

## HOUSE OF ASSEMBLY.

Thursday, August 29, 1957.

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

### QUESTIONS.

#### NUCLEAR POWER PLANT.

Mr. FRANK WALSH—According to a press report this morning, the Commonwealth Minister for National Development (Senator Spooner) stated yesterday, in answer to a question regarding the conversion of uranium to power, that there was no nuclear power plant in existence in Australia. The Minister also stated that the Commonwealth Government did not intend to establish such a power plant, but that there was a possibility that mining companies would acquire one during the next few years. In view of these statements, has the Government made any representations to the Commonwealth Government for assistance in establishing a plant in this State and, if not, does it intend to do so?

The Hon. Sir THOMAS PLAYFORD—The Government has not asked for any assistance from the Commonwealth Government in connection with this matter, nor is it the intention to do so at this juncture. We believe that a considerable amount of work has still to be done before nuclear energy will be competitive with traditional types, and until that time comes we would not be wanting to go ahead with the proposition.

#### FREE PUBLIC LIBRARIES.

Mr. MILLHOUSE—Referring to a series of questions asked by the member for Norwood (Mr. Dunstan) on Tuesday concerning library subsidies, and a report appearing in this morning's *Advertiser* headed "S.A. Library System Slated," in which Professor Duncan said, *inter alia*:—

"It is really time we gave up our pious faith in the old system of subscription libraries."

I ask the Premier whether the Government will consider abandoning any scheme of subsidies in favour of a system of rate-supported free public libraries.

The Hon. Sir THOMAS PLAYFORD—By and large, local governing bodies have not shown much interest in assisting the establishment of libraries in their areas, and have certainly not shown much keenness for rating for that purpose. In my opinion, if we abandoned the present system we would prob-

ably find that we had none at all in many areas and under those circumstances it is not proposed to abandon it.

#### GAWLER RAILWAY SERVICE.

Mr. JOHN CLARK—I think that in the Address in Reply debate I commended the railways for the enormously improved railway service to Salisbury, Elizabeth and Gawler, and I have been particularly pleased, and I think all travellers on that line have been pleased too, with the diesel railcars popularly and possibly affectionately known as "Red Hens." They are fast and comfortable, but I have been concerned to find that they have no lavatory accommodation. I know that most of these cars are used for only short distances, but the run to Gawler would take about 45 minutes and there are times when, through sickness or other causes, particularly children or aged people, or others, need lavatory facilities. It has been suggested to me that a lavatory could be provided in the brake van, though I do not know whether that is possible, but I ask the Minister representing the Minister of Railways if he will take up with his colleague the possibility of providing lavatory accommodation in these diesel trains?

The Hon. B. PATTINSON—I shall be pleased to ask my colleague to refer the matter to the Railways Commissioner for report.

#### LAMB SLAUGHTERING.

Mr. HEASLIP—Owing to the lateness of the season and the scarcity of feed I ask the Minister of Agriculture what numbers of lambs are coming forward for slaughter at the abattoirs, what is the condition of those lambs, and is there any likelihood of a glut at the abattoirs later in the year?

The Hon. G. G. PEARSON—The seasonal conditions are having a marked effect on the number and quality of lambs coming to the abattoirs this year. A report I saw this morning indicates that between 4,000 and 5,000 lambs have been slaughtered so far compared with, I think, about 22,000 at this time last year. The quality is much lower than the previous year's because very few first-grade lambs have come forward, only a small percentage of second grade (about 12 per cent), and about 85 per cent have been classified as third grade. The average weight is down from, I think, about 34 lb. to about 26 lb. this year, which is a very low weight. I am unable to say at this stage just what the ultimate result will be because the season is a late one, but I feel confident that bigger

numbers and better quality will be forthcoming a little later. I am concerned at the continued high percentage of bruised lambs. This morning's report shows that 4.88 per cent of the lambs have been rejected because of bruising. I have made repeated appeals to everyone concerned, such as producers, carriers and others, to handle lambs with great care, and I repeat that appeal because this approximately 5 per cent rejection is, after all, an unnecessary feature and rather serious, so I again appeal to everybody to take greater care.

#### FLOOD RELIEF PAYMENTS.

Mr. BYWATERS—Has the Minister of Lands a reply to the question I asked on Tuesday last about further payments from the Lord Mayor's Relief Fund for people who lost their homes in the Murray flood?

The Hon. C. S. HINCKS—The morning after the honourable member asked his question I telephoned the secretary of the Lord Mayor's River Murray Flood Relief Fund and I have now received the following report:—

As verbally indicated to you this morning, the policy of the central executive of the fund in those cases where application for assistance has been lodged in respect to loss sustained to dwellings provides that the amount of loss as assessed by the committee's assessor up to a maximum of £300 is paid to the applicant. Where the assessed loss to the dwelling is greater than £300, the amount of loss in excess of £300 will be taken into account in the final assessment of the fund.

A. This applicant sustained a considerable loss to his dwelling, and has received a grant of £300 from the fund under the policy adopted as referred to above. His case will be further considered in the final assessment. Mr. A commenced the building of another house, and by arrangement with Mr. Bywaters, M.P., interviewed me on 26.8.57 when he was informed that if he so desired this fund would apply to the State Bank on his behalf for a loan to enable him to complete the building. He was also informed of the procedure to be followed. A written request that such an application be lodged with the State Bank was received from Mr. A. this morning, and action will be taken as desired by him.

B. The circumstances in this case are similar to those outlined in the foregoing, in as much as the loss was sustained to the dwelling and a grant of £300 paid. The balance of the assessed loss will be considered in the final assessment of the fund.

C. In this case loss was sustained to the dwelling and the full amount as assessed (£45) has been paid by the fund. In addition to the damage to the dwelling, loss was sustained in this case to plantings, and this latter loss as assessed will be considered in the final assessment.

Mr. BYWATERS—I appreciate the answer, but, as I mentioned last night, many people

have inquired from me about the payments from the Lord Mayors Fund. I do not question the way it is being administered: in fact, I have repeatedly said I have the utmost confidence in those administering it: but for the benefit of people who contributed to the fund, and in case there is a future emergency of a similar nature, I feel it would be a good move if a financial statement of a general pattern, showing the amounts paid to the various districts for loss of homes, loss of production and so on, were presented to the House and made public. When the fund has been finally administered, would the Minister consider bringing down such a financial report?

The Hon. C. S. HINCKS—I have given some consideration to the matter and I intend to have a statement prepared to bring down so that members will know what has happened to the fund.

#### CLOTHING PRICES.

Mr. MILLHOUSE—Has the Premier a reply to my question of August 22 regarding an investigation of the prices of women's clothing?

The Hon. Sir THOMAS PLAYFORD—The following report has been received from the Prices Commissioner:—

Following the Prices Commissioner's press warning on the excessive margins being applied on some clothing items which had been decontrolled, in particular, utility frocks, the Commissioner and his officers have had a series of conferences with representatives of the Retail Traders' Association of South Australia. The association has agreed that utility frocks made of cotton, rayon, or wool, which come within certain specific retail price ranges in each case as nominated by the Commissioner, shall not carry a margin in excess of 45 per cent. As a result, the association advised that its members were marking down frocks in accordance with the agreement reached. Checking by Prices officers in various stores has since confirmed that the frocks concerned have been marked back to the required margin.

There are many retailers of clothing who are not members of the association, and these retailers have also been contacted and have marked back frocks on the same basis. The Commissioner reports that the extensive checking which has been carried out to date in the city, suburbs, and country, has shown that the remarking of utility frocks has been carried out to conform with the margins laid down by the Prices Department as being fair and reasonable. The position can be regarded as satisfactory, but will need continual policing to ensure that margins are kept at reasonable levels.

I have a copy of the agreement which has been reached, which any honourable member can peruse if he so desires.

### TRAVELLING STOCK RESERVE: HUNDRED OF WINNINOWIE.

The Hon. C. S. HINCKS (Minister of Lands)—I move—

That it is desirable that that portion of the Travelling Stock Route in the hundred of Winninowie, containing 258 acres, extending south-easterly from Kay's Crossing to the northern boundary of section 124 in the same hundred, as shown on plan laid before Parliament on the 21st August, 1956, be resumed in terms of section 136 of the Pastoral Act, 1936-1953, for the purpose of being dealt with as Crown lands under the provisions of the Crown Lands Act, 1929-1944.

Following on inquiries to lease the area, investigations were made by the department to ascertain whether it was still required for the use of travelling stock. The district council of Port Germein has advised that the three-chain road on the eastern side of the travelling stock route would be ample for travelling stock and that if the area mentioned were leased there would be a benefit from a production point of view, as well as assistance in the control of vermin and noxious weeds. The Stockowners' Association has advised that it would raise no objection to the land being resumed.

Motion carried.

### AUDIT ACT AMENDMENT BILL.

Read a third time and passed.

### MARKETING OF EGGS ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 28. Page 503.)

Mr. TAPPING (Semaphore)—I support this Bill which, although brief, is very important. If we re-trace the history of the legislation since 1941, we find there has been a steady increase in egg production in this State, because it has brought about orderly marketing which has ensured a reasonable return to the producers. When the Premier introduced the original legislation in 1941 during the war he stated that because of the lack of shipping, and particularly of refrigeration space, which was dislocating our overseas markets, some control was necessary. In those days eggs were processed, which avoided a general accumulation on the market. Although that Act was a war-time measure it has proved useful since the war, and Parliament would be well advised to continue it.

In 1941 the Victorian Parliament introduced orderly marketing, and after doing so found that egg production was stepped up consider-

ably. A similar increase took place in this State because of the control. The board has been criticized ever since its inception, but no organization is perfect, and this board has done a good job in the main. When I have visited country areas the main complaint I have heard is about dockage from returns. That is not the fault of the board, but is due to deterioration of eggs transported during the summer. I have seen returns on which producers have lost as much as 6d. and 7d. a dozen because the eggs have been put in trucks and delayed for some hours. The board has done a good job, and I have always commended it for what it has done.

The re-enactment of the legislation is essential because, as the Minister mentioned, the British Government has subsidized egg producers for some years. Last year English taxpayers paid £35,000,000 in subsidies to step up egg production, and as a result 830,000,000 dozen eggs were produced there for the year ended May 31, 1956—a big increase over preceding years. It seems to me that, as Britain is producing more, our overseas markets will not be so safe and it is necessary to continue this legislation to ensure orderly marketing and protect the producer. In addition, the consumer will be protected from paying too much.

Bill read a second time and taken through Committee without amendment. Committee's report adopted.

### LOAN ESTIMATES.

In Committee.

(Continued from August 28. Page 513.)

First line—State Bank, £950,000—passed.

Highways and Local Government, £15,000.

Mr. TAPPING—For many years departmental heads have suggested the construction of a road across the Port Adelaide Canal to relieve the congestion of traffic at the Black Diamond Corner. The traffic problem there is worsening each year because of increasing traffic. Can the Treasurer intimate whether the amount proposed is designed for a road over the canal?

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer)—The £15,000 is in connection with the preparation of plans and specifications for the proposed new Jervois Bridge.

Mr. SHANNON—Like Mr. Tapping, I believe that the Highways Department should further investigate the practicability of relieving St. Vincent's Street and Commercial Road,

Port Adelaide, of much heavy traffic. When the Public Works Committee inquired into the replacing of the existing Jervois Bridge evidence was tendered to show that the linking of the Old Port Road across the Port canal with Church and Nelson Streets directly on to Birkenhead Bridge would provide an outlet for traffic proceeding to and from the city and relieve the congestion in the main shopping area of Port Adelaide. This suggestion appealed to members of the committee and if we had another look at this problem it might be one of the first steps to solve Port Adelaide's increasing traffic problem.

The Hon. Sir THOMAS PLAYFORD—I regret that I gave the honourable member for Semaphore (Mr. Tapping) incorrect information about this line. The £15,000 has been included in connection with the completion of the Patawalonga Bridge. The Government's policy has been to provide money from Loan Funds for bridges but not for roads, but I will have the honourable member's suggestion investigated by the Highways Department to see whether traffic congestion in Port Adelaide can be relieved.

Mr. HAMBOUR—How will repairs to the Cadell Bridge be financed?

The Hon. Sir THOMAS PLAYFORD—That is a reinstatement and will be dealt with by the Highways Department.

Mr. RICHES—Can the Treasurer explain the determination of Government policy concerning bridge construction? The sum of £10,000 was voted last year for the Patawalonga Bridge and this year Parliament is asked to vote £15,000 to complete that project. Earlier this session, in reply to my question, the Treasurer mentioned £8,000 to be provided for a bridge in the Pichi Richi Pass. Can the Treasurer tell me under which circumstances bridges are constructed out of Loan money and normal road grants?

The Hon. Sir THOMAS PLAYFORD—Members will see that this year a very small amount has been made available to the Highways Department for Loan works. More money was not available because of the very large commitments for hospitals and schools and fairly large commitments for the Harbors Board for bulk handling purposes. Under those circumstances it was not possible to allocate the extra finance we would have liked for the Highways Fund for bridge building and other works. In answer to the honourable member's general question, repairs to, or improvement of a bridge would normally be financed from the Highways Fund, but for a

large job or a new one for which the Highways Fund has not sufficient money, the Government asks Parliament for an additional grant.

Line passed.

Lands, £128,000; Irrigation and Drainage, £501,000; Woods and Forests, £1,000,000—passed.

Railways, £2,200,000.

Mr. TAPPING—On the section of railway between Glanville and Exeter stations on the Semaphore Road a number of accidents have taken place over the last 10 or 12 years. With the introduction of diesel locomotives, the danger on this section has been increased because these diesel locomotives are very silent. I feel that safety devices should be erected on this section of track.

The Hon. Sir THOMAS PLAYFORD—I have no details of this matter before me, but I will see that the honourable member's remarks are placed before the Railways Commissioner for attention.

Line passed.

Harbors Board, £1,030,000.

Mr. TAPPING—I understand that in the item of £271,000 provision is made for new large cranes which are for the purpose of supplementing the discharge and loading of steamers at Port Adelaide in order that we may achieve an even better turn-around. Can the Premier say how many cranes will be installed, how many are in operation now and whether the remainder are to be brought into use this year?

The Hon. Sir THOMAS PLAYFORD—Again I have not the specific item before me; but from memory the Government called tenders for three large type cranes. It is not proposed that they should take the place of ships' lifting gear, but to supplement them. I believe that the Harbors Board has not recommended the purchase of more than three cranes until these have been tested to determine how much betterment is achieved, as they are fairly costly both to purchase and install.

Line passed.

Engineering and Water Supply, £5,900,000.

Mr. QUIRKE—At the time the Morgan-Whyalla main was under construction I understood that its pumping capacity was about 2,000,000 gallons per annum. Since then, however, a number of projects not foreseen at that time, such as Woomera, the radium treatment works at Port Pirie, the power station at Port Augusta and reticulation of Yorke Peninsula, have imposed a heavy demand upon

it and today it is taxed to its capacity. It is said that there is to be a duplication of the main from Hanson and that it will probably follow a more northerly route, passing to the west of Burra, through Booborowie, and ultimately via the Port Germein Gorge to link up again with the existing main. I think that this duplication is now becoming an urgent necessity and I would like to know if the Government has any plans for early commencement of the work, thereby supplying an entirely new water district which is badly in need of such a service and which would greatly benefit from it.

The Hon. Sir THOMAS PLAYFORD—The Morgan-Whyalla main was planned with a capacity greatly in excess of immediate requirements because it was hoped that considerable expansion would take place in the northern areas and it would be poor economy to put in a main that would become inadequate in a very short time. The only items on the Estimates this year are £25,000 for air vessels to cushion the effect of additional pressures, and payments for chlorinating plant, £12,000. After the Public Works Committee had investigated and reported favourably upon the pipeline the Engineer-in-Chief reported to the Government that by thickening up certain steel sections in high pressure points it would be possible in future to get a much larger volume of water through the pipes. As every reservoir in the State is suffering through lack of normal run-off rains I assume that it is proposed to install the air cushions with a view to increasing pressure in the pipes.

I do not know of any urgent necessity to commence another section of the main, for even this year I do not expect that we will have any trouble in meeting all demands upon it. Four, five or six years hence it may be necessary to duplicate the main and some work on the survey has already been done. It is proposed to take the main along an entirely different route so as to get the biggest possible local advantage. At the moment we have some surplus capacity both as regards pumping and pressures. The 2,000,000,000 gallons mentioned by the honourable member was based on pumping for two shifts a day five days a week, so in that alone there is a substantial margin. As far as I know there will not be any necessity to ration water from that main, although it is necessary to keep the pumps going to accumulate as much water as possible. Subject to that, I think the position may be regarded as reasonably satisfactory.

Mr. MILLHOUSE—The improvement of the Clarendon-Belair-Blackwood water supply, for which £120,000 is set down, is one of the major undertakings in my district and one which is much appreciated, especially as it has been suggested by the Minister of Works that the implementation of the scheme will in some way hasten the provision of deep drainage, although I cannot see how it will do that as water is already reticulated sufficiently to operate septic tanks in the area. Can the Premier indicate just what work is to be undertaken this year and how long it will be before the scheme is completed?

The Hon. Sir THOMAS PLAYFORD—Work will be commenced this year with the £120,000 provided and this represents about one-fifth of the total cost. If the water supply in that area were ample it would not be necessary to undertake the work at all. I think the honourable member will accept that as being a reasonable proposition and also that it is impossible to install a sewerage system until there is ample water available because the moment the water supply breaks down the whole of the health services break down. It is hoped that next year a much larger amount will be appropriated for this scheme. I cannot say when it will be completed because that depends on the support we get from the public for our loan programme. At present we are trying to complete the Mannum-Adelaide main proposals, which will cost about £11,000,000 in all, and that makes a heavy inroad on our funds.

Mr. HAMBOUR—The Treasurer's reply to Mr. Quirke cuts across a departmental reply to me that only nine families will be supplied with water under that scheme. The department's reply states:—

Although the extension would be fed with River Murray water from the Morgan-Whyalla pipeline, it would be an additional load on the already overloaded Warren trunk main as any water used would mean less River Murray water in the summer months to the Warren water district.

That shows that every gallon of water that can be obtained from the Morgan-Whyalla main is required in the Warren district, and it is taxed to its capacity. I hope the Treasurer can give me a clearer answer than that contained in that letter, because the people concerned are astounded to think that they are so close to the main yet cannot get a supply. I took it for granted that the main was taxed to capacity and the people could not get water.

The Hon. Sir THOMAS PLAYFORD—When I introduced the Loan Estimates I said

that there was provision for £282,000 for the Warren water district. I also said:—

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.

The subject of the letter from which the honourable member read is different from the matter raised by Mr. Quirke. I understand that the Morgan-Whyalla main can meet all the demands being made upon it. Subsidiary mains may not be sufficiently large and the Warren main is certainly not nearly large enough, and we shall be obliged to spend about £4,000,000 on enlarging it.

Mr. JENKINS—The Loan Estimates provide £16,000 for pumping plants for Meningie and Milang. Can the Treasurer say how much will be spent at each place and whether it will be spent on existing pumping plants or new ones?

The Hon. Sir THOMAS PLAYFORD—The expenditure at Meningie will be £6,000 and at Milang £10,000, but whether it will be on entirely new plant or on electrification I do not know.

Mr. HEASLIP—The sum of £2,000 is provided for the Booleroo Centre tank. A tank has been erected there and will store water to carry Booleroo Centre over the summer. Unfortunately, the water is of inferior quality and it gets worse through being stored. I have heard that the tank may be part of a future scheme and may be linked with the deviation of the Morgan-Whyalla main, if and when it takes place. Can the Treasurer say whether that is so?

The Hon. Sir THOMAS PLAYFORD—The department's policy has always been to provide water storages on a long-term basis so that extensions can be carried out if required. I think the answer to the honourable member's question is in the affirmative, but the immediate objective is to provide Booleroo Centre with sufficient water to carry on. The tank could be used if an extension of the Morgan-Whyalla main were carried out.

Mr. HAMBOUR—I appreciate that the Treasurer may not know the geography of the area to which I referred, which is well east of a big supply tank to which Warren water was pumped. The position is now in reverse.

On the north-east side of this tank water is being pumped from a supply tank for reticulation back into the Warren system. The people concerned are on the eastern side of the tank and will not be affected by any enlargement of the Warren main. The letter I received clearly states that the water they would use would mean so much less could be pumped into the Warren system. I would be happy if the Treasurer could clarify the situation so I can tell the people that there is plenty of water in the Morgan-Whyalla system and that they will get it at some future date.

The Hon. Sir THOMAS PLAYFORD—I have already said that the Government has had no report that the Morgan-Whyalla main cannot meet demands. There are some subsidiary mains at a number of places which are over-taxed at present and I presume this is one of them, but I will get the honourable member some additional information.

Mr. COUMBE—The cement lining of mains *in situ* is mentioned several times. I think this refers to the lining of worn pipes in order to preserve their life, and I commend the Government for this work, which has been going on for the past year or two. It often obviates the need to tear up a road that has been made for only a few months, and it is in accordance with practice in other States and overseas. I commend the Government for the work it is doing, not only in the city, but in many country areas.

Mr. RICHES—Can the Treasurer say where the chlorination plant for the Morgan-Whyalla pipeline is situated, and whether it can deal with water from certain of the northern reservoirs? Can he also say what will be the probable route when the Murray main is duplicated? It has been suggested that it should be taken east of the Flinders Ranges. The last time I inquired on this matter he said that the route had not yet been decided and added that it would probably follow the existing main.

The Hon. Sir THOMAS PLAYFORD—No decision has even been arrived at to duplicate the main, although probably that will have to be done. Obviously, there can be no statement as to the route until much survey work has been done, and then it would have to be inquired into by the Public Works Standing Committee. As far as I know the chlorination plant is at Morgan and supplementary plants are installed at certain country reservoirs.

Line passed.

Architect-in-Chief, £6,980,000.

Mr. MILLHOUSE—Can the Treasurer say how much money will be spent on the erection of the new Unley Boys High School this year?

The Hon. Sir THOMAS PLAYFORD—No. Drawings are now being prepared and tenders will possibly be called within a few weeks.

Mr. JOHN CLARK—I regret that I see no reference to funds for the Gawler branch of the adult education centre, for which land has already been purchased. Classes are being held in part of the high school and in rooms which formerly belonged to the Electoral Department, which creates difficulties. They are particularly short of rooms for woodwork. Has the Treasurer any knowledge of the proposals for this centre?

The Hon. Sir THOMAS PLAYFORD—I will get a report.

Mr. MILLHOUSE—The Royal Coat of Arms should appear above magistrates in court rooms, but that does not always apply. In some courts there are beautiful coats of arms, but some of the King George VI era still remain. Could a check be made to see that the appropriate coat of arms is provided?

The Hon. Sir THOMAS PLAYFORD—Yes.

Mr. JOHN CLARK—A line appears on the Estimates for craft work and domestic art centres at various schools, including the Salisbury School. Does this apply to both items, or only one?

The Hon. Sir THOMAS PLAYFORD—I will have to get the information.

Mr. KING—Will the Treasurer treat the question of a courthouse building at Renmark as one of urgency, as the present building is overcrowded, owing to the fruit fly staff having to be accommodated there in addition to other staff?

Mr. HAMBOUR—Two of the three secondary schools in my district are being provided with excellent new buildings, with which the local people are thrilled. On behalf of the district I thank the Minister of Education for the expedition with which the work has been undertaken.

Mr. JOHN CLARK—My constituents appreciate the work done in their district on police and courthouse buildings. Salisbury has a new police station, and particularly appreciated is the new courthouse there because for some time the people have had to put up with a make-shift arrangement.

Mr. JENKINS—Can the Treasurer say whether any of the £104,000 allocated for area and higher primary schools will be spent on the purchase of land at Mt. Compass?

The Hon. Sir THOMAS PLAYFORD—I would not think so.

Mr. RICHES—Can the Treasurer say what work will be done at Port Augusta under the line showing £85,000 for alterations and additions to high schools at Brighton and Port Augusta?

The Hon. Sir THOMAS PLAYFORD—It is for additional classrooms. I have no further information but I will get it for the honourable member.

Mr. CORCORAN—Can the Treasurer say whether any provision is made on these Estimates for a new courthouse at Millicent? I previously raised the matter but my remarks were not received kindly by those in authority. There is a police station, but improvisation is necessary when a courthouse is required.

The Hon. Sir THOMAS PLAYFORD—Nothing is provided on these Estimates for a courthouse. I will direct the matter to the Attorney-General.

Mr. DAVIS—Is there any provision for work at the Port Pirie high school, such as lavatory and other improvements?

The Hon. Sir THOMAS PLAYFORD—As far as I know, there is no provision but I will examine the matter.

Line passed.

Miscellaneous—£6,201,000.

Mr. HAMBOUR—In connection with the Electricity Trust, I have tried for some time without success to have this surcharge eliminated. I have tried the Government but apparently its resources are not sufficient to enable it to be done. Another State Government subsidized group consumers but it was penalized by the Grants Commission for doing so. I do not want our Government to be penalized in this way because we have little enough money for general expenditure. The Electricity Trust balance-sheet for 1955-6 showed a good profit, one of the best, and concessions were granted, but in making the profit of £411,000 there was a saving of £300,000 on the purchase of interstate coal, which was not made last year. Deducting that amount and allowing for increased wages, with stable tariffs, the profit for 1956-7 will be much less than £100,000. If that is the true position, I doubt whether group consumers will receive the concessions they hope to get.

Earlier I said it would cost 4s. per consumer to eliminate the surcharge, and that if the meter rent were increased it would put pensioners and General Motors-Holdens Ltd. on the same basis. I wondered how the matter could be dealt with and I decided that it would not require a great increase in the tariff. Actually, an increase of only .0125d. would be necessary to eliminate the additional charge. Last year the average receipt of the trust per kilowatt was 2.48d. and if the .0125d. were added it would make the amount 2.4925d., which would be infinitesimal. I am not particularly happy with the results of the trust's operations so far. Members may say it was not established for profit purposes, but I hold a different view. Every institution, in order to be sound, should show a profit commensurate with the money invested. Up to the end of last year the trust had £57,000,000 tied up in its activities. At the end of this financial year it will probably be £65,000,000. The Auditor-General's report states that the money cost 4.17 per cent. That is cheap money on present standards, and I venture to say that the cost of new loans will increase the average. The return for that money is 4.4 per cent, so the margin is very fine. Last year the trust's profit was £411,000, and the aggregate since its inception is £1,300,000. I think members will admit that the trust is certainly not profiteering; indeed, its profit is not sufficient, and it should be able to treat excessive capital costs so as to prune them into economic form. At present it has not any elasticity, because it is sailing close to the wind—I think so close that none of us will be happy about it this year.

I have had to assume a good deal with all these figures because the information is not available to me, but if the trust could lift its charges by a farthing, which would be a reasonable increase, that would provide £1,000,000 extra profit a year, and that is what I believe the profit should be in proportion to the total investment. I know the Treasurer, as Prices Minister, will have the final say over the trust's charges, but I ask him to lift the profit so that the trust will have some degree of elasticity and can relieve people who are being penalized now. I feel strongly about the matter, and would like to see something done. The amount required is not very large, and I would like the trust to lift its reserves to a much higher level.

Mr. JENNINGS—Can the Premier inform me whether the £44,000 provided for a 33,000-volt line between Mount Compass and Victor

Harbour includes plans for the existing plant that is being taken over, and extensions to it?

The Hon. Sir THOMAS PLAYFORD—I assume it does.

Line passed.

Grand total, £24,905,000, passed and resolution agreed to by the House.

#### PUBLIC PURPOSES LOAN 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 authorize the Treasurer to borrow and expend moneys for public works and purposes and to enact other provisions 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 (Premier and Treasurer)—I move—

*That this Bill be now read a second time.*

This Bill is founded on the Loan Estimates which have been dealt with by this House. Clause 3 defines the Loan Fund. Clause 4 authorizes the Treasurer to borrow £23,530,000 on behalf of the State. This amount is the State's share of the borrowing programme of £200,000,000 approved by the Loan Council for 1957-58. Clause 5 authorizes expenditure from the Loan Fund of £24,905,000 for the purposes mentioned in the First Schedule to the Bill. Provision is also made for varying the amounts set out for the different lines in the Schedule where the amount provided is found to be insufficient for the year.

Clause 6 authorizes the Treasurer to borrow moneys required for discounts, charges and expenses incurred in connection with moneys borrowed under this Bill. Clause 7 provides for use of other moneys if the moneys in the Loan Fund are insufficient, and for the repayment of those moneys. Clause 8 authorizes the borrowing of eight million pounds pending the passing of the Public Purposes Loan Act, 1958, for the purpose of financing loan works early in the financial year 1958-59. Clause 10 gives authority to the Treasurer to make available to the Minister of Local Government grants made to the State by the Commonwealth Government under the Commonwealth Aid Roads Act.

Bill read a second time and taken through its remaining stages.

# RENMARK IRRIGATION TRUST ACT AMENDMENT BILL.

Second reading.

The Hon. C. S. HINCKS (Minister of Irrigation)—I move—

*That this Bill be now read a second time.*

This Bill has been asked for by the Renmark Irrigation Trust. Its object is to confer on the trust power to acquire land compulsorily for the purpose of carrying out any works which the trust is authorized to carry out under its Act. The need for a power of compulsory acquisition was clearly shown during the recent floods when, for the protection of large areas of the irrigation settlement, the trust found it necessary to construct banks on private properties. Although it ultimately succeeded in constructing these banks, some difficulties with land owners arose. It became clear to the trust that if a land owner refused his consent, it might not have been possible for it to construct works which were essential for the protection of the settlement as a whole.

In the long run, all authorities, whether government or local, which are charged with the duty of constructing public works, find it necessary to have a power of compulsory acquisition for the purpose of obtaining the land on which the works are to be built. This, of course, applies to district and municipal councils, and also to the Minister of Irrigation as regards the settlements under his control. However, there is no provision at present in the Renmark Irrigation Trust Act for this purpose, and, pursuant to a promise made by the Government to the trust, this Bill is now submitted for the approval of honourable members. The Bill confers a general power for the trust to acquire land for authorized works. It also empowers the Governor to grant to the trust the fee simple of any Crown lands when the trust has acquired the interest of any purchaser or lessee of such lands.

Mr. BYWATERS secured the adjournment of the debate.

# VETERINARY SURGEONS ACT AMENDMENT BILL.

Second reading.

The Hon. G. G. PEARSON (Minister of Agriculture)—I move—

*That this Bill be now read a second time.*

Section 17 (1) of the Veterinary Surgeons Act provides that, for a person to obtain registration as a veterinary surgeon, he is to hold a degree or diploma in veterinary surgery of a university in the Commonwealth or New Zealand, of the Royal College of Veterinary Sur-

geons of Great Britain, or of any other university within the British Empire where the course is of a standard not lower than that of the University of Sydney for the Degree of Bachelor of Veterinary Science. Clause 2 of the Bill amends this subsection to provide for the case of a person who has passed his examinations for admission to the degree or diploma of Veterinary Surgery at a university within the Commonwealth but has not yet been actually admitted to the degree or diploma. It sometimes occurs that a period of some months can take place between the time when a person qualifies for a degree and when the degree is actually bestowed on him. Clause 2 provides that in such circumstances the board may temporarily register the person concerned. A similar provision was, some years ago, inserted in the Medical Practitioners Act to provide for similar circumstances arising under that Act. Clauses 3 and 4 deal with the fees to be paid by persons registered under the Act.

Section 21 provides that a veterinary surgeon is to pay an annual registration fee of £2 2s., while section 28b provides that a person to whom a permit to treat animals for diseases and injury is issued under Part IIIA is to pay an annual fee of £1 1s. It is proposed by clauses 3 and 4 to increase these fees from £2 2s. to £3 3s. in the one case and from £1 1s. to £2 2s. in the other case. The revenue now received by the Veterinary Surgeons Board is insufficient to meet the costs of the board and the board has, following a suggestion by the Auditor-General for increased fees, recommended that the fees be increased to the amounts set out in clauses 3 and 4. The existing fees were fixed in 1935 in the case of veterinary surgeons and in 1938 in the case of permits.

Mr. DUNSTAN secured the adjournment of the debate.

# METROPOLITAN TAXICAB 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 Metropolitan Taxicab Act, 1956.

Motion carried.

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

# ADJOURNMENT.

At 3.45 p.m. the House adjourned until Tuesday, September 3, at 2 p.m.