The SPEAKER—I have to inform the House that His Excellency the Governor will be pleased to receive members for the presentation of the Address in Reply at 2.30 p.m. today.

At 2.23 p.m. the Speaker and members proceeded to Government House. They returned at 2.37 p.m.

The SPEAKER—I have to inform the House that, accompanied by the mover and seconder of the Address in Reply to His Excellency's Speech, and other members of the House, I proceeded to Government House and there presented to His Excellency the Address adopted by the House on August 1, to which His Excellency was pleased to make the following reply:—

I thank you for your Address in Reply to the Speech with which I opened Parliament.

I feel confident that you will give full and careful attention to all matters placed before you, and I pray that God's blessing may crown your labours.

QUESTIONS.**TRAILER METHOD OF TRANSPORT.**

Mr. O'HALLORAN—Has the Minister of Works, representing the Minister of Railways, a reply to the question I asked last week about the use of trailers in the transport of goods by rail?

The Hon. Sir MALCOLM McINTOSH—I have received a reply from my colleague, the Minister of Railways. The Railways Commissioner has reported to him as follows:—

I have to advise the honourable the Minister that the introduction of a piggy-back service between Adelaide and Melbourne has been investigated. There are, however, certain limitations in loading, on account of tunnels, which would restrict the cubic capacity of the load, and in addition it would be necessary to construct a special well type of waggon for this particular service. Inquiries also indicate that there would not be a demand for a piggy-back service at present, and that a further development of the container system would probably be preferable.

NORTH TERRACE-FROME ROAD INTERSECTION.

Mr. MILLHOUSE—On September 4 last year I asked the Minister of Lands, then Acting Leader of the House, a question with regard to the traffic lights at the junction of Frome Road and North Terrace, suggesting that these lights were not working very well and were in fact a danger to people going to the Royal Adelaide Hospital. Subsequently, I received a reply from the Premier that the Adelaide City Council had stated that the lights were working satisfactorily. However, I notice in last Friday's *Advertiser* a photograph of the locality and an article which, amongst other things, said:—

For all the notice that 90 per cent of pedestrians take of the special pedestrian crossing lights on the North Terrace-Frome Road intersection, they might as well be on the moon.

It went on to say:—

So far as the traffic code goes I have never seen the law—and safety—so consistently flouted before.

In view of that statement, will the Premier again take up the matter with the Adelaide City Council with a request that an improvement be effected in the system of traffic lights at that junction?

The Hon. Sir THOMAS PLAYFORD—I have occasion to pass this intersection twice daily, and have been rather pleased with the way those lights are working. It is a difficult intersection with traffic converging from a number of directions, but I would say that the traffic lights there have vastly improved the flow of traffic. There is some confusion in regard to the lights because of the locality and the fact that it is necessary to weave through the traffic in one direction even if the lights are against one. I will again submit the question to the City Council to see if any further improvement can be effected.

CHARITY RACE MEETING.

Mr. STOTT—Last year a totalizator licence was granted for a charity meeting at Morphettville on Melbourne Cup day in aid of the Lord Mayor's Flood Relief Fund. This meeting was extremely successful, over £18,000 being raised for that excellent cause. Will the Premier consider placing before Cabinet a request for another licence to be granted this year for a charity meeting to be held on Melbourne Cup day in aid of the South Australian Crippled Children's Association and the Legacy Club?

The Hon. Sir THOMAS PLAYFORD—The Government has had no request for a special charity meeting to be held on Melbourne Cup day. It is true that last year special legislation was introduced to enable that day to be used in the metropolitan area. There is, of course, no objection under our law to its being used at country courses, but in the metropolitan area at present every available racing day is taken up on Saturdays or some other day, and it was the granting of an additional race day in the metropolitan area that was approved. That meant that some country club had to forgo what is normally regarded as a favourable day for one of its fixtures. The racing day last Melbourne Cup day was therefore allotted at the expense of country clubs. There has been no request this year, and I hope there will not be one because the Government would not consider it.

POLICE FORCE TRAINING.

Mr. FRED WALSH—It was reported in last night's *News* that the Police Force was being more selective in its recruits and that the training course had been extended. The Police Commissioner said that the course at Thebarton Barracks had been extended from 12 to 18 weeks to develop a higher standard of efficiency in new officers and to train them to accept greater responsibilities. According to a Canberra report of July 23 a new police training school was to be set up in Sydney to train career policemen for top posts in the service. The report continued:—

The programme will keep in mind that the Victorian and South Australian police forces have had to fill their top jobs from the army—Victoria with Maj-Gen. S. H. W. C. Porter, and South Australia with Mr. J. G. McKinna. It will be designed to counter the feeling in sections of the police forces that their specialized training in crime and traffic control limits the levels to which they can rise because they have no wide knowledge of administration.

I believe—speaking from personal knowledge—that there was some ill feeling in the Police Force when the late Mr. Ivor Green was appointed Commissioner and again when Brigadier McKinna was appointed. I say that without reflecting on either of those officers. Can the Premier say whether the new course at Thebarton will have regard to the training of career policemen for the highest positions in the service?

The Hon. Sir THOMAS PLAYFORD—The basic training in South Australia at present is extremely good. Indeed, on many occasions, requests have been received from the Commonwealth and other authorities for us to train

and make available officers for their services. The New South Wales proposal is for an advanced course that would normally be taken only by senior officers in administrative positions or to be selected for such positions. I have received a communication in respect of this course, which, incidentally, will be financed largely by the Commonwealth Government. We welcome this opportunity for our senior police officers to secure the advantages of this advanced training. Another good feature is that it will undoubtedly result in senior officers of the State Police Forces knowing each other intimately and in many ways it may bring about an improvement in police services throughout the Commonwealth.

NEALES FLAT WATER EXTENSIONS.

Mr. HAMBOUR—Can the Minister of Works supply a progress report on water extensions at Neales Flat?

The Hon. Sir MALCOLM McINTOSH—Yes. Speaking in the Address in Reply debate the honourable member stated that pipes for the extensions had been in the area for 12 months but had not been laid. The actual facts are that this work was approved in November, 1955 subject to the availability of funds during the 1955-56 financial year. The approval was also subject to certain guaranteed annual payments by the owners of the properties which it was designed to serve. Considerable delay was caused, however, by the refusal of one applicant to sign the required guarantee. The pipes were ordered soon after the guarantees were finalized and they were delivered to the site in January of this year. The department's main-laying force is of sufficient strength to carry out the year's programme and work must of necessity be planned well ahead to afford the most economical employment of this labour.

In accordance with this policy, the Neales Flat scheme was programmed for commencement during the first week in August, 1957, so that the work could be completed in time for the coming summer. This programme has been adhered to, and an excavating machine was forwarded to Eudunda early last week after it had just finished other mainlaying work at Mount Barker. A gang of workmen recently completed pipe-laying in the Gawler district and they were assigned to the Hundred of Neales extension on August 5. The honourable member will understand that main-laying is an expert job. There are only a limited number of men, and they must be used on works in their order of approved priority.

EDUCATION WEEK.

Mr. BYWATERS—In view of the fact that most members will be addressing meetings in their electorates during Education Week, does the Minister of Education intend to make available figures and other information relating to present-day education in this State?

The Hon. B. PATTINSON—Yes, I will have some information available for members by tomorrow morning.

MARION HIGH SCHOOL.

Mr. FRANK WALSH—Will the Minister of Education state whether it is possible to provide a class for Leaving examination students at the Marion High School?

The Hon. B. PATTINSON—I was informed that the honourable member desired this information, so I discussed the matter with the Director of Education and the Superintendent of High Schools. When the Marion High School was opened in 1955 it was confined to first-year students. In 1956 there were first and second-year students, and this year courses extend to and include the Intermediate. In 1958 there will be Leaving classes. Provision will probably be made for a Leaving Honours class when there are sufficient students in their fifth year of high school work to justify it and experienced staff is available for it.

RENTS OF GOVERNMENT-OWNED HOMES.

Mr. JENNINGS—Now that adjustments to rents of government-owned homes have been made in accordance with the recommendations of Judge Paine, will the Premier table those recommendations so that those interested can see what they are based on?

The Hon. Sir THOMAS PLAYFORD—I see no objection to making that document available to members, but it is a Government paper, and I do not want to table it so that it will be on the table of the House permanently. However, I will have the original brought to the House, and any member will be at liberty to peruse it and use any information contained in it.

HARBORS BOARD LAND AT PORT ADELAIDE.

Mr. STEPHENS—Can the Minister of Marine say whether any land along the river front at Port Adelaide has been leased to a private company? If he cannot say today, will he ascertain whether any land has been leased and, if so, on what terms?

The Hon. Sir MALCOLM McINTOSH—The honourable member did not indicate which period he wanted me to cover.

Mr. Stephens—It was 1914 when the Harbors Board took the wharves over.

The Hon. Sir MALCOLM McINTOSH—As the honourable member knows, during the period a lot of land has been leased to companies on various terms. The Gas Company has some land which belonged to the Harbors Board. The Electricity Trust previously had some and I think there are a number of others. I do not know what period the honourable member wants covered, but if he tells me privately I will get the information on that basis.

CRAYFISHING INDUSTRY.

Mr. CORCORAN—During December last year the Minister of Agriculture said that the Crown Law Office had been asked to draft regulations which would ban the taking of male and female crayfish during October, and increase the minimum size from eight to nine inches so as to conserve the fishing industry in South Australia. Can he say when the regulations are likely to come into force, as the crayfishermen are concerned lest the regulations might not be operating by next October?

The Hon. G. G. PEARSON—The information given by the honourable member is correct as I did advise the fishermen prior to Christmas that I would prepare regulations along these lines. The Crown Law authorities, however, ran into problems in the preparation of the regulations, and they took a little time to overcome. They have now been prepared and considered by Cabinet. I assure the honourable member that they will be promulgated at a very early date.

INCIDENCE OF MASTITIS.

Mr. FLETCHER—In the latest publication of *Australian Dairy Review* appears an article contributed by Mr. Joseph Burns on the incidence of mastitis in dairy cattle in the U.S.A. He recommends devoting sufficient funds for effective research into this problem in order to find a remedy, as was done in the case of brucellosis. Mastitis is the major cause of increasing production costs in the dairy industry as well as considerably reduced yields of milk. Will the Minister of Agriculture endeavour to have research made in an effort to find a means of combating this scourge?

The Hon. G. G. PEARSON—I have not seen the article referred to but I will try to get it. In the meantime I will obtain a report on the incidence of mastitis and advise the honourable member further.

DRIVING TESTS FOR MOTORISTS.

Mr. TAPPING—During the last few months I have noticed that many experts and authorities have advocated driving tests for motorists as a means of reducing road accidents and fatalities which have become so frequent in the last year or so. Will the Premier consider the introduction of driving tests for prospective licence holders?

The Hon. Sir THOMAS PLAYFORD—This matter has been considered on many occasions and the incidence of accidents studied to see whether they involve inexperienced drivers. The information obtained, however, is that new drivers are usually very careful, that their accident rate is the lowest of all classes, and that it is the more experienced drivers who, becoming over-confident, are frequently involved in accidents. Two administrative problems involved in driving tests are not easy to overcome. It is necessary to have a standard test applied equally to all prospective drivers. It would be no good having one instructor prepared to pass a candidate quite easily and another who would require a higher standard. The necessity for standardization would seriously curtail the rapidity with which licences could be granted and there would be much delay, which would give rise to unfavourable criticism. I will have the latest figures supplied by the Police Commissioner and investigated to see whether a case has been made out for testing prospective drivers, but until quite recently there was nothing in his report to support it.

LAND SETTLEMENT ACT.

Mr. QUIRKE—The following section was inserted in the Land Settlement Act by amending legislation passed in 1948:—

27a. (1) The Commissioner, on the recommendation of the Committee, may acquire any land in the western division of the South-East either by agreement or compulsory process.

(2) This section applies both to underdeveloped land and to other land.
Subsection (4) states:—

An area of land situated in that portion of the western division of the South-East which is south of drains K and L shall not be compulsorily acquired under this section unless within nine years after the passing of the Land Settlement Act Amendment Act, 1948.

What amendment is proposed to provide for the acquisition of land in the western division of the South-East, south of drains K and L, as the time is approaching when under section (27A) (4) the Act will be inoperative?

The Hon. C. S. HINCKS—The honourable member mentioned the matter to me last week, with the result that yesterday I took it to Cabinet, which is having a Bill drafted.

WIDENING GAWLER ROAD.

Mr. JOHN CLARK—From time to time I have stressed the dangers of the dense traffic on the road between Adelaide and Gawler. Will the Minister of Works inquire from his colleague if further consideration has been given to widening this road, and if not, will he consider it as an urgent matter?

The Hon. Sir MALCOLM McINTOSH—Yes.

NEW NORWOOD HIGH SCHOOL.

Mr. DUNSTAN—An area of land has already been allotted for the proposed new Norwood high school at Magill. It is the view of the Norwood High School Council and the people in the district that the area is insufficient. I understand that the Department of Education has an option over a further area, and it has been proposed by the school council that the Minister should consider acquiring an area which previously was under option from Penfolds Wines Ltd. to Greater Union Theatres Ltd. As that option expired on June 30, has any action yet been taken to consider the acquisition of a further area from Penfolds Wines Ltd., and, if not, can we expect some action in the near future?

The Hon. B. PATTINSON—Some preliminary action has been taken in the way of enquiry and investigation as to whether the land is now available for sale and, if so, the price. As soon as that information is before me I will give it further consideration, and, if necessary, refer it to Cabinet. I have a feeling that if it is available, it will be at such a fabulous price that it will be too expensive to meet.

DEMOLITION OF HOMES.

Mr. LAWN—Last October I referred to the Premier a statement by Alderman Grundy of the Adelaide City Council regarding the demolition of some good homes for the erection of petrol stations and other business premises. Has Cabinet yet considered the matter, and, if so, what is the position?

The Hon. Sir THOMAS PLAYFORD—I have examined the matter. From time to time homes are demolished. I believe that the passing of an Act to prevent a person from using his property advantageously will probably have more serious long-range repercussions than demolishing the limited number of houses that may be involved. Frequently the fact that a home cannot be demolished may hold up the establishment of a very important large factory undertaking. For instance, when Finsbury was established, 15 to 20 homes were demolished, but the long-term benefit to the State of that undertaking has been such that thousands of persons have been kept continuously employed. Under those circumstances the Government does not propose to introduce any legislation.

AMENDMENT OF VERMIN ACT.

Mr. O'HALLORAN—Can the Minister of Lands say whether Cabinet has considered amending the Vermin Act to provide for the compulsory destruction of rabbit burrows?

The Hon. C. S. HINCKS—Yes, and a Bill is now being drafted.

RAILWAY LOCOMOTIVES.

Mr. STOTT—Has the Minister of Works, representing the Minister of Railways, a reply to the question I asked last week about the conversion of coal-burning locomotives to oil-burning locomotives and the number of diesel-electric locomotives on the railway system?

The Hon. Sir MALCOLM MCINTOSH—I have been advised that there are 28 diesel-electric locomotives in service; there are 36 steam locomotives burning wholly fuel oil, and 33 burning a mixture of fuel oil and coal.

ENFORCEMENT OF BUSH FIRES ACT.

Mr. JENKINS—Many landholders are just recovering from the effects of disastrous bush fires. The Coroner's finding on one fire was that it probably started from a camp occupied by Electricity Trust employees. Will the Premier issue a directive to all Government employees who may be working on roads or camped near roads to make themselves familiar with the Bush Fires Act and see that the prescribed precautions are taken?

The Hon. Sir THOMAS PLAYFORD—Such a directive was issued some years ago and it is the policy of the Government that the Act shall be complied with by all Government employees. Any departure from that would be

regarded seriously by the Government and appropriate action would be taken against the persons concerned.

SHEARING AT ROSEWORTHY COLLEGE.

Mr. BYWATERS—The *Sunday Mail* of March 9, 1957, issued a long statement by the Principal of Roseworthy Agricultural College (Dr. McCulloch) about the possibility of the expulsion of certain third-year students because of their activities at initiation ceremonies. Amongst other things he said:—

Since third-year students have been allowed to use the College shed for week-end contract shearing that has returned them some £250, as well as valuable experience. I strongly suggest that parents insist that students pay their own fines.

Arising out of that article, the Secretary of the Australian Workers' Union made a statement to the *News*, which published the following article on March 12:—

The principal of Roseworthy Agricultural College, Dr. R. N. McCulloch, was criticized today for permitting students to use the college shed for week-end contract shearing. The State Secretary of the Australian Workers' Union, Mr. E. R. O'Connor, said he had been amazed to hear this from a letter written by Dr. McCulloch. A.W.U. members were fined if they worked on Saturdays or Sundays. It did not seem right that students at a college should be encouraged to shear at week-ends.

I understand that the Arbitration Court has ruled that members of the Australian Workers' Union must not shear after 5.30 p.m. on Fridays. In view of that, I ask the Minister of Agriculture, as both sides of the House support arbitration, will he prohibit the use of the college shearing shed and plant by students for the purpose of contract shearing during week-ends?

The Hon. G. G. PEARSON—The shearing done by students at the college would be in the form of training exercises as part of their normal education for becoming practical farmers.

Mr. Bywaters—And for financial reasons too.

The Hon. G. G. PEARSON—If so, that is purely incidental. They would not do it for the purpose of earning wages or as professional shearers.

Mr. Bywaters—They could take work away from A.W.U. employees.

The Hon. G. G. PEARSON—In any case I would think it is splitting hairs to raise the matter, and I repeat that any shearing undertaken by the students would be part of their training exercises. However, I will obtain a report from the Principal of the College and make it available to the honourable member.

SEWERAGE OF VALE PARK.

Mr. JENNINGS—Recently there has been an extension of the sewers in Vale Park, and I understand that the work has been completed except for the extension to Doreen Street. I wrote to the Minister recently about this, and he informed me that Doreen Street could not be sewered at the same time as the rest of the locality because there was a certain amount of land that had to be subdivided. Will the Minister ascertain whether the position has changed, and will he ensure that this street is sewered as soon as the land is subdivided?

The Hon. Sir MALCOLM McINTOSH—The honourable member would agree that this locality has not been overlooked. It is regrettable that one street may have been left out, but under the circumstances that was unavoidable. I will see whether the position has changed and advise the honourable member.

PORT PIRIE HARBOUR IMPROVEMENTS.

Mr. RICHES—The member for Port Pirie (Mr. Davis) and I have already drawn attention to the need for improving the Port Pirie harbour. The Governor's Speech included the following statement:—

Future works in various stages of planning and preparation by the Harbors Board include improvements to Port Pirie harbour.

What stage has been reached in planning work for Port Pirie?

The Hon. Sir MALCOLM McINTOSH—The honourable member knows that a big plan is now before the Public Works Committee. Despite what has been said by some people, a great deal of work has been carried out at Port Pirie in the last few years on dredging and improving wharves. So far there has been no indication whatever that the port of Port Pirie has suffered because of the inadequacy of the wharves. In any case, the Harbors Board has not heard of it, nor have I. Generally speaking, the wharves are adequate for present traffic, though not for our future hopes in regard to that port. The Treasurer will bring down the Loan Estimates today, and they will indicate to what extent we can go ahead this year with improvements to Port Pirie with the funds available.

SCHOOL DENTAL SERVICES.

Mr. FRANK WALSH—Has the Premier a reply to the question I asked recently regarding school dental services?

The Hon. Sir THOMAS PLAYFORD—The Director-General of Public Health has reported as follows:—

Where medical officers and dentists of the School Health Services find school children requiring dental treatment the policy is to advise parents accordingly on form S.H.S. 17. These officers issue form S.M.S. 24 to parents who inquire as to the possibility of having the work done for their children at the dental hospital at the Royal Adelaide Hospital. Medical and dental officers do not issue these forms unless approached by the parents concerned. The application of any means test would be the function of the Royal Adelaide Hospital authorities.

Copies of the abovementioned forms are available for the honourable member's perusal.

GREAT WESTERN BRIDGE.

Mr. RICHES—Has the Minister of Works received a report on the condition of the Great Western Bridge across Spencer Gulf at Port Augusta, and can he say when it is expected the actual work of reconditioning that bridge will take place?

The Hon. Sir MALCOLM McINTOSH—I have not yet received a report from my colleague on this matter. I point out that when a question has to be forwarded to another Minister we have to wait for the *Hansard* report. The usual procedure then is to get in touch with one of the engineers, and the Highways Commissioner has to await his report before he can convey information to his Minister. That naturally takes some time. As soon as the report is received I will advise the contents to the honourable member.

MURRAY BRIDGE ROAD BRIDGE.

Mr. BYWATERS—I recently asked the Minister of Works if he would confer with his colleague, the Minister of Roads, to see whether warning signs and double lines could be painted on the approaches to the Murray Bridge road bridge. Has the Minister a reply to that question?

The Hon. Sir MALCOLM McINTOSH—The question related not so much to warning signs as to double lines. In reply the Commissioner of Highways has advised as follows:—

It is not practicable to paint double lines on the road at this point because of the numerous roads which intersect the main road on the approaches to the bridge on each side of the river. It is an offence to cross double lines painted on a road, and unless the double line was broken vehicles turning from the main road and *vice versa* would be breaking the law.

As these intersections are close together, the double line would not be effective in these particular localities.

I know the area very well, and I think the honourable member will agree with that report.

Mr. Bywaters—I would not agree that those remarks apply to the eastern side.

The Hon. Sir MALCOLM McINTOSH—The eastern side will be improved as part of this year's programme.

USE OF "FIRE QUEEN."

Mr. TAPPING (on notice)—Is it the intention of the Fire Brigades Board to discontinue use of the "Fire Queen"?

The Hon. Sir THOMAS PLAYFORD—The chairman of the Fire Brigades Board has advised that no final decision has been made as to the future of the "Fire Queen".

REMOVAL OF STOP SIGNS.

Mr. TAPPING (on notice)—What is the policy of the Commissioner of Police in regard to removal of stop signs in the metropolitan area?

The Hon. Sir THOMAS PLAYFORD—The Commissioner of Police reports that on January 25, 1954, Section 130a of the Road Traffic Act was amended to enable a driver once having stopped at a stop sign, to proceed if the road on his right was clear of traffic; a driver on his left must yield him right of way. Under Section 131 a driver must give way to any vehicle approaching an intersection or junction on his right, thus the right of way rule is covered by two Sections. The amendment resulted in a certain amount of confusion between drivers and in certain instances had a tendency to restrict the free flow of traffic. To minimize such confusion, and bearing in mind that there were many intersections and junctions at which "Stop" signs were erected, where a careful driver would naturally slow down before crossing or turning, it was decided that when considered prudent to do so, the "Stop" sign should be removed.

No stop sign has been removed without careful consideration of the location and without collaboration with the local government authority, and, in many instances, the Royal Automobile Association. On June 30, 1954, there were 765 stop signs erected (excluding those erected by the Railways Commissioner). Since then, 172 have been removed; in most of these cases the stop sign has been removed from a site at a road junction.

UNEMPLOYMENT FIGURES.

Mr. LAWN (on notice)—

1. How many males and females were registered with the Commonwealth Employment Service as unemployed on February 1, 1957, and August 1, 1957, respectively?

2. How many of each were in receipt of Commonwealth unemployment relief on each of these dates?

The Hon. Sir THOMAS PLAYFORD—The Regional Director of the Department of Labour and National Service advises that—

1. At the beginning of February, 1957, the number of persons who claimed, when registering with the Commonwealth Employment Service, that they were not employed was 2,228 males and 737 females. At the beginning of July, 1957, the figures were 2,261 males and 1,102 females. Statistics for the beginning of August are not yet available.

2. On each of the dates the numbers of Unemployment Benefit were 556 males, 115 females, and 730 males and 324 females, respectively. All figures quoted include the Northern Territory.

PUBLIC WORKS COMMITTEE REPORTS.

The SPEAKER laid on the table the following reports of the Parliamentary Standing Committee on Public Works:—Vermont Girls Technical School (interim), Mitchell Park Boys Technical School (interim) and the new Unley Boys High School, together with minutes of evidence.

Ordered that reports be printed.

LOAN ESTIMATES.

The Hon. Sir THOMAS PLAYFORD moved:—

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the Loan Estimates for the year ending June 30, 1958, as set out in Parliamentary Paper No. 11.

Motion carried.

In Committee.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer)—Expenditure from loan funds during 1956-57 amounted to £26,480,000. In addition £3,600,000 was received from the Commonwealth pursuant to the Commonwealth-State Housing Agreement, and of this sum £2,880,000 was advanced to the Housing Trust and the balance, £720,000, made available for home purchase finance through building societies and the State Bank. Total expenditure of

loan funds accordingly amounted to £30,080,000. At the Loan Council meeting in May last the Commonwealth Government agreed to support a loan programme for 1957-58 for State works and housing up to £200,000,000, which is an increase of £10,000,000 over the total programme of £190,000,000 for each of the years 1955-56 and 1956-57. As a result of this increased support South Australia's share for works and services rose from £22,550,000 to £23,530,000, and the share for housing from £3,600,000 to £4,000,000. I point out that these amounts are lower than last year. The reason is that last year, in addition to spending the amounts provided by the Loan Council, the State spent all the cash it had in providing a somewhat bigger programme. As these moneys are not available to us this year, it is necessary that we live strictly within the programme that has been provided.

The expenditure of £24,905,000 provided for in these Estimates will be financed from the £23,530,000, being the State's share of the Loan Council allocation for works and services, and from repayments to the Loan Fund, which are expected to amount to approximately £2,461,000 in 1957-58. The £4,000,000 which will be made available to the State under the terms of the Commonwealth-State Housing Agreement will be allocated for housing purposes to the Housing Trust, the State Bank, and to building societies.

The Commonwealth Government's support of the 1957-58 loan programme is subject to review in January next, and in the meantime the States are receiving monthly advances based on a total programme of £200,000,000. This procedure has applied in recent years and the mid-year review has not meant any change in the amount of Commonwealth support originally indicated. With a maintenance of present conditions I do not anticipate any mid-year amendment to the extent of support which the Commonwealth Government has suggested for 1957-58. I now propose to give honourable members information on the progress made on works and purposes during 1956-57 and details of the proposed programme for 1957-58.

STATE BANK, £950,000.—Of this amount £670,000 is provided for Advances for Homes. In addition the State Bank will receive some £600,000 from moneys advanced to South Australia by the Commonwealth under the provisions of the Commonwealth-State Housing Agreement, so that approximately £1,270,000 will be available to the bank this year to advance for the financing of home ownership.

An amount of £908,240 was disbursed by the bank last year under the Advances for Homes Act in making loans to enable 528 applicants to build or purchase new homes. Of the total advances made 83 were for homes in the country. The £605,000 of Commonwealth-State Housing Agreement moneys which the bank received through the Home Builders' Fund was used to assist a further 402 applicants.

Advances of £98,625 were approved for applicants under the Loans to Producers Act last year, and were made up of loans to distilleries £36,400; loans to the fishing industry £19,225; loans to milk product factories £24,000; and loans to the fruit processing industry £19,000. The actual payments during the year amounted to £88,565. This year's provision—£175,000—will take care of outstanding approvals and permit additional assistance to co-operative societies.

Thirty-five applications, totalling £51,537, were approved last year under the Advances to Settlers Act to finance the erection of houses and farm buildings, clearing of pastures and purchase of farm plant, but actual payments were only £38,851. To cover outstanding approvals and finance new approvals for permanent improvements this year an amount of £75,000 has been placed on the Estimates.

For the normal trading activities of the bank the sum of £25,000 is included; for loans for fencing and water piping £4,000; and £500 for each of vermin proof fencing and loans for water conservation.

ROADS AND BRIDGES, £15,000.—The Highways Department has let a contract for the construction of a new reinforced concrete road traffic bridge across the Patawalonga at an estimated total cost of £25,000. The sum of £10,000 was transferred to the Highways Fund in 1956-57 for this work, and in 1957-58 it is proposed to transfer to the fund the remaining £15,000 required.

LANDS, £128,000.—The sum of £100,000 is required this year for work under the Crown Lands Development Act. Last year an estate in the hundred of Monbulla (west of Penola) was partially developed from the virgin state and this year's provision will allow further substantial development. This area should be ready for subdivision and allotment in 1959 and it is expected that it will provide seven holdings. Development will commence this year in the hundred of Woolumbool (north of Lucindale) on an undeveloped estate which has been reported on by the Parliamentary Committee on Land Settlement, and which will

probably provide nine holdings. An amount of £25,000 is provided for Lands Department—buildings, plant, etc.—to complete the purchase of plant for the rehabilitation programme of the photolithographic branch and to enable other items of plant and equipment, motor vehicles, etc., to be purchased as required. A sum of £1,000 is provided under Land Repurchase for Closer Settlement and £2,000 under Settlement of Discharged Soldiers on the Land.

IRRIGATION, £300,000—Progress on irrigation works was delayed last year by the flooding of the River Murray, and, whereas the Estimates provided £195,000, actual expenditure totalled only £124,000, which was largely for commitments under contracts for pumping plant. Of the provision for this year £120,000 is to enable work to proceed on the electrification of pumping stations. At Berri work has commenced on the erection of the sub-structure for the pumping station building, and it is estimated that the project will be completed during 1958-59. In the reclaimed areas electrification of pumping stations has been completed at Cowirra, Neeta, Wall, Pompoota and Mypoolonga, but certain payments for pumps have been withheld until final tests have been made. Work on electrification will now proceed from Murray Bridge to Lake Alexandrina, and will include the following pumping plants—Mobilong, Burdett, Monteith, Long Flat, Woods Point, Jervois, and Wellington. These plants are expected to be operating on electric power by July, 1959.

To cover the installation of a new rising main and temporary pumping units at Waikerie an amount of £31,000 has been placed on the Estimates. For the purpose of restoration, removal, or resiting of the levees erected to protect property from the 1956 flooding of the River Murray an amount of £100,000 is proposed as a contribution from loan by the State. Where levees were swept away by floodwaters it is necessary to replace them to guard against normal high rivers, where they were hurriedly erected it is now necessary in many cases to remove them to more suitable areas, and where they now stand in suitable areas it is necessary to consolidate them. Minor works interrupted by the flood are now in hand. These include sundry water supplies, buildings, plant, minor urgent works, drainage and embankment sluices. An amount of £49,000 is provided to permit these works to be carried out.

SOUTH-EASTERN DRAINAGE, £200,000.—Expenditure during 1956-57 was £414,000, mainly in

the Western Division of the South-East. Of the total estimated expenditure of £3,187,000 in the Western Division, £2,580,000 had been spent up to June 30 last. Large contract works completed during the year were the enlargement of drains K-L between Spots Hill and Avenue Flat, and the upstream 12 miles of the Wilmot Drain. Work in progress at the end of June included the excavation of smaller drains in the Biscuit Flat, Reedy Creek Flat, and Avenue Flat areas, and the enlargement of Drain L in the coastal region near Robe. All of these works in progress, which were being carried out with departmental plant and labour, will be continued this year. £194,500 is provided for work in the Western Division this year. Construction of small bridges will require £3,000; surveys of drainage proposals north of the area in which work is now proceeding will cost £1,000; and purchase of plant £1,500.

AFFORESTATION AND TIMBER MILLING, £1,000,000.—Actual payments from loan account in 1956-57 amounted to £1,051,000. The principal work in progress at the end of 1956-57 was the Central Mill at Mount Gambier. The total estimated cost of the mill is £1,600,000, of which £1,175,000 had been spent to the end of June last. The main items of expenditure to date have been:—

	£
Land	12,000
Buildings	238,000
Water supply	35,000
Drainage and roads	50,000
Grading and levelling site	34,000
Plant and machinery installed	381,000
Stores and plant awaiting installation	349,000

The Estimates provide for a further £384,000 to be spent this year on further work at the mill, and partial production should be achieved shortly. Full production is anticipated by the end of 1958.

The amount of £87,000 set aside for plant and machinery at sawmills includes provision for further payments in respect of the new gangsaw which has now been installed at Mount Burr, for the completion of kiln condensate and control lines at Mount Burr, for plant and equipment for a softwood sleeper treatment plant at Mount Gambier, and for miscellaneous items of plant and equipment as the need arises. The sum of £77,000 is provided for the erection of a recreation hall at Mount Burr and a shopping centre at Nangwarry, for other buildings at sawmills, and for housing for sawmill employees. The Department has found that

the provision of housing for married key personnel and skilled tradesmen has been of great assistance in maintaining a suitable labour force.

The Department is continuing to acquire further areas for forest establishment if suitable land becomes available at a reasonable price and £20,000 is provided for land purchases during 1957-58. For forest areas the principal provisions are preparation of land and planting of new forests £125,000, and maintenance of existing forests £134,000. The Department plans to carry on with the establishment of the 1957 plantation of 4,200 acres and to commence the establishment of 4,950 acres as the 1958 plantation. The sum of £36,000 is provided for the purchase of various items of plant and machinery this year, while the erection of various forest buildings and the provision of housing for married forest workers requires £37,000.

That portion of administrative expenses which is in respect of forest establishment, and therefore a charge to loan, is anticipated to amount to £100,000 this year, whilst that portion applicable to sawmill working, amounting to some £144,000, together with sawmill working expenses £730,000, and the cost of felling and hauling mill logs £296,000, will be dealt with through a working account.

In 1956-57 production of log timber from Government forests was approximately 122,000,000 super feet, and an increase in output to 154,000,000 super feet is anticipated in 1957-58. The processing of this output is likely to be as follows:—Through private sawmills, mainly for case production, 45,000,000 super feet; departmental sawmills for flooring and case production 82,000,000 super feet; to plywood manufacturers for the furniture trade 2,500,000 super feet; and to pulpwood 25,000,000 super feet.

State forest reserves are also expected to yield 3,000,000 super feet of hardwood logs, and 15,000 tons of firewood. The final output from the 82,000,000 super feet of logs which will pass through Government mills is expected to be 35,000,000 lineal feet of flooring and other dressed timber for use in housing construction, 1,000,000 super feet of undressed timber for use by furniture manufacturers, 5,000,000 cases, mainly for the citrus, apple and dried fruit industries, and 3,000,000 super feet of case fitches which will be used mainly for case production in the metropolitan area. Of the total mill intake of 82,000,000 super feet of logs Mount Burr is expected to handle

30,000,000, Nangwarry 29,000,000, the new central mill 15,000,000, and Mount Gambier diesel mill 8,000,000.

RAILWAY ACCOMMODATION, £2,200,000. Way and Works.—On the presentation of the Loan Estimates for 1956-57 about 12 months ago I indicated that the duplication of the Goodwood to Brighton section was expected to be completed in January 1957, with the installation of automatic gates working in conjunction with traffic signals at the South Road and Cross Road intersection at Emerson. This work was duly completed on time, enabling double track operation between Adelaide and Brighton. In their six months' operation the gates and traffic signals have been conspicuously successful in smoothly controlling the flow of traffic at what had been regarded as a difficult and potentially dangerous intersection and crossing. The sum of £340,000 is set aside this year to cover those items such as relaying, improvements to buildings, signalling and communications equipment, safety devices, lighting, etc., for which provision must be made every year, while the construction or purchase of residences for staff requires £66,000.

To the end of last year £109,000 out of a total estimated cost of £131,000 had been spent on various improvements, which were being made at the same time as the broadening of the gauge in the South-East, but which were outside the scope of the agreement with the Commonwealth. The provision of £22,000 this year will allow the completion of these betterments, which include heavier rails and greater depth of ballast than provided for under the agreement. The sum of £65,000 is provided for the purchase of plant and sundries, and £7,000 for the purchase of further land for the proposed Woodlands Park to Tonsley line.

ROLLING STOCK.—During 1956-57 the remaining financial commitments were met in respect of several contracts which had been completed in 1955-56. These included 20 hopper waggons (40 ton) under the standardization arrangements for the South-East, 40 hopper waggons (50 ton), and spares for diesel mechanical rail cars. Three major projects were completed during the past financial year. They were:—

- (1) A project for 18 suburban diesel rail cars at a total cost of £850,000. Twelve cars had been issued to traffic to the end of June, 1956, and during the past year the remaining six came into operation.

- (2) A project for 12 suburban diesel rail cars at a total cost of £540,000. All cars were issued to traffic during 1956-57.
- (3) A project for four joint stock cars—two roomette and two twinette—for which the cost is shared with the Victorian Railways and for which the South Australian proportion was £124,000.

The small final payments and debits in respect of these projects will be made during 1957-58. Other smaller jobs completed were the construction of six 50-ton cement hopper cars at a cost of £27,000 and the construction of spare bogies for joint stock cars at a cost to South Australia of £14,000.

The largest contract current at present is for the construction in Sydney of 15 Goodwin-Alco 1,750 h.p. diesel electric main line locomotives. Of the estimated cost totalling nearly £1,700,000, £1,108,000 had been spent up to June 30, 1957, and a further £557,000 is provided this year. Four locomotives were issued to traffic in 1955-56 and two in 1956-57. They were all of the single end drive type but the seventh locomotive, which has been delivered only recently, can be operated from a cabin at either end and does not need to be turned round for a return journey. The remaining eight locomotives, which are expected to be delivered during 1957-58, will all be of the double end drive type. It is of interest to note that in these locomotives power is transmitted to more driving wheels than in earlier models now in use, and this is a further improvement which results in greater tractive effort.

An amount of £22,000 is provided this year for payments under the contract for ten 750 h.p. diesel electric shunt locomotives for which the total estimated cost is £594,000. Two locomotives were issued to traffic in 1955-56, six in 1956-57, and the remaining two will be delivered during 1957-58. The eight units in traffic are all employed at the Gillman marshalling yards at Port Adelaide, where they have completely displaced steam locomotives. In addition to handling all shunting they are doing a certain amount of main line work.

The sum of £548,000 will be required in 1957-58 for payments in respect of 36 diesel rail cars comprising three groups each of 12. The first group I have already mentioned as a completed project on which small final payments were still outstanding at June 30 last.

The second group had been recently commenced at the end of last year and payments of £40,000 had been made out of a total estimated cost of £542,000. Work on the third group will be commenced this year.

A project for the construction of 14 diesel mechanical rail cars will involve a total expenditure of approximately £1,350,000. Of this figure almost £1,000,000 had been spent up to June 30, 1957, and £199,000 is provided for 1957-58. Nine cars have now been completed; the tenth is due to be completed in September, 1957, and the remainder during 1958-59. These cars are providing vastly improved passenger services on country lines. Associated with this project is a project for the construction of 11 non-power trailer cars for which £117,000 is provided this year. An amount of £287,000 had been spent up to the end of last year. Four cars have been completed and issued to traffic, and steel work and assembly is well advanced on another four. The whole job will be completed by June, 1960, and will have cost an estimated £664,000.

The sum of £40,000 is provided this year for the construction of spare bogies for diesel electric locomotives, £11,000 for spares for diesel shunt locomotives, and £64,000 for this State's share of the cost of construction of joint stock cars for the Adelaide-Melbourne run.

The sum of £3,000 is required for payments in respect of a group of 10 bogie refrigerator cars. Eight cars had been completed at June 30 last and the remaining two should be completed shortly. An amount of £17,000 is provided this year towards the cost of 25 louvre cars. Part of the cost of this group of cars will be met by the Commonwealth under the terms of the Standardization Agreement. A project for the conversion of 20 rail cars to diesel operation will require £4,000 this year, improvements to 14 brake vans £2,000, improvements to 15 caboose cars £6,000, conversion of vans to sleeping vans £7,000, lifting gear for the accident train at Mount Gambier £3,000, and hydraulic re-railing equipment £11,000. The sum of £6,000 is provided for further work on two bogie refrigerator cars for narrow gauge operation, and £129,000 for various items of plant and machinery.

HARBOURS ACCOMMODATION, £1,030,000.—The actual loan expenditure in 1956-57 was £1,050,000; and £271,000 is provided this year for further work on the reconstruction of berths 1, 13 and 14 at Port Adelaide. At the end of 1956-57 the reconstruction of berth No.

1 was almost completed, but the remaining small amount of work had been held up pending settlement for further land purchases. Settlement has now taken place and levelling, etc., will be carried out following demolition of old buildings on the recently purchased areas. Berth No. 1 comprises a new concrete wharf with cargo shed and stacking areas, served by rail tracks and roads.

The reconstruction of berths Nos. 13 and 14 was approximately 65 per cent completed at the end of June and £672,000 had been spent on the project up till then. Of the total of 7,400 cubic yards of concrete involved in the wharf structure, about 6,500 cubic yards had been poured, leaving a further 900 cubic yards for completion. The first crane is expected to be delivered in October and the remaining three cranes by January, 1958. Work will also go ahead this year on road work, rail laying and shed construction.

Last year saw the completion of the major works involved in the extension of the coal handling plant at Osborne. The mechanical and electrical work on the conveyor was completed and both the 9-ton grab cranes were assembled and put into operation under maintenance from the contractor. The £14,000 set aside this year is to cover the payment of the retention moneys to the contractor at the maintenance guarantee period, and also the cost of purchase and installation of an automatic weighing machine. Provision is also made this year for £10,000 to be spent on further land purchases to allow future port expansion, for £9,500 to be spent on completion of a cargo shed and amenities, and for £11,500 to be spent on the drainage of low lying land at Draper.

The Loan Estimates provide £396,000 for work at Port Lincoln during 1957-58. Of this amount £371,000 is for continued work on the scheme for a bulk handling installation and for additional shipping accommodation, while £25,000 is set aside for the reconstruction and deepening of the oil berth at Kirton Point.

The bulk handling installation and additional shipping accommodation project is estimated to cost nearly £950,000, and to the end of last year about £475,000 had been spent. During the year the bulk loading berth was dredged and the dolphins almost completed. At the coastal berth, which will be a steel piled wall bounding an area of reclaimed ground, approximately two-thirds of the wall and reclamation work was completed. The provision for 1957-58 will cover progress payments under contracts for the supply and installation of mechanical equipment for bulk handling, and will enable

the department to push ahead with civil works. The project at Kirton Point, which is a new work, is designed to isolate tanker traffic from the general shipping berths, an essential safety measure. The total cost is estimated to be almost £80,000.

The sum of £253,000 is set aside this year for work at Wallaroo. The original scheme for a bulk handling installation at Wallaroo provided for the unloading of rail trucks by means of power scoops delivering into receiving hoppers from which grain would be carried *via* conveyor belts and an elevator to ships. Plans have been revised and the installation will now consist of a belt conveyor gallery extending over the water from a shore silo to a shipping gallery at the seaward end of the jetty. It will be capable of delivering 400 tons of grain per hour from silo to ship. Up to June 30 £11,000 had been spent on foundation piles, and tenders had been called for the gallery structure. Of the £253,000 provided for 1957-58 approximately £180,000 will be for progress payments under contracts for the gallery structure and mechanical equipment, and £73,000 for civil works to be carried out by the department.

An amount of £7,000 is provided for completion of work on a cargo shed at Streaky Bay, £23,000 for the purchase of various items of plant and equipment, and £35,000 for sundry works.

WATERWORKS AND SEWERS, £5,400,000.—During 1956-57 the actual expenditure on waterworks and sewers was £5,793,000, and the year saw the completion of a number of jobs in country areas. The Uley-Wanilla scheme, which draws on underground waters near Wanilla and is designed to provide 500-million gallons of water per year for Eyre Peninsula, was completed at a final cost of £2,070,000. Two other schemes completed on Eyre Peninsula were the laying of ten miles of fibrolite main and construction of a 250,000-gallon reinforced concrete tank at a cost of £31,000 to serve the Hundreds of Chandada and Inkster, and the construction of a number of reinforced concrete storages in the Kimba district at a cost of £467,000.

At Loxton the extension of the domestic water supply was completed and is in operation. This project involved the extension of the existing supply to provide a better town service and also to serve the new ex-servicemen's settlements with domestic water. The total cost was £223,000, of which £100,000 has now been received from the Commonwealth Government

as a contribution towards the cost of extensions to the War Service Land Settlement area. At Port Pirie a water supply to the uranium treatment plant was completed at a cost of £92,000, and at Woods Point the completed water supply cost £11,500.

Morgan-Whyalla Water Main, £42,950. A sum of £25,000 is required this year for air vessels to cushion the effect of additional pressures. Payments under contracts for chlorinating plant will require £12,000, and provision is made for various minor works.

Adelaide Water District, £2,034,600.—At June 30, 1957, the Mannum-Adelaide pipeline was about 90 per cent complete and present expectations are that it will be finished in 1959. All but one mile of the pipeline was laid; one of the two 30-million gallon storage tanks had been completed; and the second tank is in course of construction. The total expenditure to June 30 last was approximately £9,800,000 of an estimated total cost of £11,300,000. However the pipeline, although incomplete, has been used since November, 1954, to carry water from Mannum to Angas Creek from where it flows to Millbrook Reservoir. The Estimates for 1957-58 provide for £343,100 to be spent on the scheme and it is anticipated that by the end of this financial year all pipes will have been laid, the two 30-million gallon storages will have been completed, and the construction of tunnels and smaller storage tanks will be under way.

At the South Para Reservoir the construction of the earthen bank has been completed and approximately 90 per cent of the work involved in the excavation of the spillway has been carried out. The cost to date has been close to £3,000,000, and an additional £390,000 is provided for further work during 1957-58. Of this figure £329,000 is provided under Adelaide Water District and £61,000 under Barossa Water District. It is expected that the 1957-58 provision will allow further progress to the stage where all works will have been completed with the exception of some of the spillway concreting.

The Myponga Reservoir is intended to augment the metropolitan area water supply and also provide a supply in the southern districts around Yankalilla. Of the total estimated cost of almost £4,000,000 some £35,000 had been spent to the end of last year on the preparation of plans and specifications and other preliminary works, and tenders will shortly be called for the construction of the dam and portion of the pipeline. £325,000 is provided this year to enable work to go ahead.

The Onkaparinga Valley scheme is designed to provide a permanent water supply from the Mannum-Adelaide pipeline for towns and rural areas in and adjacent to the Onkaparinga Valley. The estimated total cost of the scheme is a little over £1,250,000 and expenditure to date has been about £370,000. Two sections of main have been completed, one serving the Nairne Pyrites deposit from a temporary source (bores near Woodside), and the other being an emergency supply from the Mannum-Adelaide pipeline to the Mount Bold reservoir. The sum of £300,000 has been provided for 1957-58 and will enable further progress to be made in the laying of mains.

The major new work provided for is the Clarendon-Belair-Blackwood scheme. The total cost of this scheme is estimated to be £683,000 and the amount set aside this year is £120,000. The project will provide an entirely new supply to the area by means of a trunk main from Clarendon Weir through Coromandel Valley, together with the necessary pumping stations. £43,750 is provided for the relaying of mains in West Terrace, Adelaide, and Goodwood Road, and £25,300 for the reticulation of Mount Pleasant, the hundred of Finniss, Chain of Ponds, and Tungkillo. The individual amounts are Mount Pleasant £5,000, hundred of Finniss £16,000, Chain of Ponds £2,500, and Tungkillo £1,800. An amount of £7,000 is required this year for work on the improvement of the supply at Lobethal, where the demand has increased in recent years, particularly for industrial use: £20,000 is set aside for the cement lining of mains, and £425,450 for various extensions and new services.

Barossa Water District, £196,700.—The provision for the South Para Reservoir has already been referred to under Adelaide Water District. To the end of last year approximately £150,000 had been spent on the Elizabeth water supply for which the total estimated cost is £620,000, and £100,000 is set aside this year to enable further work to be carried out. As the Housing Trust has extended its original plans for the town it has been necessary to re-design the major feeding mains and balancing tanks, and this work is now in hand.

The department considers that the chlorination of water from the Barossa Reservoir is necessary in the interests of public health, and £1,000 is provided this year to cover the preparation of plans, designs and specifications for a chlorinating plant. The total estimated cost of the project is £15,000. Provision is also made for the annually recurring jobs of cement lining, extension, minor works, etc.

Warren Water District, £282,600.—The main provision this year is £200,000 for work on the enlargement of the Warren trunk main, the total estimated cost of which is nearly £4,300,000. It is designed to provide more water to avoid restrictions to existing consumers and also to permit a supply to be given to new consumers. It is anticipated that by the end of this year the first 15 miles of main from the Warren Reservoir will have been relaid with larger pipes. Work on a pumping station at Angaston will require £5,000 this year and a branch main for Nuriootpa township £7,500. An amount of £25,800 is proposed to be spent on the extension of mains—£20,800 in the hundred of Nuriootpa and £5,000 in the hundred of Neales. At Hamley Bridge £5,000 is to be spent on the enlargement of mains.

Country Water Districts, £487,900.—The main works in progress at the end of last financial year were as follows:—For the Jamestown-Peterborough pipeline 12 miles of 8in. asbestos cement main have been laid and the tank at Belalie North has been 25 per cent completed. Steel pipes to complete the scheme are now available and it is anticipated that 1957-58 will see the completion of the project at a total estimated cost of £223,000. £120,000 is provided this year. The Warooka scheme is to provide a water supply from three wells to serve Warooka and adjacent country lands. Of the total estimated expenditure of £149,000, £120,000 had been spent to the end of June last. £10,000 is now provided to enable further progress. At Mount Gambier a scheme to improve the supply is estimated to cost £51,000; approximately £17,000 had been spent to the end of June and £34,000 is provided this year to complete the work. A brief description of other projects listed under Country Water Districts is as follows:—

Coonalpyn—a township supply from adjacent bores—£26,000 provided this year.

Paringa—a supply from the River Murray—£3,000.

Swan Reach—a supply from the River Murray—£5,000.

St. Kilda—a township supply from a bore—£5,000.

Meningie and Milang—pumping stations—£16,000 provided, being Meningie £6,000 and Milang £10,000.

Naracoorte and Lamerook—new bores, pumps, mains, etc., £4,500, being Naracoorte £1,000 and Lamerook £3,500.

Mount Barker and Renmark—enlargement of mains £5,000, being Mount Barker £2,000 and Renmark £3,000.

Murray Bridge—electrification of pumping station, chlorination and extension of mains—£29,000.

Strathalbyn—raising banks of reservoir and constructing new main—£3,000.

Booleroo Centre—completion of a reinforced concrete tank—£2,000.

Loxton—electrification of pumping station—£24,500.

Bordertown—extension of mains to new housing areas—£12,400.

Moorook—electrification of pumping station—£20,000.

Tailem Bend—chlorination plant—£1,000.

Various extensions of mains and services, minor works, etc., £158,100.

Cement lining of mains—£9,400.

Tod River Water District, £237,200.—The principal work in progress for this water district at present is the Fountain Springs development scheme in the Hundred of Wanilla. The work includes a number of bores, or alternatively a collecting trench, a pumping plant, and a main to connect with the Uley-Wanilla system. The total estimated cost of this project is £80,000; some £8,000 had been spent up to the end of last financial year and £72,000 is provided on this year's Estimates.

New works include the laying of an 8in. fibrolite main in the Hundreds of Hawker and Playford, and the laying of a 6in. fibrolite main in the Hundred of Mann. These mains are required to augment supplies to Cowell and to areas north of the township where consumption has increased considerably. The total estimated cost of the schemes is £95,000, and a total of £65,000 is provided for them this year. The Estimates also provide for the establishment of a boosting plant on the Tod River trunk main near Lock (£12,500) and for cement lining, erection of small buildings, extension of mains, etc.

Beetaloo, Bundaleer and Baroota Water District, £800,800.—The major work in this district is the Yorke Peninsula scheme which is estimated to cost over £5,800,000, and on which £3,600,00 had been spent to end of 1956-57. The first part of this scheme, which was the replacement of the existing trunk main from Bundaleer Reservoir to Clinton with a larger main, has been completed and is in operation. A further 25 miles of steel pipeline have been laid, taking the trunk main as far as Maitland; 90 miles of small reticulation mains have been laid; and the construction of two large reinforced concrete storages has also been completed. These Estimates set aside £627,500 for further work this year and it is estimated that by the end of June, 1958, the steel trunk main will reach as far as Minlaton and that a further 50 miles of reticulation mains and three more concrete tanks will be complete.

At the Baroota Reservoir the alterations to the spillway and construction of an overflow channel to prevent erosion had been almost completed at the end of last financial year, and the £2,000 provided this year will enable completion, bringing the total cost to £59,000.

The enlargement of the Beetaloo section of the Warren trunk main, a new work, is estimated to cost £906,000, and £22,000 is to be spent this year on the replacement of a weak section near Paskeville. The sum of £34,000 is provided for enlargement of mains to overcome serious water shortages during the summer months at Port Broughton.

For the extension, construction, or replacement of mains the provision this year is £28,000, including £6,000 for the Hundred of Howe, £5,000 for the Hundred of Crystal Brook, £5,000 for the Hundred of Cunningham, £6,000 for the town of Holeyton, and £6,000 for the town of Narridy.

Adelaide Sewers, £1,015,500.—The sum of £313,500 is provided this year for extension of reticulation sewers in new Housing Trust areas at Campbelltown, Darlington, Fulham, Fulham Gardens, Henley South, Seacombe, Tonsley Park, and Windsor, and in other residential areas which include Birkenhead, Klemzig, Northcote, and Oldfield.

For the additions to the Glenelg treatment works the final plans and specifications have been completed, the contract for all the mechanical equipment and half the structure will be let in the near future and work under contracts will commence shortly afterwards. Of the total estimated cost of approximately £715,000, £55,000 had been spent to the end of last financial year, and £215,000 is provided this year. It is anticipated that by June next the structural work should be nearly complete and some of the plant delivered.

The 1957-58 Estimates provide £50,000 for the enlargement of the Queensbury pumping station at Hendon, the whole project being estimated to cost £87,000. This station serves a large part of the north-western suburbs and pumps to the Port Adelaide treatment works. With the continued growth of population in the areas served it is essential that the capacity of the station be increased. The sum of £160,000 is provided this year for house connections, and £147,000 for miscellaneous extensions and minor works.

Salisbury Sewers, £187,500.—At Elizabeth sewerage is keeping pace with building construction, and up to date £200,000 has been spent out of the total estimated cost of

£750,000 for sewerage reticulation work. The sum of £47,000 has been spent on the purchase of existing treatment works at Salisbury from the Commonwealth and extensions will be made in 1957-58. The basic plans and designs are complete and it is anticipated that by June, 1958, the civil works will be well under way and contracts will have been let for some of the required machinery.

Country Sewers, £6,000.—For Port Lincoln £5,000 is provided in 1957-58 for the commencement of a further scheme to connect the new Government offices and some business premises to that part of the sewerage scheme which serves the hospital and the school. For Gumeracha the £1,000 provided will cover plans and preliminary work.

RIVER MURRAY WEIRS, DAMS, LOCKS, ETC., £500,000.—This amount is provided to meet South Australia's share of the cost of work carried out by the River Murray Commission.

GOVERNMENT BUILDINGS AND LAND, £6,980,000.—Actual expenditure during 1956-57 was £6,224,000, made up as follows:—

	£
Hospital buildings	3,600,000
School buildings	1,626,000
Police and courthouse buildings	117,000
Agricultural college	44,000
Other Government buildings	815,000
Stores	22,000

HOSPITAL BUILDINGS, £3,700,000.

Royal Adelaide Hospital.—At the end of 1956-57 a number of works were in progress and provision is made this year for work to be continued. The orthotron wing, which is the first stage of the radio-therapy building, was completed at a total cost of £200,000, and the second stage of the project, which covers the construction of the basement and ground floor of the women's hospital at a total estimated cost of £525,000, is the principal new work provided for on the Estimates for Royal Adelaide Hospital this financial year. Specifications are being prepared and it is expected that tenders will be called shortly. The sum of £75,000 has been set aside for this work.

Preliminary work for the construction of additional post-operative wards in the McEwin Building was well in hand at the end of the year, and £45,000 is provided this year to cover anticipated payments under the contract and also to meet the cost of installation of sterilizing facilities in this building.

For the new dental hospital wing the 1957-58 Estimates provide £50,000. This work, which consists of two new wings, will, it is estimated, cost a total of £400,000. To date preliminary work has been completed and tenders called.

Smaller works which were in progress at June 30 last and which will be proceeded with this year include the installation of a new lift in the casualty block, installation of new laundry equipment, and cooling systems, and installation of sterilization facilities in all wards.

Work is to be commenced on a number of new jobs including extensions to Bice Building, provision of examination cubicles in the outpatients' department, accommodation for a central T.B. organization, and caesium treatment rooms.

Queen Elizabeth Hospital.—During 1956-57 work continued on the Queen Elizabeth Hospital at Woodville, the year's expenditure being closely £2,000,000. The contractor for the completion of the hospital has finished the basic steel and concrete structure for the main general hospital, and the other buildings under this contract will be completed by July next. This will provide the western districts of Adelaide with a complete modern hospital with 100 beds for maternity, 324 general beds for both surgical and medical requirements, and a large outpatients and casualty section. In addition there will be resident accommodation for 80 students and doctors and 430 nurses and sisters. Early this year the maternity section was transferred from its temporary location in the nurses' home to the seven-storey maternity wing of the hospital. Provision of £2,183,000 has been made on these Estimates for further work at the hospital.

Parkside Mental Hospital.—Among the major works completed during 1956-57 were the male T.B. ward at a cost of almost £100,000, the installation of a steam generator and underground steam piping, and the construction of a dining hall and scullery. Small final payments still remain to be made on the T.B. ward and steam system, and for this reason they appear on the Estimates this year at £7,000 and £15,000, respectively, although physically completed. At the end of June last the male admission block was approximately 95 per cent completed, and the estimated date of completion is August, 1957. An amount of £22,000 is expected to be spent this year. The £147,500 provided for alterations and additions, etc., covers new bathrooms, a sanitary annexe, the enlargement of airing courts, construction of dayrooms, a comprehensive drainage scheme, and new workshops.

Northfield Mental Hospital.—The £259,000 provided this year for additional accommodation is to enable further work to be carried out on the senile men's block, the senile women's block, the boys' block, and the

girls' block. The total estimated cost of these four buildings is approximately £640,000, and to the end of last year £310,000 had been spent. The anticipated completion dates are December, 1957, for the boys' block, April, 1958, for the men's block and the girls' block, and April, 1959, for the women's block. A sum of £101,000 is provided for further work on the new boiler house and kitchen. Of the total estimated cost of £253,000 approximately £125,000 had been spent to the end of June, last. The £32,000 listed for various alterations and additions is to provide for additions to the administrative block, store-rooms, workshop and construction of toilets and new roads.

Mareeba Babies' Hospital.—The amount of £11,000 is provided for the installation of a lift, X-ray facilities, and a laboratory, and for paving.

The Barmera Hospital.—The total estimated cost of cooling and heating systems is approximately £5,500. Work is practically completed, but payment has not been finalized and £2,000 is provided this year.

Mount Gambier Hospital.—At the end of 1956-57 the new general hospital was approximately 25 per cent complete with the expenditure of £245,000 out of a total estimated cost of £1,207,000. This year £306,000 is provided, and the expectation is that the hospital will be finished in April, 1959. The new nurses' quarters require a total outlay of £275,000, and the £30,000 on these Estimates will cover the completion of the work—estimated completion date August, 1957. To the end of June last £5,000 had been spent on the boiler house and steam generating plant; a further £15,000 is provided this year, but the total estimated cost is £120,000. April, 1959, is the anticipated completion date.

Port Augusta Hospital.—At Port Augusta several small jobs, including additional accommodation for domestic staff and additions to the maternity block, are to be commenced with the £7,000 provided this year.

Port Lincoln Hospital.—At Port Lincoln Hospital £9,000 is provided for work on an operating theatre, a waiting room, and toilet facilities for the staff.

Port Pirie Hospital.—At Port Pirie a major work in progress at the end of last year was the construction of a new theatre and Men's block at a total estimated cost of £210,000. The £83,000 set aside this year will permit work to go ahead and it is expected that the project will be completed by April, 1958. The building will be of three floors and will provide private

and public rooms, two operating theatres, X-ray, plaster, and sterilizing rooms, and doctors' and nurses' rooms. The scheme to provide a new kitchen, laundry, boiler house, workshop, sewerage system, and equipment, is estimated to cost a total of £405,000, and £55,000 is provided to commence work in 1957-58. Before the new buildings can be erected extensive filling and grading will be required and £10,000 is set aside for this work, for which tenders have been called. Alterations and additions to various buildings will require £4,000. The Estimates also provide £40,000 for small jobs as the need arises from time to time at the various hospitals, £60,000 for various items of furniture and equipment, and £20,000 for preliminary work on various small projects.

SCHOOL BUILDINGS, £2,600,000—During 1956-57 primary schools were completed at Hectorville at a cost of nearly £60,000; at Payneham at a cost of £38,000; and at Macclesfield at a cost of £33,000; infant schools were completed at Highgate at a cost of £47,000; at Ridley Grove at a cost of £22,000; and at Salisbury North at a cost of £47,000. The Unley Girls High School, a timber building, was completed at a cost of £70,000. Other additions, new classroom blocks, etc., were completed at Nailsworth boys technical school; at Risdén Park primary school; and at Findon and Port Pirie high schools.

At Wattle Park a new Teachers Training College, which is of timber construction, was completed at a cost of £69,000. The new college came into operation at the beginning of 1957 and is at present accommodating about 340 trainees, including all those doing primary courses, all those doing one-year special courses, and a majority of the men doing craft courses. When it became obvious that the original college at Kintore Avenue could not cope with the rapidly increasing number of trainees required, and a new college had to be built, the Education Department planned to use the Kintore Avenue section for those doing predominantly University work and the Wattle Park section for those doing less University work. With few exceptions it has been able to keep to this plan. The Kintore Avenue section is now accommodating 540 trainees.

The estimates provide £409,000 for new primary and infant schools, £15,000 for alterations and additions to primary schools, £151,000 for new technical schools, £104,000 for alterations and additions to area and higher primary schools, £559,000 for new high

schools, and £85,000 for alterations and additions to high schools. These sums are to permit further work on projects which were in hand at the beginning of 1957-58 and to enable new projects to be commenced. I shall now deal with them in some detail.

At the end of June work was in progress on a number of new schools. Findon High School is estimated to cost £205,000 and to the end of the year £12,000 had been spent. At Enfield High School £6,000 out of a total estimated cost of £194,000 had been spent; at Marion High School £16,000 out of a total estimated cost of £199,000; and at Croydon Girls' Technical School £4,000 out of a total estimated cost of £100,000. The Estimates this year provide for further work on these large schools, and also on primary schools at Elizabeth North and Nairne; infant schools at Hendon and Thebarton; and high schools at Loxton and Waikerie. At Oakbank a major project of additions which provide for a two-storey brick classroom building and a single storey craft block was in progress at the area school: the total estimated cost is £147,000, and to the end of June £36,000 had been spent; £89,000 is expected to be spent during 1957-58.

This year work will commence on a number of new schools, including high schools at Bordertown, Campbelltown, Henley South, Salisbury, and Unley; primary schools at Burnside, Croydon Park Extension, Elizabeth Gardens, Broadmeadows, Fulham, Gepps Cross, Kirton Point, Klemzig, Lockleys North, and Seaclyff; infant schools at Forbes, Linden Park, and Challa Gardens; and a technical school building at Norwood. The major projects among these are:—

Unley, where the boy's school is estimated to cost £311,000, and will be a steel-framed precast concrete structure containing 21 large and 7 small classrooms, 2 art rooms, 5 science rooms, a library, a large lecture room, an office, staff room, and a woodwork centre. It will be of partly 3 and partly 2 storeys, and will be built adjacent to the new Unley Girls' High School. Working drawings are now being prepared and tenders are likely to be called within a few weeks.

Salisbury High School, estimated to cost £187,000, will be a 2-storey structure of precast concrete and steel framing, for which specifications are now being prepared. The accommodation provided will be 14 classrooms, an art room, 3 science rooms, a library, an office, a staff room, a domestic arts and a

woodwork centre. It is anticipated that the work will take eighteen months to complete.

Elizabeth Gardens primary and infant school will probably cost about £150,000. Working drawings are now being prepared and it is expected that tenders will be called in November. The school, to be constructed of precast concrete with an aluminium roof, will contain 15 classrooms in the primary school, 8 classrooms in the infant school, 2 libraries, a general purpose room, 2 playrooms, an administration block, and 3 shelter sheds.

At Norwood Boys' Technical School a new building is estimated to cost £130,000. It is to be of brick construction on steel frames, with tiled roof, partly 3 and partly 2-storey, and will contain 14 classrooms, 3 art rooms, a library, 2 science rooms, an office, and a staff room. Working drawings are being prepared and tenders will be called towards the end of 1957.

Large projects for additional classrooms will be commenced at Brighton High School, Port Augusta High School, Eudunda Area School, and Hampstead Gardens Primary School. The Brighton High School project is for a new wing of 2 storeys, of brick construction to match the main building. The new wing will provide 6 classrooms, a science room, an office, and a staff room. A separate craft block will also be built.

The sum of £293,500 is provided on the Estimates for new craft blocks, including domestic arts, woodwork and metal-work centres, at the following schools:—Ascot Park Primary, Birdwood High, Booleroo Centre High, Cambray Primary, Eudunda Area, Ferryden Park Primary, Henley Beach Primary, Kadina High, Kilburn Primary, Mannum Primary, Morphettville Park Primary, Mount Barker High, Mount Gambier Technical, Murray Bridge High, Oaklands Primary, Port Augusta High, Ridley Grove Primary, Riverton High, Salisbury Primary, Seaton Park Primary, Taperoo Primary, Victor Harbour High, Whyalla Technical, and Woodville High. The sum of £540,000 is provided this year for prefabricated buildings to be erected by the Finsbury works branch of the department. The programme of 360 units planned for this year is 60 greater than the actual number last year—300.

The Estimates provide £50,000 for furniture which will be required for the following schools in 1957-58:—Nairne Primary, Thebarton Infant, Hendon Infant, Oakbank Area, Loxton High, Waikerie High, Elizabeth North Primary; for 25 woodwork, metal work, and domestic arts

centres; and for prefabricated schools at Campbelltown High and Henley Beach High. The amount of £58,500 is provided for septic tank installation and additional lavatory accommodation at various schools; £55,500 for grading and paving school yards and recreation areas, fencing, drains, roadways, etc.; and £39,500 for minor alterations and additions. This type of provision is required each year to cope with all the small jobs which occur from time to time.

At the School of Mines further work will be carried out on the Playford Building, and the Estimates provide £100,000 as a grant towards this work. Each year more land is purchased for new schools or to add to the area of existing schools, and £90,000 is provided this year. The £10,000 set down for new residences will be used to purchase houses from the South Australian Housing Trust for teachers.

The Joint Schemes Act provides for the purchase of land which, being used for the provision of playing and sporting areas, will benefit both the school and the community. The Government's main concern, of course, is to provide adequate playing areas for school children, but under this scheme, which provides for co-operation between the Government and local authorities, adult sporting bodies also benefit. The sum of £10,000 is set aside this year. The amount of £30,000 is provided for preliminary work on various projects and this is designed to cover the preparation of plans, specifications, bills of quantity, soil tests, site preparation, etc., associated with new schools.

POLICE AND COURTHOUSE BUILDINGS, £255,000.—The principal work completed during 1956-57 was the reconstruction of the Port Pirie Police Station at a cost of just over £16,000. At the Supreme Court preliminary work on the library block, which is estimated to cost £106,000, was under way at the end of June. The new building will be a three-storey reinforced concrete frame building, and besides the main library will contain offices for the Sheriff's Department and reporting staff, and also a store and work rooms. An amount of £100,000 is provided for construction in 1957-58. The new police station and courtrooms at Crystal Brook was about 70 per cent complete at the end of the year and provision is made this year for completion by December, 1957, at a total cost of £11,000.

Provision is made this year for the commencement of work on new police stations

at Cummins, Hallett, Kapunda, Kingscote, Morphett Vale, and Salisbury, the cost of the jobs ranging from £8,000 to £13,000. At Mount Gambier single men's quarters are to be erected at the divisional headquarters at a cost of £15,000, and at Mount Barker divisional staff offices are to be added at a cost of £3,000. The Estimates provide £31,500 to cover the final payments in respect of the new courthouse at Murray Bridge, and for work to be carried out on new courthouses at Barmera, Blackwood, Naracoorte and Salisbury. Alterations and additions at both police buildings and courthouse buildings are provided for this year and include new cells, toilet blocks, office accommodation, etc.

AGRICULTURAL COLLEGE, £5,000.—The dormitory block was completed last year at a cost of £64,000, but £2,500 is required in 1957-58 for final payments in respect of this work. The building is a two-storey brick structure containing 47 bedrooms plus sleepouts and toilet facilities. The Estimates also provide £2,500 to cover the miscellaneous assortment of small jobs that arise from time to time.

OTHER GOVERNMENT BUILDINGS, £420,000.—The principal jobs completed in 1956-57 were the construction of two additional storeys at Flinders House at a total cost of almost £40,000, the conversion of trade shops to offices for the Architect-in-Chief's Department at a total cost of £50,000, construction of a nurses' block and new laundry at Seaforth Home at a cost of £36,000, the construction of additional accommodation at Lochiel Park Training Centre at a cost of £26,000, and provision of temporary store buildings at the Public Library at a cost of £10,000. At the new Government building in Rundle Street the work of providing toilet facilities on each of the four floors will be completed this year.

Children's Welfare and Public Relief Department.—A new single storey brick security block containing 22 cabins, amenities room, kitchen, dining room, and toilets is to be built at Magill Reformatory for the secure accommodation of youths who are thought to be potential absconders. The total estimated cost is £80,000 and the £40,000 provided this year will allow about half the work to be carried out. The sum of £12,000 is provided for alterations and additional accommodation at Seaforth Home and Vaughan House.

Architect-in-Chief's Department.—The new workshops at Netley are expected to cost a total of £107,000, and to June 30 almost £5,000 had been spent. £87,000 is provided this year for the buildings and £7,000 for electrical services, fencing and grading—a total of

£94,000. The sum of £33,500 is set aside this year for work on new offices at Murray Bridge £13,500, and Port Lincoln £20,000.

Institute of Medical and Veterinary Science.—At the end of June last approximately £14,000 had been spent on the new central sterilising building for the institute, and £31,000 is provided this year. In this building the institute will produce sterile preparations (media) for Government and private hospitals. Other alterations and additions will cost £10,000 this year.

Sheriff and Comptroller of Prisons.—At Adelaide Gaol it is proposed to spend £5,000 on alterations, additions, and equipment; at Yatala Labour Prison £10,000 on laundry equipment and £10,000 on alterations, additions, and equipment; at Gladstone Gaol £3,000 on the new steam laundry and £12,500 on alterations and additions; and at Port Augusta Gaol £4,000 on alterations and additions. At Cadell a new prison establishment is to be constructed at a total cost of about £90,000. The plan includes staff quarters, dormitory block, administration block, laundry, implement shed, and motor vehicles shed. The sum of £20,000 is set aside for the commencement of work in 1957-58.

EXPENSES AND DISCOUNTS OF FLOATING CONVERSION AND PUBLIC PURPOSES LOANS, £100,000.—Although all flotation expenses and discounts are charged against this line in the first instance, substantial sums are recovered from departmental loan accounts and from activities conducted outside the Budget. The amount which is likely to be required each year is very difficult to estimate in advance, but £100,000 is provided this year as a reasonable cover.

TEMPORARY AND EMERGENCY HOUSING ACCOMMODATION, £5,000.—No large commitments are foreseen for temporary housing this year, but £5,000 is provided to cover any small jobs which may become necessary.

SOUTH AUSTRALIAN HOUSING TRUST, £1,400,000.—Under the terms of the Commonwealth-State Housing Agreement South Australia will receive £4,000,000 in 1957-58, an increase of £400,000 over last year's figure of £3,600,000. The agreement provides that one-fifth, or £800,000, shall be made available to building societies or other approved institutions, leaving £3,200,000 to be channelled through the Housing Trust. The trust's share of the £3,600,000 last year was £2,880,000, so that it has an additional £320,000 available to it this year. The money which it receives under the agreement is the main source of the trust's capital, and this will be supplemented in 1957-58 with £1,400,000 from State loan

moneys and £350,000 to be raised by the trust, so that the total new funds to be employed in 1957-58 amount to £4,950,000.

Mr. Riches—Have you limited it to houses for sale only?

The Hon. Sir THOMAS PLAYFORD—No. The limit on houses for sale is £800,000 that must be channelled to building societies and the State Bank.

Mr. Riches—You show it as £1,400,000 to finance the erection of houses for sale.

The Hon. Sir THOMAS PLAYFORD—The money is allotted to the Housing Trust and we have never particularized how it shall be spent. The trust makes a point of selling as many houses as it can. If it can sell more it can build more, but it does not mean that the money is channelled by the State exclusively for selling. I hope the trust sells more houses, because the receipts from sales enables it to build additional houses. There is no difficulty from the trust's point of view, and I can assure the honourable member that if the trust is not able to sell houses it will still receive the same amount of money.

At the time of presentation of the Loan Estimates twelve months ago the trust envisaged a programme calling for the erection of 3,055 dwellings in 1956-57 but the actual results for the year were 3,135 dwellings completed, an increase of 80 over the estimate. Of these 1,690 were in the metropolitan area, 642 were in the country, and 803 were at Elizabeth. Houses for sale predominated with 1,701, including 913 single units of solid construction, 693 timber frame single units, 35 rural dwellings, 37 dwellings for ex-servicemen settlers, and 19 single units of combined brick and timber, while rental dwellings numbered 1,434, including 1,158 double units, 132 flats, 88 cottage flats, and 56 timber single units. The reasons for the trust exceeding its estimate of completions in 1956-57 were the growing popularity of the scheme to erect houses on private allotments and the influence of warm dry weather at the end of the financial year.

Elizabeth is, of course, the trust's major project and progress to date is 1,571 houses completed, two groups of shops completed and operating, two shopping centres under construction, and a number of other buildings, including a hotel, churches and halls, either completed or nearing completion. Road work, including kerbing and water tables, is being kept abreast of the housing development, and the major drainage work is nearing completion. At the second biggest project at Henley Beach South 215 houses have been completed and 36 two-storey flats occupied.

The proposed programme for 1957-58 calls for the construction of 3,060 units, which will be of the following types:—

Single units—other than rural dwellings and special sales	1,530
Double units	1,175
Flats—in blocks of two and possibly three storeys	80
Cottage flats, and single storey flats	75
Special sales and rural dwellings (erected on private land)	200

If the member for Stuart cares to study that list he will see that the two classes for sale are the first class and the last class. The three intermediate classes are the ones that are being provided for rental purposes.

The programme also entails further progress on shopping centres at Elizabeth. This year should see the completion of two of the main shopping centres comprising a total of 40 shops, the commencement of about 30 shops in the town centre, and probably the commencement of a small group of five or six shops. Under the normal house sales scheme the trust anticipates that the majority of the prospective 1,530 purchasers will not have the necessary cash in hand to bridge the gap between the sale price and the first mortgage limit of banks and lending institutions, and therefore it will be necessary to provide over £700,000 for second mortgage finance for 1,300 to 1,400 purchasers. The honourable member will see that a very large amount of that programme is financed by other means than through loan money. The programme for double units for rental is a maintenance of last year's level of construction.

The demand for the trust's flats is heavy and they appear to be the most satisfactory answer to the requirements of a large section of the population seeking rental accommodation from the trust. The cottage flats are very popular among elderly people of limited means. There appears to be a need for rental flats suitable for people in the intermediate income range and the trust plans to develop some single storey flats to attempt to meet this need. The demand for special sale houses and rural dwellings is very keen and the Trust is proceeding as quickly as possible on units of this type.

I have here a table setting out localities outside the metropolitan area in which the trust has recently completed houses or has houses under construction. In recent years this House has approved of a similar table being recorded in *Hansard* and it has proved to be of interest and value to members. I ask that approval be given again this year for the table to be recorded, without being read. I have also had prepared a table showing

for South Australia the number of all dwellings commenced, completed, or under construction quarterly for the years 1951 onwards. This table should also be of interest to members and I ask that permission be given for it too to be recorded in *Hansard* without being read.

Leave granted.

SOUTH AUSTRALIAN HOUSING TRUST.

Country Towns.

	Houses Completed, 1956-57.	Under Construction, 30/6/57.
Allendale East	1	
Ambleside		3
Barmera	8	6
Beltana	2	
Berri	2	2
Bordertown	5	2
Clare	6	1
Cleve	2	1
Cockburn		2
Cookes Plains	1	2
Crystal Brook	5	
Elizabeth	803	1,041
Frances	1	
Gawler	10	12
Gladstone	1	
Jamestown	8	
Kadina	1	
Kalangadoo	3	
Kapunda	1	
Keith	10	4
Kingscote, K.I. . . .	1	
Kingston, S.E. . . .	1	
Leigh Creek	19	1
Lobethal	4	
Loxton	12	
Lucindale	6	2
Mannum	8	

	Houses Completed, 1956-57.	Under Construction, 30/6/57.
McLaren Flat	1	
Maitland	2	
Meningie		1
Millicent	15	8
Minlaton	4	
Monash	2	
Moorook	1	
Mount Barker		4
Mount Gambier	158	153
Murray Bridge	18	6
Nairne (Bruckunga) . .	16	
Nairne Township . . .	4	
Nangwarry	4	
Naracoorte	21	10
Nildottie	1	
Nuriootpa	1	
Orroroo	1	
Owen	1	
Parafield		1
Peake	1	
Penola	6	4
Port Augusta	64	45
Port Lincoln	22	15
Port Pirie	61	75
Port Vincent	2	
Radium Hill	15	
Renmark		6
Robe	1	
Saddledworth		1
Strathalbyn	3	
Tantanoola	1	
Tanunda	1	
Victor Harbour	2	1
Walleroo	2	
Whyalla	20	22
Yankalilla		1
Yorketown	1	
	1,373	1,432

SOUTH AUSTRALIA.

New Houses and Flats, Including Owner-Built Houses.

Commenced—	1951.	1952.	1953.	1954.	1955.	1956.	1957.
Quarter ended—							
31st March	1,761	2,241	1,733	1,536	1,836	2,003	1,620
30th June	2,116	2,211	2,054	1,885	2,005	1,915	
30th September	2,097	2,321	1,947	1,684	2,363	1,837	
31st December	2,022	1,868	1,605	1,753	2,227	1,857	
Year	7,996	8,641	7,339	6,858	8,431	7,612	
Completed—							
Quarter ended—							
31st March	1,390	1,755	2,080	1,684	1,644	1,851	1,678
30th June	1,815	2,225	2,081	1,859	1,797	1,985	
30th September	1,768	2,353	1,990	1,963	1,942	1,859	
31st December	1,965	2,489	2,097	2,039	2,029	2,084	
Year	6,938	8,822	8,248	7,545	7,412	7,779	
Under Construction at End of Period—							
As at—							
31st March	6,280	7,524	6,547	5,861	5,496	6,446	6,027
30th June	6,583	7,508	6,523	5,880	5,684	6,373	
30th September	6,930	7,496	6,502	5,597	6,099	6,348	
31st December	7,016	6,888	6,008	5,309	6,294	6,114	

The Hon. Sir THOMAS PLAYFORD—My statement continues:—

ELECTRICITY TRUST OF SOUTH AUSTRALIA, £3,800,000.—During 1956-57 the trust expended £8,126,000 on capital works. Before dealing with the programme for this year I will give honourable members some information on the progress made with the works programme during 1956-57.

Osborne "B" Power Station.—The fifth turbo-alternator of 30,000 kilowatts capacity and the ninth and tenth boilers were brought into service, thus increasing the capacity of this power station to 150,000 kilowatts. The sixth turbo-alternator and eleventh and twelfth boilers will be commissioned within the next twelve months, thus completing the station. This will be an event of major importance in the history of power supply in South Australia. Work on the Osborne "B" Power Station was started in 1942 and the first machine was commissioned in 1947. Up to June 30, 1957, £10,500,000 had been spent on the Osborne "B" Station.

Port Augusta "A" Power Station.—The third turbo-alternator of 30,000 kilowatts capacity and the fifth boiler were brought into service during the year, raising the firm capacity of this station to 75,000 kilowatts. The sixth boiler will be commissioned during the coming twelve months, thus completing this station to its designed capacity of 90,000 kilowatts. Up to June 30, 1957, approximately £9,000,000 had been spent on this station. The Port Augusta "A" Station is at present producing over 40 per cent of the trust's total electricity output and is using over 10,000 tons of Leigh Creek coal each week.

Port Augusta "B" Power Station.—Site work continued during the year at an accelerated rate. The coffer dam has been completed and piling and foundation work is now in progress. The complete boiler installation for the station has been ordered and two of the three 60,000 kilowatt hydrogen-cooled turbo-alternators have also been ordered. The first production of electricity from this station is expected in 1960. To bring power to Adelaide from this station two new transmission lines operating at 275,000 volts are to be built. Construction work on the first of these lines was started during the year. The estimated cost of the Port Augusta "B" Power Station, with its transmission lines, is £20,000,000. Up to June 30, 1957, approximately £450,000 had been spent on this project.

Mount Gambier Power Station.—The new steam power station at Mount Gambier was

brought into service during the year with two turbo-alternators and two boilers giving a capacity of 6,000 kilowatts. Additional plant is on order to increase this capacity to 16,000 kilowatts by the end of 1958. This will represent a five-fold increase in generating capacity in the area within a period of three years. The power station is burning wood waste from the timber milling activities in the district and oil is an alternative fuel in the event of inadequate supplies of wood. A 33,000 volt transmission line has been erected from Mount Gambier to the cellulose mill at Snuggery and will shortly be placed in service. The total expenditure to June 30 last on the power station and district was £1,350,000.

Port Lincoln Power Station.—An oil fired steam power station of 5,000 kilowatts capacity was brought into service during the year. This will provide ample power for the district for some years. Expenditure by the trust to June 30, 1957, on the power station and district was approximately £1,200,000.

Transmission and Distribution System.—During 1956-57, 11,125 electricity consumers were added to the Electricity Trust's system. Of this number 4,887 (a new record) were consumers in country districts. The total amount spent on the main transmission and distribution network during the year ended June 30, 1957, including extension and strengthening of power mains and the addition of new consumers, was £3,400,000. The proposed programme for 1957-58 is estimated to cost the trust £8,800,000. The Loan Fund will provide £3,800,000 of this amount and the remainder will come from public loans and the trust's internal funds.

Details of the programme are as follows:—An amount of £2,241,000 will be spent on the main power stations this year. The stations at Osborne "B" and Port Augusta "A" will be completed to capacities of 180,000 kilowatts and 90,000 kilowatts respectively. Investigation work of the proposed site for the next metropolitan power station will be undertaken. The sum of £35,000 will be required to complete the Port Lincoln power station and £64,000 will be used to extend power lines and on buildings and miscellaneous works. Further expansion to increase the capacity of the plant will be carried out at the Mount Gambier power station at an estimated cost of £575,000, and £116,000 will be spent on the mains and distribution systems and on small works.

Transmission lines will require £740,000 which will include work on the 275,000 volt

line from Port Augusta "B" station to the metropolitan area. Provision has also been made for lines to connect Victor Harbour, Burra and Wilmington to the trust's main system. Supply will be available from the trust to these localities after June, 1958. An amount of £1,487,000 will be expended on sub-stations. These are costly items to the trust but they are essential to the proper transmission and distribution of electricity as they look after the voltage and boost power to areas distant from generating stations and break down voltage from high powered transmission lines.

Consumers' plant and appliances will require £645,000 to provide meters, appliances, changes in voltage and instruments, tools, etc. The distribution system will require £2,607,000, and of this amount £550,000 will be expended on supply to consumers in rural areas. The sum of £1,229,000 will be spent on extensions and improvements to mains for new and existing consumers. Plant, tools, amenities at depots, buildings, and transport will absorb about £828,000. It is expected that electricity will be made available to about 11,000 new consumers by the end of this financial year, when the total number of consumers will be in the vicinity of 240,000.

THE LEIGH CREEK COALFIELD, £50,000.—The main construction work carried out at Leigh Creek coalfield during 1956-57 was associated with the commissioning of the new standard gauge railway to Stirling North. Work on the new rail sidings was completed and only minor work remains to be done on the new coal crushing, grading and loading plant which has been installed at the northern field. Four coal haulage trucks, each of 25 tons capacity, were purchased and are being used to transport coal from the open cuts to the crushing plant.

During the year ended June 30, 1957, approximately £400,000 was spent on new capital equipment and facilities for the field. The greater part of the construction work for the present phase of Leigh Creek operations has now been completed and the field is at present capable of producing 1,000,000 tons of coal per annum. The present output of coal is about 600,000 tons per annum, and all demands are being met. Construction work still to be done is mainly associated with improving the township, improving roads, and adding certain service facilities.

For 1957-58 the main capital work will be on roads and completion of railway facilities at a cost of £101,500. The sum of £20,000 will be spent on completion of additions to the

power station, £15,000 on machinery, and £38,500 on plant and transport. The field is now railing out about 14,000 tons of coal a week, practically all of it going to Port Augusta. The Commonwealth Railway trains have now been stepped up to double header diesel engines hauling 70 trucks of 43 tons of coal each, a total train load of nearly 4,500 tons gross with 3,000 tons of coal. The Port Augusta power station and the Leigh Creek coal field are well established as economic State undertakings, and I am very confident that the success already attained will be continued in the future and that the establishment of these undertakings will continue to be amply justified by the service rendered to the citizens of this State.

MINES DEPARTMENT, £125,000.—The provision of £125,000 for loan expenditure in the Mines Department is principally to cover the purchase of equipment used by the department in its work of exploring and developing the mineral resources of the State. The equipment to be purchased includes scientific instruments used by geological and geophysical parties in the field, and equipment for experimental work in the laboratories. Included in the drilling equipment to be acquired this year is accessory equipment for use with the recently purchased B5000 diamond drill. This additional equipment will permit of drilling to the great depths which may be necessary in the present oil exploration programme. Funds are also provided for replacement of worn out and obsolete workshop equipment, motor vehicles, and drilling plants.

URANIUM PRODUCTION—CAPITAL, £100,000.—The actual expenditure through the Loan Account during 1956-57 was £119,000 and provision of £100,000 is made for 1957-58. The normal operations of the project are financed from a working account and the amount from Loan spent last year represents additional capital items provided. Radium Hill expenditure of £83,000 covered housing for miners, construction of roads, additional transport, and additions to the water supply. At Port Pirie the payments of £36,000 were, in the main, outstanding payments on the construction work from the previous years.

The construction at Port Pirie is now complete and Radium Hill has only minor additional works still in hand such as road construction, completion of housing and services, and some mining equipment for lower levels. For these, £82,000 is provided in 1957-58, and

for Port Pirie £18,000 is provided for additional plant considered necessary, since the original design, to improve the recoveries of uranium oxide.

Tonnages mined at Radium Hill in 1956-57 exceeded estimates and at Port Pirie the quantity of uranium oxide produced was as estimated. The value of uranium exported exceeded £3,000,000, and £2,906,085 was received in cash for part payment. Of this figure £1,937,775 (equivalent to 4,323,306 U.S. dollars) was from the United States and £968,310 (equivalent of £774,648 sterling) from the United Kingdom. After payment of all operating expenses £1,070,000 was available against repayment of funds borrowed from overseas and State loans and to finance further working.

The proceeds for the financial year 1957-58 are estimated at £2,750,000, two-thirds in U.S. dollars and one-third in sterling, and after meeting working expenses it is expected there will be a surplus of £950,000 to be credited against the capital cost.

Members know that under the arrangements under which the uranium is being sold, a large percentage of the capital cost was financed from abroad, and provision was made for the price to include an amount sufficient to amortize all of the borrowed money over a period of seven years. At the end of this period, undoubtedly the undertaking will be able to compete favourably with any trend in prices that may arise. Approximately two years of this agreement has expired. When it commenced we were not in a position to deliver because the treatment works at Port Pirie was behind, but we continued to mine because we realized the plant would catch up. Since the commencement of operations at Radium Hill on January 1, 1955, the proceeds have been more than sufficient to meet the whole of the operating expenses and progressive repayment instalments of overseas loans, and no new funds will be required for these purposes for 1957-58.

MUNICIPAL TRAMWAYS TRUST, LOAN TO, £500,000.—During 1956-57 the trust completed purchase of the second group of 70 A.E.C. fuel buses at a total cost of £575,000, and at the end of the year a third contract, which provides for the purchase of 90 fuel buses, was under way. The chassis for these buses are being imported and the bodies manufactured locally. The total estimated cost of this group is £760,000, expenditure to June 30 was approximately £40,000, and payments this year will be approximately £604,000. During

this year payments of £604,000 will also be made under a fourth contract for the supply of fuel buses—in this case 78 estimated to cost about £8,500 each—so that the total payments for rollingstock in 1957-58 will be £1,208,000.

The major construction job completed by the trust last year was the Port Adelaide bus servicing depot, the total cost of which was £264,000. Work will be commenced this year at the Hackney North bus servicing depot. The estimated total cost of the whole job is £225,000, and during 1957-58 the trust proposes to spend about £36,000 on the first section of concrete paving for the parking of buses. Other capital outlays of the trust this year will be £45,000 for the restoration of roadways under contract as tram routes are converted to bus operations, £24,000 for various items of plant and equipment and motor vehicles, and £10,000 for various items of furniture and fittings. To carry out this programme the trust will supplement the £500,000 provided on the Estimates by drawing on its funds in hand.

METROPOLITAN AND EXPORT ABATTOIRS BOARD, £25,000.—The loan of a further £25,000 to the board during 1957-58 will permit work to continue on the provision of better facilities and more efficient plant.

PUBLIC PARKS ACT, £5,000.—The Public Parks Act empowers the Government to acquire land for use as public parks in areas where there are insufficient open areas available to the residents. The Government may then transfer such lands to the local authority on such terms as it thinks fit. The sum of £5,000 is provided this year for these purposes.

ENFIELD GENERAL CEMETERY, £1,000.—The Government advances money from time to time to the Cemetery Trust for the purchase of land, etc. The moneys are repayable out of the subsequent income of the trust.

PRINTING AND STATIONERY DEPARTMENT, £30,000.—The sum of £30,000 is set aside for the purchase of additional or replacement of worn out plant and equipment, purchase of stores, etc.

PRODUCE DEPARTMENT, £20,000.—In 1956-57 the bulk of expenditure was in respect of the installation of an automatic fire sprinkler system at the Port Lincoln works and a liquid ammonia re-circulation system at Light Square. The main provision this year is £14,000 for replacement of two condemned boilers at the Port Lincoln works with oil fired units having

an estimated total cost of £25,000. An amount of £6,000 is provided for improvements and additions to plant and machinery.

FISHING HAVENS, £40,000.—It is proposed to provide for havens and small slipways for fishing craft. These will be administered by the Minister of Agriculture and will be constructed by the Harbors Board at the direction of that Minister. Mr. Chairman, I move the adoption of the first line.

Progress reported; Committee to sit again.

AUDIT ACT AMENDMENT BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution:—That it is desirable to introduce a Bill for an Act to amend the Audit Act, 1921-1951.

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

SCAFFOLDING INSPECTION ACT AMENDMENT BILL.

The Hon. Sir THOMAS PLAYFORD obtained leave to introduce a Bill for an Act to amend the Scaffolding Inspection Act, 1934-1940.

LONG SERVICE LEAVE BILL.

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

That the Speaker do now leave the Chair and the House resolve itself into a Committee of the Whole for the purpose of considering the following resolution:—That it is desirable to introduce a Bill for an Act to provide for the granting of long service leave to employees and for matters incidental thereto.

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

The Hon. Sir THOMAS PLAYFORD—I move—

That this Bill be now read a second time.

It gives effect to the policy of the Government as regards the granting of long service leave to workers in industry. It is a Bill of wide application. It applies to all workers in industry, whether primary or secondary, who can comply with the conditions laid down. For this reason it is necessary to have a scheme which is not likely to cause any sudden dislocation of work. At the same time the Government does not favour laws, such as are in force in some other States under which

employers are subjected to additional liabilities in respect of work done twenty years ago. The general policy of the Government is not to propose retrospective laws. If, in special circumstances, retrospectivity cannot be avoided, the Government's view is that there should be as little of it as possible. It is, of course, quite obvious that a law which confers on some people benefits based on past events, usually confers corresponding disabilities on other people. What is given to A is taken from B. The Government believes that in the interests of justice transactions which in the past have been completed by the mutual exchange of services or goods for money, should as far as possible be allowed to rest and not be resurrected years after the event for the purpose of altering the effect of what was done. An attempt has therefore been made in this Bill to devise a scheme with relatively little retrospective effect.

The general principle of the Bill has already been announced. It is that in the eighth and in each subsequent year of a worker's continuous service he becomes entitled by reason of such service to one week's long service leave. In working out the details of the scheme the Government has given consideration to the provisions of the Acts of the other States, and has taken a number of them as precedents. There are, however, numerous minor differences between the various Acts and the Government is willing to consider any suggestions as to the best way of dealing with the subsidiary problems arising in connection with the scheme in this Bill. I will deal with the main features of the Bill in the order in which they appear in the clauses.

In clause 3, which is the interpretation clause, it will be seen that the important definition is that of "worker." A worker is any person employed under a contract of service. So long as the relationship is that of master and servant the Bill will apply, irrespective of the nature of the work. A period of apprenticeship will also count as service if the apprentice is employed by the employer upon completing his time. The definition of "employer" is also in general terms and includes everybody who employs a worker, irrespective of the industry concerned.

Clause 4 deals with the important question of continuity of service. In order to qualify for leave continuity of service is necessary; but it is declared in clause 4 that a number of events which might normally amount to a break in a man's service would not be regarded as such. For example, the service of a worker will not

be broken by any of the following events:— (a) absence for any period by leave of the employer; (b) absence for not more than 15 consecutive working days on account of illness or injury; (c) absence for any period on account of an injury arising out of and in the course of the employment (that is to say, an injury for which workmen's compensation would usually be payable); (d) absence arising from an industrial dispute, provided that the worker returned to work in accordance with the terms of settlement of the dispute; (e) standing down of the worker on account of slackness of trade if the worker returns to work within fourteen days after receiving an offer of re-employment, or a notice to return to work.

Further, it is provided that if the employer should interrupt or terminate a worker's service with the intention of avoiding long service leave obligations, that will not amount to a break in the service, and even a dismissal of a worker will not count as a break if the worker is re-employed by the same employer within two months after the dismissal took effect. Some of the absences which I have mentioned will not only be consistent with continuous service, but will actually be regarded as service. It will be seen that by reason of subclause (2) of clause 4, a period of absence of the worker from work while on annual or long service leave, or because of illness or injury, as well as absence brought about by the employer to evade long service obligations, will be counted as actual service. It is also provided in Clause 4 that if a business is transferred from one employer to another and a worker accepts service with the transferee, the continuity of the service will not be broken by the transfer and service with the transferor will count as service with the transferee. Apprenticeship will count as service if the apprentice continues in the employment of his master on the termination of his apprenticeship or is re-engaged within three months thereafter. A period of national training by a worker will also be regarded as service by his usual employer.

Clause 5 provides that the Bill does not apply to Crown employees. The reason for this is that Crown employees are already covered by general schemes for long service leave which are more beneficial than those set out in the Bill. Clause 6 sets out the fundamental principle of the Bill which is that workers are entitled to long service leave amounting to seven consecutive days in the eighth and in each subsequent year of continuous service.

Clause 7 deals with the time for taking leave. Unless leave is postponed, it must be taken at a time agreed upon between the employer and the worker; but if no agreement is reached the employer must fix a time and give the worker at least four weeks' notice. By agreement leave may be postponed and accumulated to any extent. However, if the worker does not agree the employer will have no right to postpone the leave and must grant it from year to year. By mutual agreement a worker may accept money in lieu of leave.

Clause 9 sets out that the period of long service leave (whether it be seven days or any longer period earned by accumulation) will include Saturdays and Sundays but not statutory public holidays. Thus, a worker going on a week's leave will be entitled to be absent from his work for a full working week plus any holidays occurring in that week.

Clause 10 sets out when the worker is entitled to be paid in respect of his leave. In the absence of any special agreement, he must be paid not later than the day or days when he would have been paid if he had not been on leave; but if there is no pay day occurring during his leave he must be paid before the leave commences.

Clause 11 deals with the payment for leave in a case where a worker's employment is terminated or a worker dies before he has taken all the leave due to him. In these cases the worker or his estate, as the case may be, will be entitled to payment for the period of leave not taken. The only exception to this rule is where a worker is dismissed for dishonesty, misconduct or neglect of duty.

Clause 12 provides for exemption from the scheme. It provides first of all that if a worker has a right to long service leave under an industrial award or industrial agreement he shall not be entitled to long service leave under the Bill. If an industrial tribunal has provided for or approved a scheme for long service leave it is to be assumed that it is a just and reasonable settlement of any claims the worker may have to such leave and there is, therefore, no need to apply the Bill to such a worker. Clause 12 also provides that if an employer has a long service leave scheme other than a scheme contained in an industrial award or industrial agreement which the Public Actuary reports to be as beneficial as the scheme in the Bill, then the Minister may exempt the employer from the Bill.

Clause 13 makes it an offence for an employer to fail to grant the leave to which a worker is entitled under the Bill. It also provides that an employer who is being prosecuted for not granting leave can be ordered by the Court to pay to the complainant for the benefit of the worker the amount of pay due to the worker for the period of any leave which should have been granted.

Clause 14 provides that any money due to a person by virtue of this Bill may be recovered by action in a court of competent jurisdiction. This will give rights of recovery by legal action to persons who are entitled to the monetary equivalent of leave not taken.

Clause 15 forbids any persons from contracting out of their rights or duties under the Bill. Clause 16 enables inspectors under the Industrial Code to enter premises and make necessary inspections for the due administration and enforcement of the Bill. Clauses 17, 18 and 19 deal with proceedings for breaches of the Bill. Proceedings will be determined in a summary manner and offences for which no special penalty is prescribed will be punishable by a fine not exceeding £50. A complaint for a breach of the Bill may be laid at any time not later than 12 months after the cause of complaint arose. It is possible that owing to the unusual kinds of duties created by this Bill there may be a number of cases in which offences will not be discovered in time to lay complaints within the normal period of six months. Clause 20 provides that prosecutions are only to be instituted with the consent of the Minister. This rule already exists in connection with prosecutions for breaches of the Early Closing Act and it is considered to be a useful safeguard against frivolous or unjustified proceedings.

Clause 21 contains a provision for granting rights in the nature of long service leave to casual workers. There are some groups of workers who because their work is casual or because they divide their working time between different employers will not be able to accumulate the necessary amount of continuous service to qualify for leave in the ordinary way. It is therefore proposed to enable the Governor to promulgate special schemes for the granting of long service leave to those workers. It will be necessary as regards each group to establish a fund by contributions paid by the employers concerned, and to use this fund for paying the workers who are entitled to long service leave. It will be necessary that the scheme shall provide a qualification for leave different from seven years' continuous service

with the same employer. It will have to lay down some such rule as that the worker must work for at least seven years continuously in the same industry and in the same locality. The exact nature of the qualification will, of course, vary according to the group of workers concerned and different regulations will be required for different groups.

Clause 22 contains the general regulation-making power which enables the Governor to make any regulations necessary or convenient for the general administration of the Bill, including regulations as to the keeping of records by employers concerning long service leave. The Bill is a machinery Bill.

Mr. O'Halloran—It is a thoroughly bad Bill.

The Hon. Sir THOMAS PLAYFORD—The honourable Leader may think so, but many people will not. Indeed, many will think it is good. Be that as it may, members will decide whether they like it or not according to their own desires. The Government believes it is a big step forward and a sincere effort to provide for the workers in this State benefits equivalent to those derived in other States. Indeed, the benefits derived under this Bill are in fact better than those derived under similar legislation in other States. The Government is willing to examine whether any amendments to the Bill would improve the legislation. The Bill is now placed on the Notice Paper so that honourable members may have a chance to examine it.

Mr. Frank Walsh—When will copies be printed?

The Hon. Sir THOMAS PLAYFORD—Tomorrow; members will therefore have this week and next week in which to consider it, and I hope they will return after Education Week fortified to do the decent thing by the workers.

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

PARLIAMENTARY DRAFTSMAN.

The Hon. Sir THOMAS PLAYFORD moved—

That Standing Order No. 85 be so far suspended for the remainder of the session as to enable the Parliamentary Draftsman and his assistant to be accommodated with seats in the Chamber on the right hand side of the Speaker.

Motion carried.

ADJOURNMENT.

At 5.20 p.m. the House adjourned until Wednesday, August 7, at 2 p.m.