

HOUSE OF ASSEMBLY.

Tuesday, September 2, 1958.

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

QUESTIONS.

RAILWAY FREIGHTS.

Mr. O'HALLORAN—I have noticed from the press recently that concentrates from Broken Hill are being carried over the New South Wales railways to the east coast of New South Wales and that timber is being carried from the New South Wales east coast to Broken Hill, but no mention was made of the volume of this traffic. Will the Minister of Works ascertain from the Minister of Railways whether the volume is considerable, whether it has done much harm to the South Australian railways revenue, whether there is any danger that the traffic will increase, and, if so, whether any steps can be taken to retain the traffic for South Australia?

The Hon. G. G. PEARSON—I will refer the matter to the Minister of Railways.

PLAN OF OIL REFINERY AREA.

Mr. JENKINS—Is the Premier prepared to make available a map of the area where the proposed oil refinery will be constructed, showing offshore and inshore installations, so that members may have access to it if they wish to make a reconnaissance of the locality?

The Hon. Sir THOMAS PLAYFORD—No map of the offshore installations is available because they have not yet been planned, and I have no knowledge of the proposed refinery buildings. I can provide a plan of the site.

COMPREHENSIVE INSURANCE PREMIUMS.

Mr. HUTCHENS—It has been brought to my notice that a person who insured his motor vehicle last year for £800 at a premium of £35 8s. had to pay a premium of £34 11s. 1d. this year, although he dropped the value to £600. When he made inquiries, he was told that if he had not been buying under a hire-purchase agreement the premium would have been £22 11s., the reason given being that more claims are made by people insuring vehicles bought under hire-purchase than by cash buyers. Has the Government noted this fact, and if so, does it propose to introduce legislation to prevent this great and, I believe, unnecessary variation?

The Hon. Sir THOMAS PLAYFORD—This matter was considered some years ago when rates of insurance for vehicles bought under hire-purchase agreements came under review. The Government controls only third party risk premiums, which are subject to survey from time to time by a committee. All other rates are competitive and, in fact, a number of non-tariff companies compete for this business. Figures supplied to me from time to time show that comprehensive insurance has been quite unprofitable to many insurance companies. It was quite unprofitable to the New South Wales Government, which made a loss of some hundreds of thousands of pounds in the last year of review in this type of insurance.

FORESTRY FIRE EQUIPMENT.

Mr. HARDING—Has the Minister of Agriculture a reply to a question I asked last week relating to equipment available in the South-East to combat bush fires in forest areas?

The Hon. D. N. BROOKMAN—I have obtained a report that is too long to read, so I shall read a summarized version which states:—

There are fourteen 6 x 6 and 4 x 4 fire trucks in general use as follows:—

Five attached to Mount Burr forest reserve distributed between Mount Burr, Noolook, Glencoe and Snuggery headquarters.

Four attached to Penola forest reserve distributed between Penola and Comaum headquarters.

Three attached to Mount Gambier forest reserve.

Two attached to Myora forest reserve.

In addition, one 3,000 gallon tanker is stationed at Mount Burr and plans are being prepared for another tanker of 1,000 gallons capacity. Nine of the above trucks are fitted with standard equipment comprising 550 gallon tank, power pumps, hand pumps, hose reels, knapsack sprays and hand tools. Approval has been given for improvements, insulation water sprays, etc., to five of these trucks. Five trucks, including three new ones purchased recently are being equipped to an improved design. Improvements include a larger cabin with insulated doors, a more powerful pump, a slightly larger tank, pivoting hose reels and self spraying equipment to protect the truck in emergency. The inclusive cost of the three new trucks and improved equipment on others amounts to over £15,000. A further £1,000 will be needed to complete all improvements. The Forestry Department is investigating the use of radio equipment in its fire vehicles and for communications generally and hopes to make a recommendation shortly.

It is hoped that it will be possible to have a radio in the field during the coming summer.

HOSPITAL AND MEDICAL BENEFITS ORGANIZATIONS.

Mr. FRANK WALSH—Has the Minister of Education a reply to a question I asked last week relating to registration under the Commonwealth Life Insurance Act of medical and hospital benefits organizations not registered as approved organizations by the Commonwealth?

The Hon. B. PATTINSON—I ascertained from the Attorney-General that none of the companies whose financial status is in question are registered under the Commonwealth Life Insurance Act. Any company registered under that Act would be in a strong financial position.

Mr. HAMBOUR—A month or so ago I asked a question regarding hospital insurance and mentioned that the company concerned had called a meeting of creditors that day. The Attorney-General promised to investigate the matter and let me have a reply. I believe that legislation is to be introduced to deal with this question, but in the interests of the parties concerned will the Minister of Education answer the question and let the House know the result of the meeting of creditors so that they will know whether they are to receive any compensation?

The Hon. B. PATTINSON—I shall be pleased to do that. I think my colleague, the Attorney-General, has not completed his investigation, but in view of the specific question asked I will ask him to supply the information required.

KIMBA WATER SUPPLY.

Mr. BOCKELBERG—Can the Minister of Works give me any information regarding the water position at Kimba, or state whether anything has been done to reconstruct the Bascomb dam?

The Hon. G. G. PEARSON—I discussed this matter with the officers of the department about three weeks ago and asked them to investigate the reconditioning of the catchment referred to, but I have not received further information from them. I will consult them again, and as soon as I obtain the information I will supply it to the honourable member.

OPAL MINING.

Mr. LOVEDAY—During recent boring operations the Mines Department discovered opal about 10 miles from the Andamooka opal field, and it was reported that the area was closed because it was in a dry area and prospecting might be dangerous. Will the Minis-

ter representing the Minister of Mines see whether this area could be thrown open to opal gougers in that vicinity as they are anxious to get on to this new field?

The Hon. Sir THOMAS PLAYFORD—This matter has been considered by the Government, but it is not known whether the new field is of any value. There were signs of opal in one of the boreholes and the area is in one that has been reserved under the Mining Act. I point out that to the Government opal mining is all liability and no profit. Opal gougers do not take out miner's rights and the Government gets no revenue whatever. Not even the normal miners' licences are taken out, and in dry climates the Government is asked to provide water. Under those circumstances the Government decided to see whether there was any opportunity of revenue to the State from this field before throwing it open to miners.

SOUTH PARA RESERVOIR OPENING.

Mr. LAUCKE—Can the Minister of Works say whether any decision has been made on when the South Para reservoir will be officially opened?

The Hon. G. G. PEARSON—This matter has been under consideration virtually since worthwhile intakes of water began flowing into the reservoir. Although it is not by any means full, it has taken in an appreciable quantity of water, and the Government has decided that an official opening ceremony will take place on Friday, October 17. The plans for that opening are still in the tentative stage, but it will probably be a morning function, with a buffet luncheon at the reservoir after the ceremony. Transport arrangements and other details are being examined and members will be advised on these matters later.

Mr. Lawn—What time will we get back to the city?

The Hon. G. G. PEARSON—I cannot say now, but I think in the early afternoon or not later than mid-afternoon.

DEPORTATION OF MIGRANT.

Mr. LAWN—A woman, who is one of my constituents, saw me yesterday and said that her brother was deported to Italy from Adelaide last Saturday. I realize that deportation is a matter for the Commonwealth Government but this man was held in the Adelaide Gaol before being placed on board ship. At 11 a.m. on Saturday two sisters and the mother of the man called at the gaol as they might never see him again. My constituent said they were

allowed to see him, but when she asked whether she could kiss him goodbye, she was told, "No" in an emphatic manner. She then asked a "policeman" (I presume she meant a warder), "May his mother kiss him goodbye?" and again she was told "No." She told me that another warder standing nearby said, "Go on, let them kiss their brother and son goodbye," and the man again said, "No." Can the Premier say whether this is the usual practice of officials of the gaol? Will he call for a report on what is the usual procedure and what action can be taken?

The Hon. Sir THOMAS PLAYFORD—Of course, deportation is a question completely under Commonwealth control, but as far as prison regulations are concerned I believe that what the honourable member said is correct, that kissing is not encouraged in the prison yards or premises.

SUBSIDIES ON SCHOOL REFRIGERATORS.

Mr. FRED WALSH—About three years ago I raised the question of the Education Department granting subsidies to school committees for the purchase of refrigerators, and the Minister said he would consider the matter, but it was not the department's practice to grant such subsidies except for schools that are isolated and in hot climates. Some high schools have canteens which provide the students with wholesome food and bring in a considerable amount of money. The ingredients used in sandwiches and other food-stuffs could easily go bad in hot weather, particularly butter, meat and eggs; so many if not all school councils would like to provide refrigerators at schools having a canteen. Will the Minister give special consideration to subsidizing the purchase of refrigerators in high schools where there are canteens, and I suggest that a ceiling of £100 be placed on any grant so as to prevent costly installations?

The Hon. B. PATTINSON—I have considered this matter, and other allied questions, on several occasions, and I am prepared to do so again. I think there are two or three different subject matters in the honourable member's question when he refers to refrigerators in isolated areas. I think he was referring more to the question of subsidies on cooling systems in some isolated areas, particularly in hot climates. On a few occasions I have agreed to a subsidy on those and also for refrigerators in certain technical high schools

and places where domestic arts are taught, but not to subsidize refrigerators in canteens. It would be easy for me to do so, but there is a limit to the amount which can be allowed for subsidies generally. Each year the amount provided to me for subsidies by the Treasurer is increasingly large, and it is a question of where the money can be best spent. The greater the number of lines upon which to grant subsidies the less each can get. However, the question having been again raised I will give it my closest attention again and let the honourable member have a reply as soon as possible.

MALVERN WATER MAINS.

Mr. DUNNAGE—Has the Minister of Works a reply to my recent question regarding water mains in the Malvern area?

The Hon. G. G. PEARSON—I have received the following report from the Engineer in Chief:—

Water Main—Marlborough Street—Malvern.—Investigations have been made in regard to the breaks which have occurred in this water main. The member's statement that the roadway has been opened up on 21 occasions during the last 12 months is correct, but I point out that only on nine occasions was this necessary to repair bursts in the main. The remainder were for repairs to household services and the laying of new services from the main to property boundaries. The majority of the bursts occurred in the old section of the main between Unley Road and Cambridge Terrace. Similar conditions exist on the main in Cheltenham Street. Both these mains are on the programme for early replacement and this matter is now receiving attention. As I previously advised the honourable member, the performance of all water mains is kept continuously under review. I gave approval recently for the relaying of the main in Fisher Street, Malvern. A proposal to relay the main in Sheffield Street, Malvern, is also under investigation.

VICTORIA ROAD, BIRKENHEAD.

Mr. TAPPING—Two years ago I raised the question in this House of the need to reconstruct Victoria Road, Birkenhead. I was then told that no money was available for the work that year. Will the Minister of Works take this question up with his colleague, the Minister of Roads, as the need is more imperative than ever before because the Lady Gowrie Drive, the alternative road, is a light duty road and so much now devolves upon Victoria Road, with resultant risk to pedestrians and traffic. Will the Minister take this matter up with his colleague and ask him to give it early attention?

The Hon. G. G. PEARSON—Yes.

MILLICENT WATER SUPPLY.

Mr. CORCORAN—A proposal for an improved water supply at Millicent has been before the Public Works Committee for a considerable time, but no progress has been made. I have had many inquiries regarding it. Will the Chairman of the Committee inform me what is holding the matter up and how soon a report will be furnished and progress made in the work?

Mr. SHANNON (Chairman, Public Works Committee)—This question was referred to the committee a year or two ago, and it went to Millicent to take local evidence. This was rather unsatisfactory and at that stage the demand for it seemed to be about fifty-fifty, and the project was not proceeded with. The support in Millicent itself was not very strong, but since then a petition has been presented through the honourable member and it is presumed that Millicent now wants a water supply. The only thing holding up a report is the department's planning to take care of the growth that has taken place and that is likely as a result of a likely new industry in Millicent, which will entail larger mains and possibly more extensive reticulation. The department is working on the plans now, but I cannot say when they will come before the committee. My committee does not tell the department that it has to submit plans at any specific time, but as soon as the new plans come forward my committee will proceed to conclude its investigations.

HIRE-PURCHASE AND CAR SALES.

Mr. JOHN CLARK—Some months ago when the House was not in session I was approached by a prominent Gawler business man on behalf of his son, who had been employed as a salesman by a garage proprietor at Gawler. This man got into financial difficulties and much money was owing to the young man, who is a minor, for commission. On a trip to the city he decided to buy a car and his employer agreed to pay the commission owing to him as a down payment on the car. What is known as a temporary hire-purchase agreement was made out, because the young fellow hoped that his father would pay the balance. Actually he was assisted by his father to pay the balance, but shortly afterwards the garage proprietor committed suicide and his affairs were left in grave disorder and I understand that possibly only a few shillings in the pound will be paid to creditors. The young man held a receipt from the garage

proprietor for payment on the car, amounting to more than £1,000, but that amount had not been paid to the finance company, consequently it was repossessed, although he had this receipt from the garage proprietor. He was not the only one who suffered in this regard; a number of others in the district had the same experience, some to the extent of considerable sums. I am not condemning the finance company, as the money had not been paid to it. At the time I brought the matter before the Attorney-General he said that he hoped that legislation would be introduced to prevent this kind of thing. Does the Minister of Education know whether such legislation is contemplated, and if not will he consult with his colleagues to see whether it can be framed to prevent this kind of trouble in future?

The Hon. B. PATTINSON—I shall be pleased to consult my colleague and let the honourable member know the result in due course.

UNIFICATION OF NORTHERN RAILWAYS.

Mr. O'HALLORAN—Has the Premier any further information to give respecting the application to the Commonwealth Government for an advance of £50,000 towards the necessary surveys connected with the unification of the northern narrow gauge railway system? Can he state the approximate date for the commencement of the work, particularly on the Cockburn-Port Pirie section?

The Hon. Sir THOMAS PLAYFORD—The first proposal to the Commonwealth was that this year we would request an advance of £50,000 to enable the necessary survey work to be undertaken so that next financial year, when the South-Eastern rail work was finished, we would be able to go straight ahead on the northern section. I have received a reply from the Commonwealth which I took as a refusal of our request. Cabinet decided it should be resubmitted to the Commonwealth with the further suggestion that if inconvenient for the Commonwealth to provide £50,000 this year we would advance money against the start of the work next year. I have now received a letter from the Prime Minister stating that the matter is being considered and that I will receive information in due course. I believe the Commonwealth will agree to the proposal that the survey work continue so that when the work in the South-East is completed a changeover can be made to the Port Pirie-Broken Hill line.

ASSIMILATION OF ABORIGINES.

Mr. DUNSTAN—Has the Minister of Works a reply to the question I asked recently concerning the provision of a house for the Graham family?

The Hon. G. G. PEARSON—I have received a lengthy report from the Protector of Aborigines, from which I shall read. It states:—

Attempts have been made to assist assimilation of the Graham family over the last two and a half years. In April, 1956, employment and accommodation was secured at their request for Bradley Graham and Eddie Graham with the Broken Hill Pty. Co. at Whyalla. Travel warrants were issued to enable them to take the employment. However, neither proceeded to Whyalla. At the same time, at the request of the father, Cecil Graham, arrangements were made for him to submit application for a Housing Trust rental home at Whyalla and the Whyalla Town Commission was contacted on his behalf. Cecil Graham, however, failed to follow up the arrangements made on his behalf.

I will not read the whole report, but it is available to the honourable member. Cabinet has this year approved the purchase of three allotments of land at Penola and arrangements have been made with the Housing Trust for the erection of three-bedroomed homes on these allotments. It is proposed that these homes will be allotted to the three married men in the Graham family—Cecil, the father, and Fred and Bradley Graham. It is not intended to take action in regard to any further homes in Penola until these three families are firmly established and assured of continuity of employment. The secretary of the Aborigines Protection Board has discussed with Cecil Graham the application made for the house at Penola in June, 1958, by Ralph Buckskin. Cecil Graham expressed the opinion that it would be wise to first establish the members of his own family before taking steps to settle more people at Penola.

SOUTH-EAST FLOODING.

Mr. HARDING—Has the Minister of Lands received any further reports concerning the flooding in the South-East?

The Hon. C. S. HINCKS—Yes, I have received two. The Chief Inspector of the Lands Department, Mr. Joy, last week inspected all flooded areas in the South-East occupied by war service settlers and in his opinion, although there is much surface water in evidence, it does not appear any worse than during a normal winter. He considers that the loss of pasture and stock from this flooding will be small in comparison with the areas of pasture and stock

figures. I have a lengthy report from Mr. Anderson, chairman of the South Eastern Drainage Board, which states:—

During July and August the area experienced a period of exceptionally heavy rainfall. Penola received 11.13in. compared with an average of 6.13in. for the period. Other stations recorded 50 per cent above the average amount for the period. In the southern part of the western division where the comprehensive approved is almost complete, the main drains and a number of subsidiaries have been provided and the remaining subsidiaries are to be provided this financial year. Where the drains have been completed they operated satisfactorily and large areas, formerly inundated for long periods, are now reasonably free of floodwaters and usable through the winter.

The main drains have been flowing at or near full capacity and the three drains discharging from the area into the sea—Reedy Creek drain, Drain M and the enlarged drain L—delivered over 3,000 cub. ft. per second at peak periods. This represents a flow sufficient to cover 6,000 acres 1ft. deep in a day. In regard to stock losses the board found that there had been sheep losses in the southern portion of the western division, but the evidence was that the losses were due to unusually cold and wet season and not due to any overflow from the drains. In the Konetta area some landholders were inconvenienced for a period but the drains soon coped with the situation. However, an enlargement of some of the drains is considered necessary and will be provided this year. In the remainder of the drainage area the drains are functioning well, but in view of their limited capacity and in some cases lack of outlets, large areas of low lying country have been inundated. The board made a general inspection of the Penola and Maaoppe areas, the Kilanoola area and the area of Naracoorte Plains near Mosquito Creek.

A proposal for an outlet drain to serve those areas was recently investigated and reported on favourably by the Land Settlement Committee. If that work is carried out it will afford considerable relief to those areas.

FISHING REGULATIONS.

Mr. BYWATERS—Recently I asked the Minister of Agriculture a question relating to the confiscation in Victoria of an oversized Murray cod caught in South Australia, and he promised to take up this matter on a Ministerial level with his counterpart in Victoria. Has he done this, and if so, has he received a reply?

The Hon. D. N. BROOKMAN—When I went to the last meeting of the Agricultural Council I explained the whole situation from our point of view to the Victorian Minister of Agriculture. He promised to make inquiries. I have not heard anything further, but I will inform the honourable member when I receive a reply.

BIRDWOOD SCHOOL.

Mr. LAUCKE—Has the Minister of Education any information to give the House concerning negotiations for the purchase of land to provide necessary playing areas at the Birdwood School?

The Hon. B. PATTINSON—I have no additional information for the honourable member other than that, acting on a request he made in the House about a month ago, I made arrangements with the Deputy Director of Education for the Property Officer of the department to visit the district, interview interested parties and endeavour to negotiate with them on the spot. I am sure the Property Officer, Mr. Lewis, has visited the district, but I have not yet received his report. I will ask for a report and give the honourable member a reply as soon as possible.

MAGILL REFORMATORY.

Mr. DUNSTAN—Can the Minister of Works state the position in relation to plans for a new building at the Magill Reformatory? Is it a fact that the Children's Welfare and Public Relief Board has scrapped the proposed plan and has started over again, which I have been told is the position?

The Hon. G. G. PEARSON—As this department is under the control of the Chief Secretary, I will refer this question to him, and obtain a reply.

SOLDIER SETTLERS LIVING ALLOWANCE.

Mr. Tapping, for Mr. STOTT (on notice)—

1. Is the living allowance for a soldier settler in the irrigation areas fixed at £646 per annum?

2. Has the Bureau of Agricultural Economics allowed a minimum of £976 per annum as a living wage for an owner-operator in the dried fruits stabilization plan?

3. Has the Loxton Land Settlement Association requested that this anomaly be rectified and the living allowance increased?

4. Has the association received any reply or acknowledgment to its request? If not, why not?

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

1. The living allowance allowed for a settler in the War Service Irrigation Areas is at present £641 per annum, which does not include house rent.

2. The amount used by the Bureau of Agricultural Economics in regard to the Dried Vine Fruits Stabilization Plan as "owner-operator's allowance" is £976.

3. Yes.

4. An acknowledgement has been forwarded to the association and the request has been submitted to the Commonwealth.

WEIGHTS AND MEASURES ACT AMENDMENT BILL.

The Hon. C. S. HINCKS (Minister of Lands), having obtained leave, introduced a Bill for an Act to amend the Weights and Measures Act, 1934-1953.

Read a first time.

LOAN ESTIMATES.

In Committee.

(Continued from August 28. Page 604.)

Grand total, £26,722,000.

Mr. LOVEDAY (Whyalla)—I will not speak at great length because the total amount of Loan moneys cannot be increased; the only possible alteration is in the amount allocated to individual items. Although the Treasurer, when introducing these Estimates, did not indicate what interest rate we were paying on these Loan moneys, I assume that we can take it that approximately 50 per cent is derived from Commonwealth taxation as it was last year, and that we are paying the current rate of interest on short-term loans. In other words, we are once again paying interest on our own taxation. It seems a great pity that we have to do this because obviously the money is our own taxation coming back to us, so it should be possible for it to be made available for projects where very low interest rates are desirable.

I notice that the maximum amount available to individual applicants under the Advances for Homes Act will be raised. Last year we raised it from £1,750 to £2,250, but I have been informed that no applicant has received more than £2,000 because the State Bank has found plenty of borrowers able to build with a loan of £2,000 or less. The Treasurer has not yet made it plain whether the new maximum will be made available or whether a smaller amount will be the maximum that the bank will advance; in other words whether the maximum is not a fictitious figure. The Premier said:—

As it is the Government's intention to introduce legislation later in the session to increase the maximum for individual advances under the Advances for Homes Act from £2,250 to £3,000 on a 5 per cent deposit, and up to £3,500 on a 15 per cent deposit, funds for advances for home building have been increased substantially this year.

I shall be very interested to see whether these amounts will be made available or whether lesser amounts will be lent, which was the position with the State Bank last year. The Premier also said:—

Overall, the amount available from Government sources for housing advances by the State Bank and building societies during 1958-59 will amount to £2,500,000, an increase of £1,058,000, or 73 per cent, over the amount available last year.

What does this mean in terms of new or increased housing? If that extra money is made available on a similar basis to last year by the State Bank and the Co-operative Building Society it seems that we may have about 650 more homes built than were built with the aid of those institutions last year. That would be a help, but it falls far short of what is needed. The Housing Trust is the principal home builder, but its programme is not quite as big as last year's, for I think it intends to build slightly over 3,000 homes this year. The position is that we have four times as many unsatisfied applicants as homes to be built this year, and this is a matter of the gravest concern. Many other speakers have referred to this problem, but just because they have done so I do not think I should remain silent on the question, for it is one of extreme urgency.

All members who receive applications for trust homes know of the pitiful stories we get from time to time concerning people who are seeking homes. Only last week one such case was brought to my notice. The family concerned have five young children, but they have been waiting over four years for a trust home. They have been living in one room for a considerable time, but conditions became so bad that they had to place three of the children in an orphanage and two in another home. That may not be a common occurrence, but it shows what is happening as a result of the grave shortage of houses, yet no positive steps are being taken to reduce the terrific lag in home building. It has been said in this House often that Loan money should be made available for housing at much lower rates of interest. This question should receive urgent attention by the Federal Government and also by the State Governments so that a concerted drive could be made to make more money available at lower interest rates to overtake the tremendous lag in housing. Unfortunately, we go on from year to year building only the same number of houses; and this year the Housing Trust may not build as many as it has in the last few years.

Mr. O'Halloran—There will be a reduction this year.

Mr. LOVEDAY—Yes. I understand there are about 12,000 outstanding applications for homes in this State. This situation cannot be viewed with equanimity, as no one is putting up a proposition that will solve the problem. There has been no suggestion that the Government will take steps to make more money available for housing. There is no doubt that men and materials are available to build more homes than are being built. Recently Mr. Ramsay, general manager of the Housing Trust, said that we have the men and materials but not the money for a bigger housing programme. I have previously referred to the greater difficulty which wage-earners have today in buying their homes. When the member for Chaffey (Mr. King) was speaking in this debate he said on this question:—

I pointed out previously in a discussion on housing costs how difficult it was for a man on today's wages to meet the rent instalments on a house built at today's costs. I pointed out that although I was pleased with the increase in the standard of living, about £450 of the cost of a house that could not be produced by mass production methods, was accounted for by the cost of providing the improved living conditions. I do not think we can have it both ways; we cannot expect reductions on the one hand and improvements on the other.

Improvements to houses have not been the main factor in the increase in costs. Wages have increased by about three times since we have had inflation, but the cost of comparable houses has increased about five times. I can show the member for Chaffey many houses that were built in about 1938, and can prove to him that if they were built today they would cost five times what they did, even without any of the so-called modern improvements being incorporated. I can show him a house that cost just under £900 but today would cost £4,500 to £5,000 to build.

In 1938 a wage-earner could purchase a home on a twenty-year term for about 20 per cent of his weekly wage, but today on a twenty-year term it would cost him at least 30 per cent of his wages. A wage-earner cannot afford such payments. Therefore, an investigation should be made into building costs and more money should be made available for housing at lower rates of interest. The member for Chaffey said that if only private enterprise would come back into building homes the problem would be solved, but that is not so. The Housing Trust builds houses as cheaply as any other institution, and certainly more cheaply

than private enterprise. To say that by removing rent controls we would get private enterprise to build more homes is not an answer to the problem. I believe the best way is to increase the output of homes by the Housing Trust. This institution is doing an excellent job, and no one can accuse members on this side of the House of not doing their utmost in supporting the Government in extending the trust's activities.

I am fortified in the statements I have made by a letter I have received from the Church of England Social Welfare Committee. It was very concerned at the effects of the shortage of houses, particularly for young people approaching marriage. It referred to the grave social and moral problems which the lack of housing was creating and also pointed out that whereas wages and prices had risen by about three times the pegged war time figures, building costs were about five times the pre-inflation level.

I notice a line on the Estimates for alterations and additions to the Whyalla Technical High School. This matter is to come before the Public Works Committee. I happen to know that the proposed plan has been strongly criticized by people conversant with the situation at the school, and they are far from satisfied with the proposed alterations. They are very glad to see that additions are to be proceeded with, because this matter has been under discussion for more than four years. In fact, I understand there was a line on the Loan Estimates about four years ago, but the money was never spent in this direction. If the proposed plan for alterations is given effect to it will mean considerable inconvenience for children moving from one part of the school to another. The building will be elevated on stilts at the rear of the existing building, and communication between the two sections will not be the easiest; and the area underneath the building during the winter would, I imagine, be draughty and would cover up much of the existing playing area. An alternative site was suggested for this addition, but I understand it was put to the Public Works Committee that that area would be required for further additions. If additions are to be made as well as the proposed alterations, then it appears to me and to others interested in this school that its size could go beyond what most educational authorities think is the optimum size for a high school. At present there are 500 pupils, and if the proposed alterations are proceeded with and further additions made it is easy to imagine that the

school will ultimately accommodate well over 1,000. That is beyond the optimum number for the good working of the school. I believe a decision has already been made by the Public Works Committee, but I should like attention drawn to what should be the optimum size of the school and whether it is desirable for it to be extended to the extent proposed.

I am sorry a line has been omitted from the Loan Estimates to provide for hostels in the metropolitan area to accommodate students who may come from country secondary schools to continue their tertiary education. One of the problems with which country parents are faced when their children have completed their secondary education concerns accommodation in the city. It is a very grave problem, because these parents desire good accommodation for their children without too high an expense. I feel sure that I voice the opinion of many parents when I say that suitable hostels are badly needed in the city to meet this demand. Parents have to conduct long searches and frequently are not satisfied with the accommodation available. Possibly facilities for study are inadequate and often an unsatisfactory compromise has to be arrived at. Therefore, I hope that this question will be investigated more fully by the Government, and if possible money made available to help provide hostels to meet this long-standing demand. Then I am sure more children will come from the country to avail themselves of tertiary education. At present some who are capable of benefiting from this education are unable to receive it because of that disability. It is most important that every secondary school student who is capable of getting benefit from further education should have the opportunity to get good accommodation under supervision, and be able to proceed with his studies under the best possible conditions and thus give the greatest satisfaction to his parents.

Mr. BYWATERS (Murray).—I notice that £28,000 has been placed on the Estimates for the electrification of the pumping house at Murray Bridge and for the chlorination of water. I have been informed that the electrification is completed and that nothing further in this direction will be needed. An amount for the chlorination of water to supply Murray Bridge has been placed on the Loan Estimates for the last three years at least, and I should like to know when this work is likely to be proceeded with, as it is one which will become more necessary as time goes on. In my district much more could be accomplished if

sufficient water were reticulated throughout some of the dry areas. I was pleased to notice from the Loan Estimates that the scheme for Pallamana would proceed during the year. I have been informed that pipes are available for this work. The people will be pleased to receive water and I hope it is provided before this summer. The scheme is, of course, an extension of the Hungry Hill water scheme which I referred to last year. People at Hungry Hill who were without water for so long are now enjoying a reticulated scheme. Before its provision, although they had taps, they could not get water because of the smallness of the main.

The Public Works Committee has approved of a small extension from Murray Bridge to the hundreds of Seymour and Burdett. There is no reference to that scheme in the Loan Estimates and I trust this is an oversight and that the scheme will be carried out within the next 12 months. Callington, a pretty spot nestling in the Bremer Valley and only 14 miles from the Murray, has electricity and other amenities, but lacks water. Various tests for underground supplies reveal that the water contains a high salt content. Callington is mainly inhabited by elderly people, including a number of aged pensioners, who find it difficult to obtain water in a dry year. Many get water from a nearby farmer who carts it to Callington, but this costs money they can ill afford. During my short term as a member of this House I have put forward three different schemes for a water supply for this town, but each has been rejected because the estimated revenue is insufficient to meet the Government's requirements for the necessary capital outlay. Callington has a school, shops, a hotel and churches and I believe that if it had a water supply people would settle there and it would come into its own again. The inhabitants are entitled to a reticulated water scheme. At one time Callington relied on mining activities and it carried a large population, but since the closure of the copper mines the population has decreased until now there is a stable community. I have been informed that frequently inquiries are made for land in the town, but are not pursued because of the lack of a reticulated water supply. I have recently suggested to the Government that Callington be included in the scheme to provide Onkaparinga with water from the Nairne Pyrites Mine. I trust that it will be able to secure such a supply and that the estimated revenue therefrom will meet the Government's requirements.

I realize that many places, other than in my district, need water supplies, but it is disturbing to residents of my district when travelling in the north to observe huge water mains for supplying Whyalla and other towns from the Murray. They do not deny the right of residents of those localities to water, but they believe they are entitled to some consideration. The member for Angas—the Speaker—and I have presented a scheme to the Government for a water supply for the areas of Milendella, Sanderston and Sedan. This is still in the melting pot, but I trust it will eventually come to fruition.

At one time some peoples with wide vision proposed that by constructing a tank on the highest point of Younghusband water could be reticulated to Keith and as far south as Bordertown, if necessary. Karoonda, Pinnaroo and other towns would benefit. Unfortunately this scheme was not carried out because it was regarded as too expensive. If it had been carried out I believe that many people with large holdings would have been satisfied with smaller holdings because that water supply would have carried them through the dry years. The mallee will grow if it has water. Good seasons have proved that crops can be grown and in areas where good bore water has been found vegetable gardens and fruit trees have been planted and this has helped retain people on the land. I think the scheme could be undertaken on a modified scale with various sections being provided annually. People in the area concerned need water supplies because of the poor underground water. I could speak for some time on the subject of water supplies, but I have mentioned it many times previously. I will continue to press for reticulated schemes in my district.

A statement by the member for Chaffey, Mr. King, caused some concern. At present people are making livings from growing vegetables for supply to the city on small holdings above Mannum, and they have approached me about the suggestion that a big reservoir would be provided above Mannum. He did not say just how far above Mannum it would be, but I surmised from his remarks that it would be somewhere between Mannum and Bowhill. When this was brought to their notice by a glaring headline in the *Advertiser*, these people were concerned because they thought it was actually coming about, not realizing that it was a figment of the honourable member's imagination. They thought they would lose their land because it would be inundated with water. I

assured them that was not so, but I had to do a lot of running around, to tell them the position. I told them it was not unusual for members to make rash statements in the House and bring forward schemes that would not eventuate. I also pointed out that the Government had been talking for years about building an additional bridge across the Murray, but we have not seen it yet, and that even if the proposition put forward had been the Government's intention it would probably have been many years before it came about. However, I said that before many years a Labor Government would take over, and it was not the policy of the Labor Party to take people from the water, but to bring them to it. The Labor Party is not concerned with providing big reservoirs to supply people in the metropolitan area, but wants to take people to the water, so I told them they had nothing to fear. I feel that what I told them appeased them, but sometimes when glowing accounts are given of these matters, people become alarmed.

Reference has been made in this debate to prefabricated school buildings. These have been a great asset, and have provided some relief from the problem created by the rapidly rising school population, but I feel there should be some method of planning in connection with their use. These structures are being placed around permanent buildings at the Murray Bridge high school and I feel that a plan should be prepared so that they will not obscure the view of the original school. I have nothing against prefabricated buildings of a temporary or even a permanent nature if they are well cared for, but they should not be placed indiscriminately around permanent structures, some of which are very attractive, completely eclipsing them. I would like this to be remedied in future school planning. As I have said before, I think these buildings have met a very urgent need, and provided they are kept painted they will still look quite good and serve a useful purpose for many years to come. I have pleasure in supporting the Estimates.

Mr. CORCORAN (Millicent)—In supporting these Estimates I do not intend to take up very much time, as I shall speak only on matters of interest to my district. When I heard the member for Murray (Mr. Bywaters) talking so much about water I thought of the water coming from the heavens to the South-East. We know from the report given by the Minister today that the South-East has had more than its fair share of rain, but as that is typical of

the weather in that area I am not unduly worried, although I am not unsympathetic to the people who have suffered worry, inconvenience and perhaps some losses of stock. However, it will not take long for the water to dry out because the sun is now becoming stronger and the days longer. Also, the people have been told by the Engineer-in-Chief that the proposal to add to the drainage system will bring considerable relief, and no doubt it will, but a lot of water will run down the main drain before that is completed. However, as money becomes available it will be proceeded with, so the people have something to look forward to. I have not heard complaints from people in the Eight Mile Creek district, which is generally subject to floods. I hope their silence means that everything is all right, and if that is so, I would attribute it to the successful functioning of the drains in the area. Since a year or two ago there have been no grumblings from the area, so I hope the lack of complaint indicates that there are no drainage problems there.

Provision is made in these Estimates for building a new police station at Port MacDonnell. I do not know if there is much use for a police station there because, like their representative, they are all law-abiding citizens, but judging from the appearance of the existing station, it is about time for it to be replaced. The small amount provided indicates that a very small building is contemplated; however, perhaps I will find out more about this later. I cannot see any provision for a slipway at Port MacDonnell, and to be perfectly honest I did not expect it, although I have been encouraged to assume that this might be provided next financial year because the Minister, when dealing with the allocation of moneys to be spent on that class of work, indicated his willingness to do some preliminary work as soon as opportunity offered. The people concerned are constantly asking me to worry the Government into erecting this slipway. That is their prerogative, and they know that unless they keep on keeping on they will not get anywhere. I hope the Minister will appreciate that whenever I am on his doorstep and worrying him about this matter. I believe he will acknowledge that if I did not keep worrying him I would not be doing as I ought to do, and I hope the proposed slipway at Port MacDonnell will be established as soon as possible. I hope it will be placed on next year's Estimates, and I am sure if I can tell the fishermen that they can look forward to that they will reconcile themselves

to putting up with whatever difficulties they may meet in the meantime.

I realize that the Government has spent considerable money at Port MacDonnell in preserving the old jetty, which has been ravaged by several storms in the last few years. Over 40 fishing vessels are engaged in the industry at Port MacDonnell, and they bring in considerable revenue, especially dollars, to this country. I admire the way the fishermen at Carpenters Rocks and Cape Banks overcome their difficulties. I doubt whether there are enough engaged in the industry at those places to warrant much action by the Government to help them, though I hope I shall not be taken to task for saying that. It takes a great deal of physical effort to beach their boats, but it seems that they have little prospect of any immediate help by the provision of a slipway or boat haven.

The fishermen at Beachport have been agitating for years for a slipway and I am pleased that they will soon get one. This will be much appreciated by the fishermen, and the fishermen at South End are pleased that they have a jetty. This will solve many problems that they had in getting fish ashore. I do not claim all the credit for getting these facilities for the fishermen, but I have been agitating on their behalf for years, and I am glad the Government has done the right thing. A few days ago I asked a question in this House as a result of representations made to me by fishermen at Robe. Unfortunately, the old slipway there is of little use because it can only be approached in very moderate weather. It has been suggested that money be spent on it to make it more approachable, but the cost would be so high that it was considered wiser to excavate a channel from the sea into Lake Butler. In response to a request from me, the Minister obtained an estimate of the cost of this work, and it was the rather colossal figure of £84,000.

I am sure that if the channel were constructed it could be negotiated safely by fishing vessels, and I urge the Government to carry out this work. The fishermen at Robe, and others who would use this channel, have intimated their willingness to contribute interest charges at least. Even if the Government spent much money on improving the slipway at Robe it could not be approached in all weathers. On one occasion the Leader of the Opposition and I had a look at the slipway and we agreed that it would be futile to spend more money on it, though I am not condemning those responsible for putting it there. My humble opinion is

that it would be much better to spend £84,000 on constructing a channel into Lake Butler.

The fishermen at Kingston have not asked much of this Government. They supported the proposal for a jetty at Cape Jaffa, and the fishermen in that locality are gratified that the Government carried out this scheme. It was similar to the one at South End.

I made a desperate effort to persuade the Government to extend the re-sheeting of the old jetty to the second landing and pointed out the many advantages which would accrue to the local fishermen. However, I had no influence and as far as I know failed in my efforts. If the Government wants to give me a pleasant surprise let it reconsider the position and do something.

The Hon. G. G. Pearson—As a matter of fact it has, I believe, already been favourably reconsidered.

Mr. CORCORAN—I am glad if there is any chance of something being done. Not a big amount is involved. I am also concerned about the interests of other primary producers, and I do not have to tell them that I am always here to help them. If there is something they should have got and have not, they cannot blame me for not having tried. Earlier I referred to the police station at Port MacDonnell and am now wondering whether something could be done at Millicent. Before the last session ended the Premier promised a report on the prospects of a police station being established at Millicent and said that I would receive a letter. I know he is a busy man; it has not yet come to hand. I notice that no amount for this project appears on the Estimates and I therefore suggest that the Government consider it when preparing next year's Estimates. It would be appreciated by the local people and police officers, and the public would not have to stand out in the rain when several are waiting to see police officers.

I was rather alarmed to see on the Estimates an amount of only £20,000 for the Kingston water supply when I know that the estimated cost is about £79,000. I should like to know whether it is expected that this work will begin so late this financial year that only £20,000 will be spent. The local people are very gratified that something is to be done, and I hope the balance will be forthcoming to enable the work to be completed. People at Millicent wonder why Kingston should be privileged to have this scheme agreed to without its first having been before the Public Works Committee. The

reason is that the cost does not exceed £100,000, whereas the Millicent water supply scheme does. As was pointed out by the chairman of the Public Works Committee today, a report on the scheme has been held up because additional building activities will involve a much larger and more costly scheme. However, we have his assurance that the committee will expedite its inquiry.

Mr. Shannon—It is fortunate that we did not undertake the smaller earlier scheme, because it would not be inadequate.

Mr. CORCORAN—That is true. There was a retarding influence in Millicent at the time which was opposed to the project. Unfortunately it wielded an influence that caused people to oppose it, but that does not exist today and the people realize that in order to have a proper deep drainage system they must have a water supply. I am pleased to note that £100,000 is provided for the sewerage of Naracoorte, a town I once represented. I am sorry this work was not undertaken during my representation of the area because I fought for the provision of sewerage for a long time and now the member for Victoria (Mr. Harding) will get the credit.

There is an agitation at Mount Burr for a new hall and recently I read a letter in this House explaining the set-up there. I am now waiting on information from the Minister of Agriculture whether the £12,000 on the Loan Estimates will cover the new hall and whether the Government will shoulder the entire responsibility for that building. I have sympathy for those graziers who have suffered stock losses in addition to a decline in the price of wool. I hope the wool markets improve because we all suffer from reductions in wool prices which have such an effect on our economy. I believe it is the duty of every member to look after all sections of the community and to help those in need, whether they be humble or great. At all times I do my best to perform those duties asked of me by the people I represent and I try to work in harmony with all members in an endeavour to solve the State's problems. I hope the Government will consider the matters I have raised.

First line—State Bank, £2,167,000—passed.

Highways and Local Government, £200,000; Lands, £128,000; Irrigation and Drainage, £601,000 and Woods and Forests, £975,000—passed.

Railways, £2,500,000.

Mr. O'HALLORAN—An amount of £27,000 is provided for the conversion of eight rail

cars to diesel operation on the 3ft. 6in. gauge. Is it intended to convert the existing narrow-gauge rail cars, which are petrol-driven, to diesel engines and what structural improvements, if any, are proposed in connection with such conversion? I have travelled in these rail cars on occasions and believe that the manufacturer either omitted to put springs in the cars or provided springs intended for 40-ton ore trucks. The question of air conditioning also arises particularly as considerable expenditure is incurred annually in providing air-conditioned rail cars for work on the broad-gauge system. For some time there has been competition between road services and the railways for Broken Hill passengers. The passenger train runs at night time. This is a relic of the days when Broken Hill business people found it convenient to travel in comfortable sleeping cars at night, transact their business in Adelaide and return the following night, but changes in time tables have upset those arrangements to some extent, and the majority of these people now travel by air. On a number of occasions I have suggested to the Railways Commissioner that it would be advisable to provide air-conditioned rail cars running express to Terowie, not stopping at intermediate stations, except at Peterborough where they would have to stop because of railway workings, except when necessary to pick up or set down passengers. This would reduce the present travelling time by at least two hours. The journey could be made in daylight to encourage people who now travel by road to use the railways. If this were done it would entirely eliminate the wear and tear on the road, particularly on the section between Terowie and Broken Hill, caused by heavy vehicles travelling at high speed. I should be happy to know that this matter is included in the conversion programme.

An amount of £121,000 is provided for plant and machinery, including motor vehicles. This is a substantial sum, and I would be happy to learn that it is to be used to provide further machinery for the Peterborough workshops so that it will be possible to do a greater amount of work there. It is necessary from time to time to send certain repair jobs to Islington that could be done more cheaply at Peterborough if the necessary plant were available.

The Hon. Sir THOMAS PLAYFORD—I shall have to obtain a detailed report from the Railways Commissioner to provide some of the information the Leader seeks. The position relating to the Peterborough-Port Pirie and the Peterborough-Broken Hill divisions has

been governed by the fact that we are hoping to standardize those lines and make them up to date and efficient. Under those circumstances it would be bad policy to spend a large amount on a narrow-gauge line, although it is realized that normally much more would have been spent in maintenance. As to the second point, some costly machinery has only a limited use, and it is not possible to duplicate it at Peterborough. It is inevitable that certain work will have to be taken to the specialized plant at Islington. On the other hand, I assure the Leader the Government desires to continue the Peterborough workshops after standardization takes place, so it will be necessary to bring them up to the standard necessary. It is realized that standardization could have a disastrous effect on country towns such as Peterborough that are largely dependent on railway workshops, but I know of no proposal to shift them from Peterborough. I have recently spoken to the Commissioner and I feel it is his desire to continue using them. I will obtain specialized information regarding diesel cars. Speaking from memory, I think the programme is nearly completed, and some of the 11 cars mentioned are in service and doing excellent work. I think they are a thoroughly modern type of vehicle.

Mr. TAPPING—I commend the Railways Department for its foresight in using diesel railcars on suburban lines: they provide a more comfortable and quicker service. Has their use brought about increased patronage?

The Hon. Sir THOMAS PLAYFORD—Generally speaking the patronage afforded the railways has held up extremely well, but passenger transport does not pay. It is hard to segregate railway accounts, but from information supplied by the Railways Commissioner it is obvious that the railways lose quite heavily on suburban passenger services.

Mr. Tapping—Suburban diesel railcars could improve matters?

The Hon. Sir THOMAS PLAYFORD—They may stop the drift a little but I do not want the honourable member to think that suburban services are profitable. They are being run by the railways at a loss because they provide a necessary transport service as an aid to industry generally.

Line passed.

Harbors Board, £1,600,000—passed.

Engineering and Water Supply, £7,250,000.

Mr. O'HALLORAN—The amount of £5,000 is provided for improving the water supply to Marree. I am pleased with this because considerable difficulty was experienced by the

people there last summer in getting sufficient water from the Commonwealth Railways Department, and I trust that this proposed improvement will be carried out before the coming summer. The residents of Farina, another northern town, also have great difficulty in getting water when the Commonwealth railway reservoir is dry, and it has been dry for a considerable time. There are some wells on the watercourse of the Frome River which have good supplies, but they are not properly equipped. I hope the Government will provide some suitable equipment, which I understand can be purchased cheaply, and thus solve the problem of the people of Farina.

Mr. LAUCKE—An amount of £150,000 is provided for carrying out work on the Mannum-Adelaide pipeline. The water supply to Tea-tree Gully and Modbury is dependent on the completion of this pipeline. Can the Treasurer say how far the main will be taken this year, and will water supplies be provided for Paracombe, Chain of Ponds and Kersbrook out of the line "Minor works?"

The Hon. Sir THOMAS PLAYFORD—I shall have to get that information for the honourable member. I think the Mannum-Adelaide main will be substantially completed this year, except perhaps for one tunnel. The work is being pushed ahead as fast as possible.

Mr. JENKINS—An amount of £8,000 is provided under "Country water districts" for Milang. Can the Treasurer say what that is for?

The Hon. Sir THOMAS PLAYFORD—I think I gave an explanation of that line during my second reading speech.

Mr. BYWATERS—An amount of £28,000 is provided under "Country water districts" for Murray Bridge. The Treasurer said this was for electrification and chlorination of water at that town. Can he say when this work will be carried out? Does the proposal to extend services in the Murray Bridge area cover the scheme to supply Burdett and Seymour?

The Hon. Sir THOMAS PLAYFORD—I will get that information for the honourable member.

Mr. HARDING—An amount of £10,000 is provided under "Country water districts" for Naracoorte. I do not know whether that town was short of water last year, but the pressure was very low. I understand that a bore that is being put down is in the higher part of the town and that water will be pumped from it into the present storage tank. Can the Treasurer say whether this will result in better pressures?

The Hon. Sir THOMAS PLAYFORD—I will get that information for the honourable member from the Engineer-in-Chief.

Mr. HARDING—I am pleased that £100,000 has been provided for the sewerage of Naracoorte. Can the Treasurer say whether the work will cost much more than that sum? Will the town be zoned into business and residential areas?

The Hon. Sir THOMAS PLAYFORD—The £100,000 will meet only a small part of the cost, but it will enable a start to be made on the scheme this year. The work has been approved by Cabinet and relief will be provided first where it is most wanted. The scheme is unattractive to the State because there will be a heavy loss on it.

Mr. RALSTON—I believe that evidence was taken at various country cities and towns by the Advisory Committee on Country Sewerage. I understand this committee advises the Government on the priority that should be given to various country towns. Will the Government table the committee's report for the information of members and councils?

The Hon. Sir THOMAS PLAYFORD—That committee consisted mostly of medical people. I know no reason why the report should not be made available to the honourable member. I will make inquiries to see whether there is any reason why it should not be released to the public. Some country towns are hesitant to ask for sewers. One or two areas which are high on the priority list have requested that for the present their claim for sewerage be deferred. As far as I know Naracoorte is high on the priority.

Mr. HARDING—Is it envisaged that the hospital will be included in the area sewerage?

The Hon. Sir THOMAS PLAYFORD—As far as I know the whole of Naracoorte will be brought under the scheme. It was suggested that one part of the town which is suitable for septic tanks should not be included, but I do not know how far that suggestion was taken.

Mr. HEASLIP—An amount of £2,000 is set aside for the Orroroo water supply. What does it represent? The original bore proved a failure, and difficulty was experienced with another because of silting. I presume that the £2,000 is for the first bore, but what will happen to the second and what are the intentions regarding supplying water to the Orroroo township?

The Hon. Sir THOMAS PLAYFORD—I should not think that the amount refers to work already completed, but is for further work to try to improve the township's supply.

Mr. LAUCKE—An amount of £77,000 is provided for mains, services and minor works. Does this include money for the supply of water to the Marananga district?

The Hon. Sir THOMAS PLAYFORD—I shall have to get the information for the honourable member.

Mr. BOCKELBERG—Does the amount for country water conservation include work to increase the stock water supply for the Buckleboo area?

The Hon. Sir THOMAS PLAYFORD—I shall have to get the information for the honourable member.

Line passed.

Architect-in-Chief, £7,500,000.

Mr. FRANK WALSH—No provision is made for a courthouse at Plympton. Has the Premier any announcement to make on the general policy where courts are held in police stations? At Plympton the three police officers have a room measuring about 12ft. x 12ft. and court cases are held in the same room. Already this year 250 cases have been dealt with. There is no waiting room for those attending the court. Could not these places be inspected by a Government officer, who could report to the Minister responsible? There is sufficient land at Plympton to build a reasonably sized courthouse.

An amount of £65,000 is provided for a security block at the Magill Reformatory. I should like to know what is the Government's policy on the question of reform for these youths. I favour a site being selected where the boys would not be attracted by the bright lights of the city. From information made available to the House, a large sum is to be spent by the Gaols and Prisons Department on a farm along the Murray for selected inmates. Such a place would provide an establishment where disciplinary instruction could be given to youths from the Magill Reformatory who are not amenable to ordinary oversight. Another site should be selected for a reformatory to try to reform these youths. Next to the reformatory at Magill is a boarding college and I understand its building extensions are towards the south, and that the reformatory buildings are to extend towards the north, and only a narrow roadway separates the two institutions. Apart from that, I believe a full investigation should be made into the possibility of transferring the reformatory from the metropolitan area, particularly as transport could easily be provided for those who have charge of the inmates. Can the Treasurer supply information on the future

of the reformatory and the Government's policy on the construction of courthouses?

The Hon. Sir THOMAS PLAYFORD—Only a limited amount is available for courthouse construction and it is not possible to build courthouses wherever there are police stations. We are progressively providing courthouses where magistrates hear a substantial number of cases. The magistrates have provided a list of places at which they recommend the construction of courthouses. I will see that the member's particular reference is placed before the Minister for investigation.

For a number of years we have urgently required a security block at the Magill reformatory because there is criticism of the administration every time a youth escapes, steals a motor car and engages in crime. The security block is necessary to deal with the really bad boy who is not prepared to play the game. The Government is most anxious to provide the best methods of dealing with inmates of the reformatory and some years ago, without any public agitation, purchased and established a reformatory farm, Struan, in the South-East. That has been occupied for a number of years but the Government is disappointed that the authorities have recommended so few boys to be accommodated there. Struan is a magnificent property and, in respect of those boys who have been sent there, has proved a success, but from the point of view of the number of boys sent there as compared with the cost involved, it has not been a success. The authorities are doing their best to provide for the training of boys committed to the reformatory, but as each of the 80 boys has his own personality and has been subject to different influences throughout his life, it is not possible to provide for individual care. However, it is advisable to segregate the various classes as far as possible in an attempt to teach them how to become decent citizens and Cabinet is investigating the possibility of transferring more boys to Struan.

Mr. O'Halloran—Is there sufficient accommodation?

The Hon. Sir THOMAS PLAYFORD—Up to the present we have not been able to utilize all the available accommodation. Struan is one of the best properties in the South-East and is staffed by excellent instructors. I have not heard of any boy sent to Struan being transferred back to Magill, but from the point of view of the big problem, the percentages have been disappointing. I would have thought that 50 per cent of boys committed to the

care of the State would be capable of improvement, but a much smaller percentage have been sent down. An examination will be made to see if greater use can be made of the institution, and I will advise the honourable member of the results in due course.

Mr. JOHN CLARK—An amount of £919,000 is provided for primary and infant schools, including three schools in the Elizabeth area, amongst which is Elizabeth Grove. There are now many houses in the area that will be served by this school, the children from which attend the Elizabeth South school, which now has about 1,400 students and is becoming overcrowded. I urge that a certain amount of priority be given to the Elizabeth Grove school. For adult education centres at Gawler and Mount Gambier, £72,000 is provided. Can the Premier state what proportion will be available for Gawler, and what work will be done with the money?

The Hon. Sir THOMAS PLAYFORD—I have not those details, but I will obtain them.

Mr. HAMBOUR—An amount of £20,000 is provided for a prison farm at Cadell. The Public Works Committee's report was not available until these Estimates had been prepared. I am concerned at the smallness of the amount, because not much will be left for developmental work after the land is purchased. I believe the department was hoping that the whole sum could be used for construction and general work on the farm. Is it possible to make more money available to provide sufficient accommodation for the prisoners and enable them to proceed with the project?

The Hon. Sir THOMAS PLAYFORD—The Public Works Committee's report was greatly delayed. The proposal first worked out by the department was referred to the committee and approved, but when the Government asked the department to draw up plans it wanted to go further than the original plan and provide for a prison as well as a prison farm. As a result, a very much larger project was sent back to the Public Works Committee, and although the committee reported on the matter fairly speedily, the report was not received until the Estimates were being prepared. The amount provided is to enable work to commence if the Architect-in-Chief can commence in time—and I am not sure he can—and the land has to be purchased. Once an item appears on these Estimates and work is commenced, there is a certain amount of latitude: some projects go forward faster than was intended, and some more slowly, and usually a project is not held up because of lack of

money but because the work cannot be proceeded with by the contractor. This undertaking will commence this year, and I hope there will be no hold-up because of lack of money.

Mr. RALSTON—For the adult education centres at Gawler and Mount Gambier, £73,000 is provided. The centre at Mount Gambier is taking shape, and only a portion requires completion. My query is similar to that of the member for Gawler (Mr. John Clark), and I am prepared to accept a similar reply from the Treasurer.

Mr. HARDING—A sum of £15,000 is provided for new courthouses at Naracoorte and Port Pirie. Can the Treasurer state whether single men's quarters will be erected at Naracoorte? For some months the sergeant in charge has been the only person residing on the premises after hours, so he has been on duty virtually 24 hours a day.

The Hon. Sir THOMAS PLAYFORD—I will obtain that information.

Mr. DUNSTAN—I note the omission from the line dealing with primary and infant schools of the provision for a new infant school at Kensington. In November, 1955, there was some discussion in the House about such a school. There was some trouble over the purchase of additional playing areas at Marryatville school, at which the infant and primary schools are on the same ground. The Minister informed the House that he intended to erect a new primary school at Kensington, but as a result of some contretemps at one stage he deleted this proposal from his list of works. However, when I made a personal explanation in this House he gave the impression that he would proceed with the scheme. I have not heard anything about it since, but I presented a petition from residents earlier this year and I am disappointed that there is no provision for an infant school at Kensington. A cyclone fence has been erected around the property, but it seems that that is all that has been done. The school at Marryatville has not sufficient playing area. Land for an infant school at Kensington has been owned by the department for some time, and I hope that the project will be placed on next year's Estimates, otherwise there will be much dissatisfaction in the district.

I am disappointed that there is no provision on the Estimates, under Children's Welfare and Public Relief Department, for a remand home. Magistrates in the Juvenile Court have time and again drawn the Government's attention to the necessity of providing such a home.

When a child comes before the Juvenile Court charged with an offence and the magistrate has to remand him, the only place he can send the child is, normally, Magill Reformatory. Boys who have not been convicted are sent there, but they are not segregated from others who are already fairly hardened offenders. This is a most unsatisfactory state of affairs, and sometimes the magistrates have remanded boys to the Rescue Home in Flinders Street.

I believe that our present legislation prevents the adequate use of what facilities are available at Magill Reformatory now, and I believe that additional facilities will have to be provided. When a boy is convicted the first time he is usually released on a bond. On his second conviction, unless it is for a particularly heinous offence, he usually gets another bond, though he is usually required to report to a probation officer during the term of his bond. There are not enough probation officers, so supervision is not always adequate. If the boy is convicted for a third time the court usually places him under the custody of the Children's Welfare Department, which then decides where he is to go. Normally, the department leaves him under the care of his parents and the supervision of a probation officer. Sometimes, if he runs away from home or does not do what the probation officer tells him, he is sent to Glandore.

If he is convicted for the fourth time he is usually sent to Magill as a place of last resort, but in many other States and countries boys are taken into some form of reformatory custody at an earlier stage. For instance, they may be taken into open reform institutions for certain periods. This is a stage at which they could be usefully sent to a place such as Struan, but there are insufficient institutions to cope with the different classes of offender. The only segregation at Magill is between boys of school-going age and those who are over that age. Those of school-going age have lessons and their recreation in different rooms, and sleep in different dormitories, but at all other times they are with the older boys. There is no effective segregation at all from the older boys.

One boy from Victoria wanted to go to Western Australia. He got as far as Ceduna, but he had a mishap there and ran out of money. He tried to cadge a ride to Western Australia but did not get it. He was picked up by the police for not having sufficient lawful means of support, and the local justices

sent him to Magill. That was the only institution to which they could send him. If the court sends him to Magill it must send him there until he is 18 years of age. One case before the court concerned a boy who had been stealing some pennies from milk cans. The court decided to commit him, and it had to commit him to Magill until he was 18, and he was considerably below that age.

Mr. Lawn—He cannot be committed for some shorter period?

Mr. DUNSTAN—No. He is committed to that institution, and the department can afterwards make arrangements about sending him out to some other place.

Mr. Lawn—A boy aged 14 would have to be committed to Magill until he was 18, yet the other day a man was given only 18 months for manslaughter!

Mr. DUNSTAN—Yes, that is correct. We are faced with difficulties under both the Maintenance Act and the Juvenile Courts Act in relation to these matters. Magistrates have not sufficient flexibility to determine the type of treatment boys should have. At the moment this is left too much in the hands of the Children's Welfare and Public Relief Board, and in this respect there are administrative difficulties. The Superintendent is in charge of the institution and he makes recommendations to the board. The other officers at Magill are not trained social workers: some teach in the machine and carpenters' shops. They are not engaged in reform work as such nor are they permitted to take part in the actual reforming of the boys. That is solely the responsibility of the superintendent.

In England, under the Reform scheme, before a boy is sent to an institution of any kind he is examined by a psychologist and by a vocational guidance officer, who examine his aptitude, background and the like and decide what type of treatment he should have. That is not done here. At present a boy is committed to Magill and after a period the Superintendent forms views on that lad and if he feels there is some special need for it—and this is rarely done—asks the Education Department psychologist to examine him. A complete and qualified assessment of the boy's background, character, aptitude and the type of training he needs is not carried out.

Boys like the lad who was sent from Ceduna are put in the reformatory unsegregated from the most hardened juvenile offenders. This boy, as a matter of fact, appealed to me. Contrary to the regulations he smuggled a letter out to me. I immediately communicated with the

department and ascertained that Miss Curtis had already found out about this boy and was most concerned, but it was weeks before he could be released.

I do not think adequate provision will be made by erecting a £400,000 luxurious gaol at Magill. That is not the type of institution we need, according to modern reform proposals. Before that is built and before greater use is made of Struan the whole situation should be examined, including our present legislation. Greater flexibility has to be given to magistrates and provision has to be made for a complete assessment of these boys before they enter institutions where they can be effectively segregated into the type of treatment they actually need along with others of their type. Until this is done we will have unbalanced expenditure of the nature the Treasurer has outlined, where only about 13 boys are accommodated at Struan.

Where these institutions are established we should provide qualified people. It has been alleged to me by people in the department that one boy from Magill was sent to Struan but was returned and when taken to the dairy at Magill did not know one end of the cow from the other. When asked, "How is this? You have been at Struan," he replied, "I was in the kitchen there." I cannot vouch for the accuracy of that but I was told of it by persons within the department. At Struan we should have qualified social workers, not merely people who are qualified in farm work. This applies to all reform institutions wherever established.

Will the Treasurer let me know what is being done about the remand centre and will he inform the House what provision is made in these Estimates for the proposed rebuilding scheme at the Royal Adelaide Hospital? I note that provisions are made for additions to the dental hospital, radio therapy building, chest clinic and post-operative wards in the McEwin Building, but will he advise what provision is made for the overall rebuilding scheme?

The Hon. Sir THOMAS PLAYFORD—I will get the information the honourable member requires regarding the schools in his district that are not included in the Estimates. For the information of members, I point out that the Education Department fixes the priorities for the schools that are to be built. As Treasurer I only have to provide the money and the Architect-in-Chief provides for the erection of the schools. I will also secure information for the honourable member concerning the remand centre.

In respect of the Royal Adelaide Hospital, there have been two problems associated with rebuilding. The first is to provide alternative accommodation while rebuilding takes place because it is obvious that large numbers of patients still require attention during rebuilding. We cannot pull the hospital down unless we have other accommodation. The second problem is to get agreement on the type of hospitals that should be erected and where and for what purpose they should be used. Whenever we seek information from experts there is a strange variety of opinion. It may interest honourable members to know that in some instances the Architect-in-Chief has had to draw as many as 10 plans before agreement has been reached. Sometimes we are embarrassed by wanting to get on with the work but we cannot because the authorities cannot agree what should be done.

When it comes to remodelling an old hospital we are confronted with special problems. The Government decided that in order to give some relief to the Royal Adelaide Hospital it should push on to the utmost limits with the Queen Elizabeth Hospital so as to provide additional accommodation in the metropolitan area. That hospital is practically completed, the furnishings are now going in, and it will soon be in full operation. It will give us additional teaching facilities and an appreciable number of new beds.

Work is now proceeding at the Royal Adelaide Hospital on the construction of two floors. The foundations are sufficient for, I think, a six-storey building, which it is planned to erect. This matter is now before the Public Works Committee, and when it is approved, it is hoped that work already commenced will be progressively continued, and that the floors will be occupied as completed. The Public Works Committee will be asked to report urgently on the second stage so that the work can go on. When this work is completed, a large amount of additional accommodation will be provided, and I am pleased to announce that we have complete agreement between the authorities on the proposals for remodelling the hospital. It is proposed to pull down a large number of the old buildings in the centre of the hospital and construct a new modern wing. The Hospital Board, University authorities and all the honoraries have been working on plans for a number of months. The work started when the Chief Secretary was abroad. An architect was made available and I have been assured that almost complete agreement has been

reached on an overall plan for complete remodelling. I believe the outlines of that plan are already available to the Public Works Committee, so I can assure the honourable member that substantial progress is being made on the two matters he mentioned. Firstly, we are getting some relief from the large expenditure at the Queen Elizabeth Hospital and that incurred in subsidizing community hospitals in the metropolitan area, and secondly, the programme for the Royal Adelaide Hospital has commenced. I will obtain information in reply to the other queries for the honourable member in due course.

Mr. FRED WALSH—I am pleased that Lockleys North and Fulham schools are included in the amount of £919,000 for new primary and infant schools, although neither project has come before the Public Works Committee. Almost ever since I have been a member of this Parliament I have been agitating for an additional school at Lockleys North because the existing primary and infant school is inadequate and, as it is on an area of only 2½ acres, it is very crowded. When Mr. Justice Abbott was Minister of Education he assured me that it was the intention of the department to build another school there, and that land at Rowell's Road had been obtained. I thought the school was to be situated there, but I have since learnt that that is not so. Thanks to the then Minister of Education, a certain amount of land was acquired from Kooyonga Golf Club for a playing area, and thanks to Sir Malcolm McIntosh, a fine cyclone fence was erected. However, the school is more congested than any other of its size in the metropolitan area, so the department should proceed with the new school as soon as possible. I do not know where it is proposed to erect the new school at Fulham, but perhaps the Minister of Education can advise me of this. I am particularly concerned about Lockleys North school, however, and I understand that land has been acquired in Malurus Avenue.

The Hon. Sir THOMAS PLAYFORD—I regret that I have not the information available, but I will obtain it for the honourable member in a few days.

Mr. HUTCHENS—I express my appreciation of the building of the new Croydon Park Primary School which, although just outside my district, will serve a number of people in it. I also express appreciation for the construction of the Girls' Technical School at Croydon. When Sir Shirley Jeffries was Minister of

Education, 13 acres of land was purchased for a proposed Boys' Technical School, and shortly afterwards a workshop and a number of small wooden classrooms were built. Additional buildings were constructed each year. In 1948 there was a line on the Estimates relating to this school, but the Public Works Committee found that the amount was not sufficient, so the matter was referred back to it. The committee then considered the school now proposed, and I feel that it did the best thing in the interests of the area and the State in rejecting the original plan so that the department submitted a changed plan. Since the new plan was approved, the Minister of Education has agreed that the building of workshops should commence as soon as possible. However, this area of land is being used for two schools, and the great number of rooms have used up a big portion of the space. In addition the school is being used for adult education. Industrial development in the area demands education of the type being given. The school council, having in mind the difficulties facing the department, has not pressed for the building of the boys school, but will the Government see that a start is made as soon as practicable?

The Hon. Sir THOMAS PLAYFORD—I will see that the matter is placed before the department.

Mr. LOVEDAY—I am disappointed that no provision is made for the building of a new infant school at Whyalla West. I understand that plans are being drawn by the Architect-in-Chief for an 8-classroom school, but I feel that before 12 months have elapsed the school accommodation position will have become acute. At present the Whyalla West school is full and it is expected that another 200 homes will be built in the next 12 months in Whyalla West. Taking an average of between one and two children to each home it is apparent that within 12 months an infant school of eight classrooms will be needed. Unless the school is built within the next year there will be a difficulty in accommodating the infant children. Has the Treasurer any information on the matter?

I am pleased that alterations and additions at the Whyalla technical high school are mentioned in these Loan Estimates. I understand the Public Works Committee has recommended the adoption of the original plan drawn by the Architect-in-Chief, but it has been strongly criticized by Whyalla residents. It is said that it will make the present building difficult to work, that there will be a building on stilts at the rear of the existing school, that the

two buildings will be separated by walk-ways, that part of the sports area will be taken, and that the whole school will be difficult to administer. I understand that an alternative area of land for the proposed alterations is required for future additions. If that is so it appears to me that the ultimate size of the school will be beyond what many people regard as the optimum. The school now has over 500 students and with the present and future improvements, it appears that the school will have to cater for over 1,000 pupils, whereas between 600 and 700 is regarded as the optimum for such a school. I was surprised that the committee had adopted a proposal which most people in Whyalla say is full of difficulties. What are the Treasurer's comments on this matter?

The Hon. Sir THOMAS PLAYFORD—All investigations by the committee take into account the views of local people and if the committee reports favourably on another proposal, despite local opinion on it, there must be a reason. Mr. Shannon tells me that the submissions in regard to the improvements at the Whyalla technical high school were fully considered by the committee, but the land involved in the alternative proposal was needed for a much more important educational purpose; consequently, the departmental claim for the land could not be denied. I will have inquiries made on the points raised by the honourable member. Regarding the Whyalla West infant school, we have similar problems in other areas. For instance, the population at Elizabeth grew in 2½ years from practically nil to nearly 10,000. The department always takes into account the number of houses being built in an area where a school is to be built. I will see that the honourable member's remarks are not overlooked by the department.

Mr. SHANNON—Mr. Loveday can rest assured that when the committee investigated the additions and alterations at the Whyalla technical high school it took into account the evidence given by the chairman of the school council. In fact, I was impressed by the views he expressed. The committee asked Mr. Bone, Superintendent of Technical Schools, for further information and he satisfied the committee that future planning at Whyalla by the department envisaged the establishment of an engineering school, because the need for engineers in the town would increase. After hearing Mr. Bone the committee thought that the engineering section would operate as a separate unit, that there would be a staff of expert teachers under the head of that section,

and that the school would be sited on land adjacent to the existing school. All this had advantages, in the opinion of the department. I concurred that it would be wise to retain the land for this purpose, though I think Mr. Bennett had other ideas. I think he would like to see the school established in another part of the town, but I am convinced that the officers of the Education Department have taken a long-term view. They realize that Whyalla will expand considerably and that many people there will require expert training. I believe the department's plans will meet the needs of the town, and that we came to the right decision on this matter.

Mr. STEPHENS—An amount of £210,000 has been provided for alterations and additions to various technical schools. Some time ago the Education Department decided to build a new girls technical school at Port Adelaide, but before it was erected the Architect-in-Chief decided that additional buildings should be erected on the existing site. Then another plan was drawn up for the school and it was referred to the Public Works Committee for report. The committee recommended that the school be built, and I ask whether £210,000 is for this work to be carried out?

The Hon. Sir THOMAS PLAYFORD—I will get that information for the honourable member.

Line passed.

Miscellaneous, £3,801,000.

Mr. FRANK WALSH—An amount of £210,000 is provided for the Tramways Trust for the restoration of roadways. I presume that this will provide for the restoration of roadways after tram tracks have been taken up. I believe that wear and tear on roads will be much greater after buses have replaced trams. For years now we have granted large sums to the Tramways Trust and the Highways Department, but we never ask them how they intend to spend the money. The Mitcham Corporation and the Gardens Suburb Commissioner are responsible for maintaining Goodwood Road for about one mile south of the intersection of Grange Road and Edwards Street. On almost every district road for which a corporation is responsible perhaps 20ft. in the centre would be properly metalled and surfaced. However, the strip about 6ft. wide from the kerb would probably be paved with only enough metal and bitumen to keep the weeds down, and could not be expected to carry heavy traffic, such as buses, which pull into the kerb to take up and set down passengers. As the Government has

approved of the change from trams to buses it must consider setting aside a sum to place the roads in a condition to carry the buses. I have heard mention of helicopters in another place—I believe in the Federal Parliament—but our position today is more serious than talk about helicopters. We expect the Tramways Trust to provide a service that will transport people to their destinations in the quickest possible time in the hope that it will be revenue-producing and will pay for itself. However, the important point now is that these buses are running on roads that were never constructed to carry them. That cannot be denied.

Many members present have had long experience in local government affairs and have at times pleaded with the Government or the Highways Department to get something done in this matter. I believe that the Highways Department has the best equipment and knowledge of road-making and that it could do a really good job in providing roads suitable for bus services. I am not speaking of any particular road now because, to me, this is a vital question. Every road carrying either Tramways Trust buses or any other buses should provide at least the best conditions for reducing wear and tear on the vehicles. This is an occasion when the Government should be approached in an attempt to ascertain what it has in mind for assisting councils to provide roads that will carry the buses and enable passengers to be picked up and set down as near as practicable to the kerb. I am asking the Treasurer whether he can offer any solution to the matters I have raised and whether this sum of £210,000 is only to be applied to the restoration of the roads after the tramway lines have been ripped up.

The Hon. Sir THOMAS PLAYFORD—The £210,000 is being provided to enable the Tramways Trust to pull up the lines and sleepers, remove overhead wires, and build a heavy duty centre road. From time to time criticism has been levelled against the Tramways Trust about the roads, but I have seen the work it has done in replacing them. In many instances the road made in replacement is much heavier and better than anything that has been there previously. The Tramways Trust in my opinion has fully carried out its obligations in that respect. Recently, in another State I noticed that trams had been disconnected and discontinued and all that had been done was that a bit of tar had been put over the actual rails. I am sure it did not stay there long.

The position is totally different. It is that for many years the metropolitan councils have had much of their road work done for them by the Tramways Trust, and paid for by the trust and tram passengers. That is a fact, because under the old Act the lines and 18in. on either side of the lines were an obligation on the Tramways Trust. Notwithstanding the fact that ordinary transport used the road much more than the trams used it, it was the sole obligation of the Tramways Trust and the tram passengers. That was unjust as far as the passengers were concerned. I would not favour a system of landing the tramway authorities with the obligation of maintaining the roads, which are used by everybody. The trust does, in point of fact, pay an amount equivalent as far as we can estimate, to what its registration fees would be under the Local Government Act. They pay, of course, fuel tax and everything else that others have to pay, but the amount paid by the trust is segregated and not spread over the costs of other roads. That amount is made available to the councils on whose roads those buses are operating. That is a fair proposition. I do not believe it proper that we should try to saddle the tram and bus user with the whole cost of maintaining roads used by everybody, as has been attempted on several occasions recently. The Tramways Trust today—I have had my own economists check this—pays the equivalent of a normal registration fee. It pays the same, as far as I can estimate, as the private bus operators using those roads. That money is segregated and applied to the roads used by the buses, which is very fair. The answer to the honourable member's question is that the £210,000 is to be used to take up the tram lines and replace them with a heavy duty road.

Mr. HUTCHENS (Hindmarsh)—I am interested to hear that reply to the honourable member for Edwardstown and I agree with the Premier to a large extent, but the point made by Mr. Frank Walsh—and the roads remade by the Tramways Trust do it credit—was that councils on many occasions used light materials on the edges of the roads now being used by the trust's buses. Those roads are rapidly deteriorating. A case in point is the Grange Road running through Hindmarsh to the Henley Beach section. The centre strip is never used by the trust's vehicles. They run on the outer edges of the road, which are rapidly deteriorating.

I join with the members for Edwardstown and Unley in an appeal for some reimbursement of the great cost imposed upon local

councils by the introduction of Tramways Trust buses.

Mr. FRANK WALSH—I maintain that the penny a mile tax, irrespective of the amount it returns to the councils, is not sufficient to provide for the construction of roads strong enough to bear the weight of these heavy buses. Once those roads are constructed, however, it should be the councils' responsibility to properly maintain them from that tax. I do not expect the trust to provide new roads in every council area, but the roads that carry these buses are important and it might be wise to spend less on our major highways and more on them. The Highways Department assists councils in many ways and I question whether it would not be possible for the department to undertake the necessary work on reconstructing the bus routes—even if it only built 10 miles of roads a year—from the highways fund.

The Hon. Sir THOMAS PLAYFORD—Frankly I do not follow the members for Hindmarsh and Edwardstown. One would think that the provision of buses in municipal areas was a disability. As a matter of hard fact the trust does not receive much co-operation from some councils concerning bus services in their areas, but if there were a curtailment of such services there would be a public outcry. This year the trust will spend £210,000 on roads in the metropolitan area in addition to what it normally spends on registrations. The trust will also spend almost £500,000 more than is collected from the general public in providing a transport service for the metropolitan area. In other words, the Government will be providing almost £800,000 for the transport of metropolitan passengers, which is not a bad contribution. As a matter of fact I have recently received deputations from country towns asking for similar assistance. At one time we frequently saw advertised on the hoardings the statement, "When you're on a good thing, stick to it," and I suggest members do that and not complain too much.

Mr. RALSTON—An amount is provided for the provision of 150 single-unit houses for rental under special country schemes, and I presume this relates to homes for aged people and others of limited means. In the metropolitan area cottage and villa flats are provided and I know the occupants are happy about the rents they have to pay for the accommodation provided. I feel sure that if single-unit houses are to be provided in Mount Gambier the residents will be grateful. Can the Treasurer

obtain from the Housing Trust the number that will be allotted to my electorate?

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

Mr. LAWN—The Treasurer has indicated that we are lending £300,000 to the Tramways Trust. He foreshadowed that later we would be making a grant of £500,000, making a total contribution of £800,000 to the trust this year. I do not want to appear critical, but I feel that Parliament is financing the trust from year to year. I asked a question earlier about the amount Parliament had voted and lent the trust since its inception. In view of the amount provided, Parliament expects the trust to provide a service to the community. The Treasurer rightly said this afternoon that, in addition to the contribution to road-making by the Tramways Trust and by private buses through its penny a mile and registration fees, and its use of fuel, the trust was providing an additional £210,000 towards the cost of road repairs following the removal of the lines. That is all very well. The Treasurer went on to say that the trust is not receiving the co-operation of the various councils.

I am not an authority on that, and because I do not know whether that statement is correct I am neither supporting the contention nor opposing it. However, I can say that the trust is not as co-operative as it might be with the councils and with this Parliament. We do not make the grants conditional upon the trust, within a certain period, running the tramways and bus services at a profit. Parliament is being as co-operative as it can in assisting as generously as is necessary, and we expect the trust in return to provide an adequate service to the people. The Adelaide City Council, which is one of the corporations within my electorate, has made many approaches to the Tramways Trust, including several in recent months, and it claims that the trust is most unco-operative. On the other hand, every request the Tramways Trust has made to the council has been complied with. Some years ago the trust asked the council to divide Whitmore Square and fence it off to permit trams to go through the square. Now that the trams have been removed the council desires to join the whole of the square together for the benefit of the people of the west end of the city. The trust asked the council to leave the square as it was and make a road-way where the trams used to run in order to provide for one-way traffic. The Adelaide city council did not want to do that; it wished to retain that land as a reserve for the people

of Adelaide, but for the time being it has acceded to the request of the trust. The council has agreed to every request of the trust for stopping places, but on the other hand the few requests the council has made to the trust have not been acceded to.

The members of the Adelaide city council are not members of the Australian Labor Party, by any means; it is well-known that most of them are members of the Liberal Party, so this is not a question of politics. In their approaches to the Tramways Trust, the members of the council are doing their best on behalf of the ratepayers and the other people in the city who are non-ratepayers, including pensioners in whom I am particularly interested. The council has asked the trust to provide for a city section fare. I am not sure what that fare is, but it would cover travel within the city. The pensioners from the west end of Adelaide must pay for two sections and must change buses to get to the Royal Adelaide Hospital. People living in the eastern part of my electorate have to travel three sections in some instances to get around to the Royal Adelaide Hospital. Imagine a pensioner on £4 7s. 6d. a week going to the hospital a couple of times a week, and in some cases more often! He has to pay a 6d. fare from the west end of the city, and in some cases for three sections in all to get to the hospital, unless he walks from the corner of King William Street and North Terrace.

Another suggestion by the Adelaide city council—and I have also made a similar request to the Government—concerns concessional fares for pensioners. I have requested the Government to make available to pensioners, both on the railways and tramways, either free travel or concessional fares similar to those provided for by the New South Wales Labor Government and the Victorian Liberal Government. That request has been refused in the past, but this year the Premier has promised that Cabinet will obtain further information from the Premier of Victoria and further consider the matter.

The Wayville West service has been curtailed and the Colonel Light Gardens tram service discontinued and replaced by buses. These buses, instead of continuing on the old tram route, now come up Goodwood Road to Sturt Street, and that is supposed to provide both for passengers on the old service to Colonel Light Gardens and on the old service to Wayville West. By the time buses from Colonel

Light Gardens get to the west end of the city at peak periods they are full, and when going out to Colonel Light Gardens they are full before they get to the west end of the city. By the time incoming buses get to the west end of the city they are full and pensioners find difficulty in boarding the buses when going to the Royal Adelaide Hospital.

The Adelaide city council put forward to the trust the simple request, which I fully endorse, for the Firle bus, which now goes no further than Victoria Square, to continue down Grote Street, Brown Street, Sturt Street and on to Wayville West. This would cater for the people in the west end of the city and also for the people in Unley, who find when they get to the Goodwood Road that they are in a similar position to the people in the west end—the buses, having come all the way from Colonel Light Gardens, are full.

Since the trust has discontinued the Colonel Light Gardens service down King William Street we find that many business premises in the southern part of King William Street have become vacant because business has fallen off. For instance, a professional man with premises at the corner of Gilles Street and King William Street had half a dozen clients a day coming from Colonel Light Gardens, but now that the buses go to Victoria Square these people prefer to come right into the city and be treated by others instead of walking back. I am not particularly concerned about this matter, as the business people at the southern end of King William Street have not approached me, but all these matters have been put before the trust without avail. Every request that the Municipal Association makes to the Tramways Trust is refused, and that association says that the trust is most unco-operative, which I feel is so. The Premier has said that the councils are unco-operative, but perhaps they are getting their backs up because of the trust's attitude. I do not oppose granting this money, because I know the job the trust has to do and that it makes a fair contribution towards road maintenance.

Mr. Shannon—It is fair to say that you are not opposing it but you have to support an argument for various concessions; for instance, in relation to fares.

Mr. LAWN—The City Council has said that having a 6d. section would result in more revenue.

Mr. Shannon—Obviously the trust does not agree. Who is right?

Mr. LAWN—The City Council wants to prove who is right.

Mr. Shannon—Once a concession is granted it can never be taken away.

Mr. LAWN—The honourable member is not living in the present. City sections operated in the past, but they have been lost. He said that lower fares would mean reduced revenue. but I think that a six months' trial should be given to see if that is right. When this Government is deposed next year a Labor Government will see that these things are put into operation. We will then be able to say that for many years we placed these proposals before the Playford dictatorship, but they were always rejected. We are proud to tell the people that we will implement these things in our first year in office.

The CHAIRMAN—Order! We are on the Estimates.

Mr. LAWN—I have no objection to this loan to the Tramways Trust, and I do not expect it to be repaid, but I expect the trust to provide a service in return.

Mr. Fred Walsh—We should have private buses.

Mr. LAWN—Whom do the trams and buses belong to?

Mr. Fred Walsh—The ratepayers.

Mr. LAWN—They did at one time, but one would need to be a qualified lawyer to know whether that is strictly so now. The assets would have to be realized upon, and apart from the claims of councils, the Government would have some claim. If the trams and buses were sold the proceeds would pay back only a fraction of what has been given to the trust by councils and Parliament. Councils cannot control the trust, nor can Parliament; we are given no say in its management. There should be a Minister of Transport instead of the trust, and a board under the control of the Minister, with a representative of the Tramways Employees Union, should operate in its stead.

I have never asked the trust to bear the burden of concessions to pensioners, because I think this should be the Government's responsibility, and the concession should be extended to all forms of transport. The pensioners will hold a meeting in the Botanic Park next Sunday afternoon and they have invited several Opposition members to address them. I notice from press reports that no Government member has been invited. In these Estimates we are providing for an expenditure of about £23,000,000 and under Budget proposals we will agree to the expenditure of about £60,000,000 yet we cannot find enough money to give free

transport to pensioners. The Government has told me that it will cost £30,000 to provide it. From time to time we hear Government members refer to the prosperity of the State and they give much credit to the Premier for it, but I think much of the credit should go to many of these aged persons for what they have done. What is £30,000 in relation to the millions of pounds being spent by the State?

New South Wales provides concession fares for pensioners, yet we are told that that State is on the verge of bankruptcy, that there is much unemployment and that its economic position cannot be compared with South Australia's. If that is so, why cannot this State provide concession fares? Victorian transport services are said to be in a woeful position, yet they give concession fares to pensioners. The Premier has said that in South Australia we produce more per head of population than any other State, that we have greater deposits in our Savings Bank and that there is less industrial strife here than elsewhere. If that is all true why cannot we do something for these aged people? If Bob Menzies made sure that we would have insufficient money in our Treasury to give free transport, we should at least be able to provide concession fares. We appointed a new Tramways Trust in the hope that it would make a profit, but I shall be pleased if it can work in harmony with the Government, the councils and the public generally by providing efficient transport services.

Mr. SHANNON—Apparently Mr. Lawn is happy to have the Tramways Trust incur greater losses each year and to have Parliament increase *ad lib* its annual grants. I point out that country people are assisting in no small degree towards finding these grants, because the money comes out of the pockets of taxpayers. Even people who do not use a bus or a tram once during a year contribute towards the grants. Mr. Lawn said the Government is parsimonious and will not provide concession fares for pensioners. I suggest that if these aged folk want the ear of the Government on this matter they invite several Government members to go to the Botanic Park meeting.

Mr. Davis—You can go.

Mr. SHANNON—I do not know that I have been invited. According to Mr. Lawn I am excluded, although I am sympathetic towards the needs of pensioners. Country members know that country people are assisting in keeping the transport services running in Adelaide. We think that this Tramways Trust is more able to look after affairs than the previous trust. We put on a good businessman and one

or two transport men in the hope that there would be an improvement. I think the new board has done a good job.

Mr. Fred Walsh—A poor job at Henley and Grange.

Mr. SHANNON—It is not possible to grant every concession that is sought, but the transition from trams to buses has been achieved in an orderly way and no-one has been seriously incommoded. We cannot give everyone a front-door service, so some people will have to walk a little farther than others to get to street transport. Country members are not complaining about grants to the Tramways Trust, but if the load becomes unduly heavy there will be complaints from country people, who have to help meet these continual grants to Adelaide's street transport services.

Mr. LAUCKE—An amount of £583,000 is provided for rural extensions by the Electricity Trust. In each of the last two years 4,000 country people have been connected to the trust's mains, which is a most meritorious achievement by the trust, but some applications for connections have been deferred through lack of capital. I hope that, if the £583,000 is insufficient to meet the costs of works sought, further money will be made available from some other source to assist in rural extensions.

Mr. LAWN—Mr. Shannon said that country people might object if the burden of tramway grants became too great, but the Auditor-General has drawn attention to the huge losses we are incurring in country irrigation schemes. I point out that metropolitan taxpayers have to carry part of that burden. The honourable member should remember that most of the losses made by the railways are incurred in carrying goods produced in the country, but city people are prepared to meet those losses. I am not raising the question of city *versus* country, for we should keep away from that. City people are not complaining about grants to the Electricity Trust for country extensions.

Mr. HAMBOUR—We know the State has to keep the tramways going, and I resent remarks that country people will not assist the tramways. One man in the country is paying £66 a year for an electricity supply, though he is only a mile from the mains. He is paying double the tariff charged in the metropolitan area. He pays that amount willingly, but I do not accept the trust's scheme so willingly. I endorse what Mr. Laucke said about making more money available to the trust for rural extensions. I have 900 people in my district

who have no connection with the trust's mains, but I hope that within a few years all of them will get a supply and that the anomalous annual charge made against country consumers will be eliminated. We should all remember that we are citizens of this State and try to bear each other's burdens.

Mr. O'HALLORAN—An amount of £150,000 has been provided for a meat hall at the Metropolitan and Export Abattoirs. Will the Treasurer explain what type of hall it will be? Is it to be a storage centre for meat pending delivery to butchers, or a cool centre for lengthy storage, or is it intended to adopt the practice of having a dead meat market at the abattoirs?

The Hon. Sir THOMAS PLAYFORD—It is not intended to have a dead meat market, but there will be a general re-organization of the abattoirs for more effective working. The board submitted a comprehensive report to the Government on this matter, and I will let the honourable member have it.

Mr. FRANK WALSH—Prior to the dinner adjournment I tried to get information from the Treasurer about the restoration of roads by the Tramways Trust. I realize that the trust has done a reasonably good job in this matter, but many of the roads being used by buses were not constructed for that purpose. I ask the Treasurer: would it be possible to get a further grant from the Highways Fund to make a suitable base for these buses to run on with a view to strengthening the roads so that it would be practicable to run a reasonable bus service on them without the additional cost of maintenance? I am suggesting some consideration for councils. In return, the Tramways Trust must derive some benefit. I do not expect it to be put in the impossible position of having to provide a centre roadway after the lines have been removed and then make available further money for making the road capable of carrying buses, but most roads were not constructed to carry the weight of buses on continuous runs. Is there any hope of money from the Highways Fund to enable councils to see that this improvement is carried out?

The Hon. Sir THOMAS PLAYFORD—The Highways Fund is already providing a great deal of assistance in the metropolitan area to councils to assist them in this problem. The fund, of course, like every other fund, has its limitations. If we spend more money on bus routes in the metropolitan area, there will be less available for other places. The Highways Fund has definite limits. It is subject not to Government control but to the amount paid by

the Commonwealth and the amounts received from registration of motor vehicles. It is fully committed and, if more money is taken for patching up roads used by buses, less money is available for other highways. The assistance given to metropolitan councils has been reasonable, as in the main they would agree. Considering the short period of the changeover from trams to buses a remarkable job is being done. Furthermore, the public generally will get a much better service as the result of the work done. By and large, the highways money is being very fairly distributed. I have examined this closely and tried to ensure that every part of the State gets a fair deal. In the main they do but, if I were to express a view, I would say, for instance, that there are roads in Mr. Corcoran's district infinitely worse than any road within 50 miles of the metropolitan area.

Mr. O'Halloran—Look at some in my electorate!

The Hon. Sir THOMAS PLAYFORD—So the concentrating of all expenditure inside the metropolitan area would not be justified. The Highways Commissioner has given material assistance, the Government, through the fund, has been rendering great assistance, and the Highways Fund will be used from time to time reasonably to give further assistance.

Mr. STEPHENS—As to the amount of £210,000 for the restoration of roadways by the Tramways Trust, we should go a little further than just passing this amount. Government money, which is the taxpayers' money, should be used to the best advantage. I do not think it always is in road-making. Too much South Australian money is sent overseas to purchase bitumen when better materials are available in South Australia. For instance, in 1939 a cement road was built in my district and another in Semaphore, and both are today almost as good as when put down despite much heavy traffic. There have been no repair bills, except when they have been opened up for waterworks or something of that sort.

I have asked this question several times in the House and have never yet received a satisfactory reply: why is it that we do not patronize our own industries? A few years ago I remember seeing slogans "Patronize your own State," "Buy Goods made in South Australia," etc., yet one of our big emporiums had a toy Union Jack made in Japan amongst goods advertised "Made in South Australia." We are not loyal to our own State. We talk about saving dollars. Here we are sending all

these pounds out of South Australia whereas we should be using our own cement. We have all the materials to make it but are not using them. Will the Premier go into this matter with the Highways Department? The member for Semaphore knows as well as I do that cement roads stand up to wear and tear. We should be encouraged to have more roads built of cement instead of importing material.

The Hon. Sir THOMAS PLAYFORD—This matter has been examined on a number of occasions. I agree with the honourable member that cement roads do stand up well to traffic. In many countries where there is heavy traffic they have been used and have given good service, but on figures that I have been able to secure it appears that they cost three times as much as bitumen roads. With the thousands of miles of roads required in this State the honourable member will realize that at present we could not afford to curtail mileage merely for the sake of using local materials.

Mr. LOVEDAY—In connection with fishing havens an amount of £28,000 is provided for "smaller works as approved." Can the Treasurer say what approval is required for such work and is it confined to boat havens for professional fishermen? What investigations are conducted into matters of this nature?

The Hon. Sir THOMAS PLAYFORD—The approval required is that of the Minister of Agriculture, who administers this department, and it is given on the recommendation of the Chief Inspector of Fisheries. It is for professional fishermen and is designed to give practical assistance by way of providing landing places, slipways and boat havens. The Government is anxious to encourage the fishing industry. I believe South Australian waters have a great potential and a recent experience tends to prove that. For many years practically no facilities existed to assist professional fishermen and this amount is being made available for that purpose. Previous expenditure has been comparatively small but I hope that in future we shall be able to make more substantial amounts available.

Mr. JENKINS—In respect of the Metropolitan and Export Abattoirs Board an amount of £25,000 is provided for alterations and additions, equipment, etc. Does that indicate that better slaughtering facilities will be provided during the glut season?

The Hon. Sir THOMAS PLAYFORD—The Leader of the Opposition asked a question about this line. The expenditure relates to the re-organization of the abattoirs. I will see

that the honourable member gets a report in connection with it.

Line passed.

Grand total, £26,722,000, 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—I move—

That this Bill be now read a second time.

It appropriates the moneys required for the works and purposes provided for by the Loan Estimates which the House has considered. Clause 3 defines the Loan Fund. Clause 4 provides for borrowing by the Treasurer of £23,672,000. Clause 5 provides for the expenditure of £26,722,000 on the undertakings set out in the schedule to the Bill. Clause 6 makes provision for borrowing and payment of an amount to cover any discounts, charges and expenses incurred in connection with borrowing for the purposes of this Bill.

Clause 7 authorizes the Treasurer to raise £628,065 for the purpose of funding the balance of deficits remaining for the years 1955 (£40,209), and 1956 (£587,856). These deficits remain as a charge to the State Revenue Account after the grants recommended by the Grants Commission have been brought to account. The amounts in question were financed pursuant to the appropriate Appropriation Acts from public moneys which will now be replaced on the amounts being charged to the Loan Fund.

Members will recall that these two items were the subject of controversy with the Grants Commission for some time. One item concerned the Morgan-Whyalla water supply, under the original agreement for which one provision stipulated that there would be no claim upon the Commonwealth in connection with any losses that might be incurred. The Grants Commission held that under those circumstances this amount could not be allowed. I believe that that £40,000 odd represented the

loss originally incurred on that project. The other amount of nearly £600,000, which is more serious, is the amount which, members will recall, the Government recommended to Parliament and Parliament made available to the Road Fund for road work. This was disallowed by the Commonwealth as a correction to our Budget, and it was subtracted from our Budget as an item that could not be considered. That was rather serious for the State, but it was an amount usefully spent, although it shows as a deficit on our accounts. It was voted right at the end of the financial year after a similar amount had been voted for flood relief work.

Mr. O'Halloran—It was a convenient means of disposing of the surplus, but it did not work.

The Hon. Sir THOMAS PLAYFORD—The Leader makes that sort of statement, but I do not. Clause 8 makes provision for temporary finance if the moneys in the Loan Fund are insufficient for the purposes of this Bill. Clause 9 authorizes the borrowing of £9,000,000 for the purpose of carrying on loan works at the commencement of next financial year and until the Public Purposes Loan Bill for 1959 is considered by the House. Clause 10 deals with the duration of certain clauses to the Bill. Clause 11 directs that all money received by the State under the Commonwealth Aid Roads Act shall be credited to a special account to be paid out as required for the purposes of the Commonwealth Aid Roads Act. Clause 12 provides for this Bill to operate as from July 1, 1958. Members will see that this is a normal Loan Bill and I commend it for their consideration.

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

MARINE STORES ACT AMENDMENT BILL.

Received from the Legislative Council and read a first time.

SECOND-HAND DEALERS ACT AMENDMENT BILL.

Received from the Legislative Council and read a first time.

METROPOLITAN AND EXPORT ABATTOIRS ACT AMENDMENT BILL.

The Hon. D. N. BROOKMAN (Minister of Agriculture), having obtained leave, introduced a Bill for an Act to amend the Metropolitan and Export Abattoirs Act, 1936-57. Read a first time.

COUNTRY HOUSING BILL.

Adjourned debate on second reading.

(Continued from August 26. Page 521.)

Mr. O'HALLORAN (Leader of the Opposition)—This is a simple Bill that gives effect to a purpose with which I think all members agree, therefore it should commend itself to the House. It authorizes the Treasurer to make a grant of £368,019 to the South Australian Housing Trust for the purpose of erecting homes in country centres for people on low incomes and it represents the disposal of the South Australian share of the grant of £5,000,000 made available to the States by the Commonwealth early this calendar year, although it happened to be last financial year. The State now has to dispose of this money in the best and most practicable way. In his second reading speech the Premier said:—

It will provide in the near future about 150 good and comfortable houses in country towns which will be let to people such as pensioners, widows with children, and others who cannot afford to pay full economic rents.

He went on to say that the houses are to be let at a rent not exceeding one-sixth of the family income of the tenant as determined by the trust, with a minimum of £1 a week. The Bill provides that the minimum may be altered by regulation, but the Premier has said that the Government does not contemplate making any alteration to the minimum rent. He did not take the House into his confidence on one point, however, and that is in relation to the cost of construction.

The Hon. Sir Thomas Playford—It will be approximately £2,450 for each house.

Mr. O'HALLORAN—The Premier did not tell us that in his second reading speech, because I have checked both the explanation of the draftsman and the *Hansard* report.

The Hon. Sir Thomas Playford—The Leader will appreciate that in different tenures there would be different prices, but that would be the approximate figure.

Mr. O'HALLORAN—I accept that statement; I only wanted to know so as to put it on record.

The Hon. Sir Thomas Playford—With the land, the price will probably be £2,500.

Mr. O'HALLORAN—It will depend, of course, on the value of the land. Naturally, the value of the land will vary from town to town and from place to place. I had the opportunity to look over a house at Peterborough that was well advanced, and I would say that it represents a good type of house for people on low incomes—much better than the

type of slum dwelling these people are forced to live in because they cannot afford higher rentals. As these homes will provide a better type of shelter, the type to which people are entitled, I do not think society should allow these people to be penalized in relation to housing, by age in the case of pensioners and by ill fortune in the case of widows with children. Bad living conditions, particularly for women with young children, can have a lifelong impact on their lives.

As pointed out by the Premier, the Housing Trust has very magnanimously agreed to meet the cost of administration of this fund at no cost to the fund, which will enable fairly large amounts derived from rents from year to year to be made available for the erection of further homes, so we will have a rotating fund that in years to come will prove of considerable benefit to the worthy sections of the community for whom these homes are intended. I therefore support the second reading.

Mr. SHANNON (Onkaparinga)—This Bill is certainly a simple measure, but it will have far-reaching effects for country people. In most country areas, especially those long settled, some people with practically no income are living in poor types of houses. I have been in some where the water has come through from both the roof and the floor and been a considerable nuisance. All country people are happy about this housing proposal and although it will not meet all the needs it will be a start, and the farther the scheme goes the greater will be the benefits. The time can conceivably come, perhaps in 20 or 30 years, when the fund will have served its purpose and the money can then be diverted in another useful direction. People in my district thank the Premier for allocating the money for the building of houses in the country. From their meagre income they could not pay the normal rent for a Housing Trust home. They will not be denied a home under this Bill, which I support.

Mr. BYWATERS (Murray)—I support the Bill and congratulate the Premier on spending this special Commonwealth grant on the building of homes for people with limited means. There is a need in the country for them. We have heard a lot about the need to help pensioners with limited means, and there are people who reach the retiring age without having sufficient money to buy a home and have to move to another district in order to get a house with a cheaper rent. It is pleasing to know that people who will retire

at Murray Bridge will be able to get a house under this scheme. I have seen the houses being constructed and I understand that at Murray Bridge it will not be long before an allocation is made. At present the demand far exceeds the number being built but, as Mr. Shannon said, as the money goes back into the pool more houses can be built. There will always be a demand for houses of this description from people with limited means. Last week two widows approached me about houses. They had lost their husbands in unusual circumstances and had been left with young families. The husbands worked in the railways and departmental houses were occupied, but naturally the widows will have to vacate them. I hope they will be able to get homes under this Bill. In the past the trust has provided houses in the metropolitan area especially for pensioners, and to some extent the need has been met, but the Premier pointed out that this is the first time houses are being built in the country. The people who will get them will be pleased. A fine type of house is being erected and it is well worth £2,450. I think it is a type of house in which any member of this place would be happy to live. People with limited means will be able to live in country areas where they have been brought up and not have to move to another district on retiring and have to make new friends. Worthy people wanting houses in the country will be grateful for the opportunity to get them under this Bill.

Mr. HAMBOUR (Light)—This Bill gives me more pleasure than any other Bill introduced since I have been here and I thank the Treasurer for it. I hope the fund will continue to grow. I do not care from where the money comes, so long as interest-free money can be made available for this scheme. In my district there is a town that has a greater ratio of pensioners than any other town in the State. It is well over 100 years old and members can imagine the condition of the homes. Houses built under this Bill will be a boon to the people who get them. I have seen some of the houses being constructed and the people who get them will be pleased. I also express my gratitude to the officers of the Housing Trust, who have played a great part in the scheme. To keep costs down they have given their services free so that many people of limited means will be able to live in comfortable homes at a low rent. The fact that there will be no amortization will be a great help. It does not matter what items in the Budget have to be pruned I hope the

Government will find more interest-free money to continue this scheme.

The basic cost of these houses may be about £2,450, and I should like to know whether the trust could build similar houses for purchase. Many young people desiring to get married would find these house quite suitable for the early years of their married life. If they had several children they could build sleepouts or make extensions to the home, and I should like the Treasurer to ascertain from the Housing Trust what the sale price of such houses would be. They are of four rooms of solid construction with cavity walls, and have nearly all conveniences. If they were available at about £2,700 many young people would buy them. This is a good Bill, and I have much pleasure in supporting it, and I express my gratitude to those responsible for the scheme.

Mr. DAVIS (Port Pirie)—I support the Bill and express my appreciation for what the officers of the Housing Trust have done. I am glad that the Government has not forgotten the people in the country. In the past most houses have been built in the metropolitan area, but the Government has at last realized that there are old and poor people in the country. I have many old age pensioners in my district, and they find it hard to pay normal rents. Even those on the basic wage find it hard to meet the usual Housing Trust rents, and I am glad to know that the rental proposed under this scheme will be about one pound a week, which is within the means of most people.

If a man on the basic wage has a family he will feel more secure if he can get a house under this scheme. We on this side of the House have always argued that the rent of a home should be not more than one-sixth of a man's wages, and the scheme under this Bill is in accord with that principle. Many working people cannot afford a decent home. In many country towns, such as Port Pirie, many people are living in homes that should have been condemned years ago, but owing to the shortage of houses councils have not been able to do that. I congratulate the Housing Trust on the part it is playing in this scheme and the Government on bringing down this Bill.

Mr. KING (Chaffey)—I support the Bill and congratulate those who have inaugurated this scheme. This Bill represents one of the most practical ways in which the problems of old people, particularly pensioners and others in indigent circumstances, can be solved. I

have seen some of these houses in my electorate, and I assure the House that tenants are envied by others who have not been fortunate enough to get them. I assure the Treasurer that some people in my district hope that the scheme will be enlarged so that more houses will be available for those in urgent need of them. I believe this scheme will do much more to house needy people than could be accomplished by a monetary grant, for it amounts to practically the same as giving them the freehold of a property. They will feel that they have a home from which they cannot be evicted provided they abide by the terms and conditions under which it is allotted to them. The architects of the Housing Trust have done their best to provide an excellent home with the limited money they have been allotted. Construction and administration costs have been cut to the bone, and I do not think it would be possible to have a grand housing scheme on the same basis. The scheme under this Bill has only been possible because of generosity of those responsible for it. I understand that even the contractors have contributed much to ensure the low cost of these houses, and we should take off our hats to all those who have contributed in any way. I hope that further funds will be made available for this scheme, and the income from rents and the fact that there will be no administration charges will enable the scheme to be expanded. We have to realize that the problems of the aged will increase because we are an ageing population.

Mr. STOTT (Ridley)—We should commend those responsible for this scheme. Some members have referred to the need for more houses at larger country towns, such as Murray Bridge, Pt. Pirie, Kapunda, Renmark and Berri, but there are other smaller towns that need houses. I do not say that the Housing Trust overlooks these places, but it seems to prefer building in larger towns where it can erect a group of houses. I have Karoonda in my district, and in such smaller towns the local garage man may have more work than he can handle himself so he has to get a motor mechanic to do some of it for him. The local farmer wants his tractor and utility repaired. Consequently, he has to employ either a young apprentice or a young married man to undertake the task of motor mechanic. There is a case on record there where the local garage proprietor was fortunate in getting the services of a very good mechanic. He applied to the State Bank for a loan under the State Bank provisions but had not sufficient deposits with

the bank to go ahead with the building project. I made representations about getting a rental home but the Housing Trust said it was unable in the near future to go into the question of building a rental home in that town. Consequently, the young mechanic with his wife and family coming along could not wait any longer; he had to house his family somewhere and came to the city, and the local garage now has no mechanic. Tractors are piling up awaiting repair, which affects the business of the garage and the welfare of the local people.

This Bill receives my support, for it meets that type of case. I hope that, notwithstanding the plea of large country towns, the Housing Trust will, under this provision of the Bill, consider the requirements of the smaller towns. The trust, too, should be commended because people in the evening of their lives will have security and contentment with a rental home for which they will pay a minimum of probably £1 a week. Many people on meagre incomes are unable to find a house when they reach retiring age. Where they are unable to live with relatives and the family is increasing, this Bill opens the door for them to get homes and live out their lives in contentment and happiness. Too often the lives of some of these unfortunate people on low incomes end all too quickly through the worry, frustration and anxiety of not knowing where they are to live, some being forced to live with relatives in the midst of frequent domestic quarrels. If under this Bill they can have a home of their own for a small rental, it will fill a long-felt need and receive the approbation of many thousands of country people. I commend the architects behind the Bill, particularly those making big contributions towards the designing of these homes. It is a great step in the right direction.

I hope that the Housing Trust will consider small towns as well as large towns where they can provide four or five homes, as at Murray Bridge, Kapunda or Port Pirie. They should consider towns where only one or two homes of this character are required—as, for instance, at Karoonda—for elderly people who desire to live near their sons, friends and relatives.

Mr. RALSTON (Mount Gambier)—I rise to express my appreciation to those responsible, particularly the Treasurer, for making this money available for the building of homes for people who so far, particularly in the country areas, have, unfortunately, been neglected. In my area Government departments

have provided homes for people in their employment. When they reach retiring age they are faced with the problem of either buying a home with not a great deal of time in which to pay for it, or renting one on a very limited income. The Housing Trust so far has done everything possible to provide homes for them but the need is great. In the circumstances, the Housing Trust has tried to overcome this difficulty in my area by making available a four-roomed rental home, originally built for young people with small families. In these circumstances the younger people have been the sufferers and the provision of the type of home now proposed will solve the problems of the aged, as well as make homes available for younger people. I express appreciation to the officers of the trust who have given much time and thought not only to getting these homes built but to making them comfortable, and seeing that the people paying rent pay a reasonable share of the cost of the building.

Mr. LAUCKE (Barossa)—This is quite the happiest and the best conceived piece of legislation ever to come before this House, certainly in my brief experience and I have no doubt, for many years past, because it ushers in a new approach to a vitally important need. I commend the gentlemen who were responsible for the thought in the first place of allocating this £368,000 for that purpose. I also commend the trust for its acceptance of the responsibility of taking care of the homes. That the homes now being erected in the country can be built for £2,500 indicates a keen endeavour on the part of the builders to supply at that figure. The whole scheme merits the heartiest support of every member. I have pleasure in supporting this measure.

Mr. JENNINGS (Enfield)—I am not a country member but as a statesman I am naturally interested in this legislation. I sincerely believe that this £368,000, which has rather unexpectedly, perhaps, been provided, could not possibly have been put to better use. It is gratifying to know that the most deserving section of the community, the aged and those afflicted with the misfortunes of widowhood and other things, are having this money provided to accommodate them and their families, and that they will be accommodated in their own districts, where they have lived through the years with their families, friends and interests. There has so far been almost complete unanimity on the part of those who have spoken, and that is probably unique in this House. I do not want anyone to think I am

being a wet blanket, for I echo every sentiment expressed, but I ask members to keep this in proper perspective. Only 150 homes can be built from the money provided. I admit it will have a cumulative effect and that the position will improve as time passes. I commend that feature of this legislation. However, I witnessed the heartbreak attendant on a prior announcement of the Housing Trust that homes were to be built for pensioners. Every pensioner thought that he had merely to apply for a house to secure one. I hope the people eligible for these homes in country areas will not think, as a consequence of the publicity given to this legislation, that it is simply a matter of their applying to get homes.

Mr. Bywaters—If they haven't an application in at present they haven't much hope.

Mr. JENNINGS—I would go so far as to suggest that there are more applications in now than there will be homes available. I only hope the announcements made as a result of this debate do not have the effect of inclining many worthy people to have false hopes that are subsequently shattered.

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

ADJOURNMENT.

At 9.25 p.m. the House adjourned until Wednesday, September 3, at 2 p.m.