

HOUSE OF ASSEMBLY.

Wednesday, August 12, 1959.

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

ADDRESS IN REPLY.

The SPEAKER—I have to inform the House that His Excellency the Governor will be pleased to receive members for the presentation of the Address in Reply at 2.10 p.m. today.

At 2.03 p.m. the Speaker and members proceeded to Government House. They returned at 2.17 p.m.

The SPEAKER—I have to inform the House that, accompanied by members, I attended at Government House and presented to His Excellency the Address in Reply which was adopted in this House yesterday, to which address His Excellency was pleased to make the following reply:—

I thank you for your Address in Reply to the Speech with which I opened the first session of the Thirty-sixth Parliament.

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

QUESTIONS.**TRANSPORT CONTROL BOARD LEVY.**

Mr. O'HALLORAN—Recently I asked a question regarding a Transport Control Board levy on passengers carried by tourists buses, particularly in the Flinders Ranges area, and in his reply the Premier indicated that such a levy was imposed. As some charges levied on passengers relate to accommodation during the trip and some to transport, can the Premier say whether the levy is imposed on the whole amount paid to the bus transport organization or whether it applies only to that portion relating to the transport?

The Hon. Sir THOMAS PLAYFORD—I imagine it only applies to that portion relating to transport. However, I will check that for the Leader and advise him tomorrow.

CHURCHILL ROAD.

Mr. CUMBE—Some time ago I asked a question regarding the reconstruction of Churchill Road, particularly where it passes through Ovingham, Prospect and Islington. Will the Minister of Works ascertain from his colleague, the Minister of Roads, the estimated starting date and the estimated cost of the project?

The Hon. G. G. PEARSON—Yes, I will do that.

SALES TAX ON BUS CONSTRUCTION.

Mr. FRANK WALSH—Has the Treasurer received a reply from the Federal Treasurer to my question about a reduction in sales tax on the construction of buses licensed by the Municipal Tramways Trust for the carriage of passengers, and, if not, will he take the matter up again now that the Budget has been presented?

The Hon. Sir THOMAS PLAYFORD—I have not yet received a reply but will follow the question up and advise the honourable member.

WATERVALE WATER SUPPLY.

Mr. HAMBOUR—Has the Minister of Works obtained a report on progress made in connection with a water survey for Watervale?

The Hon. G. G. PEARSON—The Director of Mines has furnished a report wherein the geologist recommended two alternative sites for the sinking of a bore. Estimates of the cost of these bores have just been completed and a scheme to supply the township from either of the bore sites will now be prepared by the Engineer in Chief.

FIRES IN EMERGENCY HOMES.

Mr. LAWN—My question relates to the fire in an emergency home at Mansfield Park two nights ago. In yesterday's *News*, on the front page, appeared a statement by a qualified electrician that he had recently inspected all the wiring in similar houses in that area and found it faulty. On page 29 of the *News* appeared statements by two persons who assisted in rescuing some of the children and I refer particularly to a statement made by a next-door neighbour, Mr. McInerney, who said, "The wiring in all the temporary homes is appalling." He also said, "I go through about three globes a month and if I go out I pull out every plug in the place." In view of the suspicion in the mind of the public about the wiring of these homes, will the Premier assure the House that, when the coronial inquiry is held, the electrician and Mr. McInerney will be called to give evidence, and will the Government appoint another qualified electrician to examine the wiring of these homes and to give evidence at the inquiry?

The Hon. Sir THOMAS PLAYFORD—I saw the statements referred to and I asked the Chairman of the Electricity Trust whether he could give me any information upon them.

He has forwarded me a report and, as this matter has been raised publicly before the coronial inquiry is held, I will give the information, although strictly speaking I believe these matters would be best sifted by the coroner rather than becoming the subject of what could be all manner of prejudicial statements before the coroner actually examines them. I think the honourable member is only trying to get the facts of the case and the following report will undoubtedly go to the coroner in due course:—

An engineer of the trust has examined the remains of the electrical installation in the abovementioned house. There were no signs of overheating due to overload or loose connections. The wiring behind the consumer's switchboard was in good condition. The fuses on the consumer's switchboard appeared to have operated correctly and remains of the fuse wire in the fuses show that the wire used was of reasonable size for the type of installation. The trust's service fuse box was destroyed in the fire, but the remaining brass contacts are in good condition and show no signs of overheating. The insulation on the trust's service wire from the pole to the house is in perfect condition apart from that section nearest the house which was destroyed in the fire. A temporary flexible wire with two connectors had been run from a power plug in the kitchen near a wood stove through one bedroom into the end bedroom to connect with a radiogram. Three plugs had been mounted on a standard wooden block wired by means of a piece of flexible wire to a plug top and plugged into the original power plug installed when the house was built. An extension had also been made from a switchboard in the laundry to a power plug for a washing machine situated in that room and the extension continued to provide a light over the back yard. An extension flex had also been connected in a junction box on this run to provide power supply in the back yard. None of this temporary wiring had been referred to the trust for the necessary inspection and testing, and we understand from the South Australian Housing Trust that approval had not been obtained for these extensions. It has been reported to the Electricity Trust of South Australia that about two months ago a contractor for electrical maintenance work for the South Australian Housing Trust replaced the pendants, *i.e.*, the flexible wire between the ceiling rose attached to the ceiling and the lampholders, in the five rooms of this house. In carrying out this work he tightened up all the terminals.

As members can see, the report indicates that extensions have been made to the Housing Trust's official wiring, but it does not disclose that the fire was caused by any electrical fault, even in the temporary wiring, because the terminal points showed no signs of overheating and the normal fuse wire, which was

of normal size, had not been blown out. Unauthorized extensions had been made and it would appear to me as an outsider, and I think the report purported to show, that the fire was not caused by electricity.

CAPE TULIP WEED.

Mr. JENKINS—Yesterday I asked the Minister of Agriculture a question about the spread of Cape Tulip in the Port Elliot district, and he gave me an answer regarding a question I had previously asked about the failure of clover pasture in the district. Has he now an answer to the question I asked yesterday?

The Hon. D. N. BROOKMAN—Yes, I thought the honourable member was referring to Cape Weed and as the reply I had referred to that I read it to him. I now understand that his question related to Cape Tulip. I will see whether the Weeds Advisory Committee has the report referred to and let the honourable member have it. I shall also ask whether there is any possibility of eradicating the weed which is one of the most difficult weeds to eradicate and one of the most dangerous in the State for stock. In some areas the only realistic method of dealing with it is to control it, while in others it can be eradicated, but that depends partly on the type of country and partly on the use to which the land is put. I will get a full technical statement on up-to-date methods of dealing with Cape Tulip in addition to the other information the honourable member wants.

SIRENS ON AMBULANCES.

Mr. HUTCHENS—I and many other people are concerned that ambulance drivers seem to use their sirens unnecessarily. Ambulances often scream along the Port Road—and I speak with some authority because I live on the Port Road—in the early hours of the morning and during the late hours of the night when there seems to be no traffic for miles. Apart from the fact that this is extremely nerve-racking I find that motorists in increasing numbers are ignoring the screeching of the sirens. Will the Premier consider the advisability of having a clause written into the Road Traffic Act, which I understand is now being re-drafted, to make it an offence to use a siren other than when it is absolutely necessary?

The Hon. Sir THOMAS PLAYFORD—I shall have the matter examined.

FISHING IN SPENCER GULF.

Mr. HALL—I have been approached by certain residents who have stated that the waters of Port Wakefield which used to be an angler's paradise are now becoming a barren sheet of water. This state of affairs is attributed to certain malpractices such as the use of nets and wings enclosing up to 100 acres at high tide. My informants also referred to the use of gelignite for stunning fish in nearby creeks. It is said that the last official visit by a fisheries inspector took place before the last war. Will the Minister have the position examined with a view to having the Fisheries Act enforced in this area so that fish numbers may be built up to a level where they will provide a satisfactory income for fishermen and also induce tourists to the area?

The Hon. D. N. BROOKMAN—In general, fisheries inspectors do not make official visits, but they do move around the State. It is rather too easy to assume that shortage of fish is due to one cause or another. Unfortunately, our knowledge of the effect on fisheries of netting and other practices is not good enough to be able to say with certainty what is the cause of a sudden depletion in fish stocks. I will take the whole question up and let the honourable member have further information later.

RIGHT-OF-WAYS AT WHYALLA.

Mr. LOVEDAY—At a recent conference with the Director of Lands and other departmental authorities concerned, the chairman of the Whyalla Town Commission put forward the commission's view that right-of-ways should be provided in the plans for the new areas in Whyalla's expansion. One reason advanced was that the Postmaster-General's departmental lines and other service lines could be placed in these right-of-ways. The commission was informed that the Postmaster-General's Department would not in any case place its lines in the right-of-ways, and the suggestion was not accepted. As the Town Commission has now been informed that the Postmaster-General's Department wishes to place its lines in these right-of-ways, will the Minister of Lands see that this matter is given further consideration?

The Hon. C. S. HINCKS—Yes.

OVERHEAD POWER CABLES AT ELIZABETH.

Mr. LAUCKE—One of the features of the town of Elizabeth that adds to its attractiveness and enables tree-planting along the footpaths is the absence of overhead electric

transmission lines. Where it is economically practicable, I think it is desirable to install underground electric cables. On this matter I have received a letter from the president of the Dernancourt Progress Association—Dernancourt being a suburb of my electorate—which reads:—

The residents of this suburb take great pride in the area, even though it is comparatively new and undeveloped, and they form a unified body all with the desire to beautify the suburb—indeed it has unequalled potential in this respect. However, we all feel that the surroundings of Dernancourt can never be really beautiful while we have this unsightly myriad of crossed and dangling wires with their supporting poles.

Civic pride of this sort should be encouraged as it is that which has made Adelaide such a beautiful city. Our desire is to make it even more beautiful by realising the potential and developing one of its most naturally endowed areas. We believe that creating beauty is as important in life as many of the more materialistic pursuits upon which most of us are engaged.

Will the Premier take up with the trust the advisability of the installation of underground power cables where that is economically practicable?

The Hon. Sir THOMAS PLAYFORD—The introduction of underground cables in Elizabeth was an experiment by the Electricity Trust and was made practicable, to a certain extent at least, by the fact that there was no gas competition there, all the houses there being wired for electricity. This is not economic compared with overhead wiring and it has yet to be proved that we shall not run into some supplementary problems later on. A question was asked last week about underground wiring and whether ultimately it would be practicable so that no danger would be associated with it. The trust's figures show that it is much more costly, and we must have more experience of it in practice. I cannot give the honourable member any indication that the trust will be prepared to extend what was an experiment. Incidentally, the experiment has not been entirely satisfactory because the Commonwealth Postmaster General's Department has not been prepared to co-operate fully, so that, while the trust has gone to some additional expense by not having posts in the street, we find that telephone posts and wires have been installed nevertheless.

NORWOOD HIGH SCHOOL.

Mr. DUNSTAN—The Norwood high school council has on several occasions requested the tar paving of certain parts of the Norwood high school area, particularly the area facing

Toowong Avenue, and around the new classrooms built east of Toowong Avenue. This work has not been done and a quagmire develops there every time it rains, and the girls have to walk through the mud to get to the school. Will the Minister of Education take up with the Architect-in-Chief's Department the possibility of something being done quickly, as it does not appear that an officer of the department has been there yet? The school buildings are badly in need of painting. The wooden structures are deteriorating badly because of the lack of paint and some of them have no paint at all. Will the Minister take up the matter of painting the buildings so that they may be preserved?

The Hon. B. PATTINSON—I shall be pleased to refer the requests to the Architect-in-Chief and to ask him to regard the first one as urgent.

SUPERPHOSPHATE PRICES.

Mr. HEASLIP—Primary producers are much alive to the need to keep down production costs. One of the main factors is the price of superphosphate and to a great extent the quantity of superphosphate used is regulated by the price. Can the Premier give any information regarding the superphosphate prices in the coming year?

The Hon. Sir THOMAS PLAYFORD—The Prices Commissioner has completed his examination in this matter and the new superphosphate prices are now available. I can announce them today, although they have not yet been gazetted. This year the industry has had to bear additional charges. The basic wage increase, the fact that a percentage of the phosphate rock has to come from more distant sources at higher cost, and one or two supplementary matters of this description, have meant that the industry has had to carry an additional cost of about £130,000. On the other hand, we have been able to get some fairly large decreases in acid prices, so this year there will be no alteration in the general prices of superphosphate in South Australia. The reduction in the cost of the acid and the price of new bags will compensate for the basic wage and other increases I have mentioned. For this coming year the price of superphosphate in farmers' own cornsacks will be £11 12s. a ton, in paper bags £12 10s., in once-used cornsacks £12 9s., and in new cornsacks £12 13s. Prices in the other States will be Victoria £12 5s.; New South Wales £12 14s.; Western Australia £13 3s.; Tasmania, in paper bags, £13 7s.; and Queensland £12 6s.

SOUTH-EAST RAILWAY SERVICE.

Mr. RALSTON—Has the Minister of Works obtained a reply from the Minister of Railways following on the question I asked last week about the placing of paper stickers on second-class compartments of the Bluebird service to the South-East, thereby changing second-class accommodation into first-class and charging accordingly?

The Hon. G. G. PEARSON—My colleague, the Minister of Railways, has furnished me with the following report from the Deputy Railways Commissioner:—

The ratio of first to second class passengers on the country railcar services is in general in accord with the number of seats provided, viz., 56 second class in the power car and 32 first class and 44 second class in the non-power car. On the Mount Gambier service, however, there is a larger proportion of first class passengers and rather than overcrowd the first class accommodation while the second class is lightly loaded, it was decided that it would be preferable to allocate the whole of the non-power car to first class passengers on this particular route. While this means that some first class passengers may have to occupy seating less comfortable than that designed for first class, there is some advantage over second class travel in the absence of noise and in selective company. It should also be pointed out that the use of the whole of the "250" and "100" class cars on the Mount Gambier service is integrated with the other country passenger services, and consequently interchangeability is essential. It is therefore regretted that there is no alternative to the present practice.

Mr. RALSTON—In view of the extraordinary reply that the practice of charging railway patrons first-class fares for accommodation in second-class compartments was to avoid overcrowding first-class accommodation, I point out that first-class compartments cannot be overcrowded unless patrons are compelled to stand as the seating arrangements are in the form of dual seats. Will the Minister of Works take up with the Minister of Railways the desirability of remodelling second-class compartments to the standard of first-class compartments thus justifying the present fare, which it is apparently the Railways Commissioner's intention to continue charging?

The Hon. G. G. PEARSON—I will refer the further question to my colleague.

STEELWORKS AT PORT PIRIE.

Mr. McKEE—My question relates to a reported statement by the Mayor of Port Pirie in the *Recorder* on Monday, August 10, in which he forecast that Port Pirie would be the site for a new steelworks. As a project of this

size and type would necessitate the co-operation of the South Australian Government, can the Premier say whether he has knowledge of such a project, and, if so, when it is likely to be established?

The Hon. Sir THOMAS PLAYFORD—I have no knowledge of the project. I saw the press report, but the matter was completely new to me. I will not express an opinion, except to say that I have no knowledge of the matter apart from what I saw in the press.

TEMPORARY HOUSES.

Mr. RYAN—In the construction of a temporary house by the Housing Trust it is usual to have three rooms, with the kitchen in the centre and a bedroom at each end. In the event of a fire, and it is presumed that it would occur in the kitchen, there is no safe exit from the house through the bedrooms. This morning's press contained a report by a former Fire Chief that it would be advisable to have a doorway at each end of the house. Will the Premier request the Housing Trust to inquire into the advisability of having additional doors constructed in temporary houses as a means of escape should a fire occur?

The Hon. Sir THOMAS PLAYFORD—I saw the suggestion mentioned by the honourable member and it will be examined, as are all other suggestions. These structures are no different from the hundreds of other kinds of structures that exist and I hesitate to suggest a reason for the considerable number of fires in them. If we put doors in every room it would automatically increase the cost of the house and the cost to the tenant, and whether that is necessary will be examined in due course.

STANDARDIZATION OF TRAFFIC ISLANDS.

Mr. SHANNON—Some time ago I raised the question of the standardization of traffic islands and drew attention to the difficulty that has arisen and the frequent minor and major accidents that occur at the island opposite the Burnside town hall at the junction of the Greenhill and Portrush Roads. In my electorate at the Littlehampton turn-off to Murray Bridge from the Mount Barker Road a traffic island has been constructed, and although it is not as high as the island opposite the Burnside town hall, which is 1 foot high as against Littlehampton island's 6 inches, it is high enough for a car travelling at the normal permissible speed in the area, if it is forced on to the island by another vehicle, to cause a serious accident. We have traffic islands in the metropolitan area, for instance at the corner of

West Terrace and Anzac Highway where there are a number, all of which are such that if a car were forced off the roadway it could encroach on the island. Speed is not quite the same factor at that intersection as it is in the area I am worried about. I draw the Minister's attention to this and ask him whether these traffic islands are not to direct traffic rather than to interrupt it and possibly cause accidents?

The SPEAKER—Order! The honourable member is debating his question.

Mr. SHANNON—I am asking that these islands be standardized at a height at which they will be not a traffic hazard, but a traffic guide.

The Hon. G. G. PEARSON—I will take up that matter with the Minister of Roads.

KINGSTON WATER SUPPLY.

Mr. CORCORAN—Can the Minister of Works say offhand whether the matter of a water supply for Kingston has been proceeded with according to plan, and whether the money allotted for that project during the past year has been spent?

The Hon. G. G. PEARSON—It is some time since I last saw this matter and I would like to bring my information up-to-date, which I will do and give the honourable member a report, possibly tomorrow or early next week.

WAR SERVICE LAND SETTLEMENT AGREEMENT.

Mr. QUIRKE—Last week I asked the Premier if he could say when the Commonwealth Government informed the South Australian Government that the War Service Land Settlement Agreement was to cease. Has the Premier that information?

The Hon. Sir THOMAS PLAYFORD—Advice was received from the Commonwealth by letter of July 24, 1958, that June 30, 1959, had been set as the date by which all developmental work under the War Service Land Settlement Scheme must be substantially completed, and after that date no further land would be acquired for war service land settlement. At a subsequent discussion on August 20, 1958, with the Director of War Service Land Settlement, the position was further clarified, and it was made clear that apart from the question of purchase of land for development under the general scheme, the decision would also apply to the purchase of single units. In view of this decision, representations were made by the Minister of Lands to the Minister for Primary Industry on September 18, 1958, that consideration be given to

extending the period for the purchase of single units by at least 12 months. In reply to this request, the Minister for Primary Industry advised on November 29, 1958, that the extension could not be agreed to.

Mr. QUIRKE—Can the Minister of Lands say whether those soldiers eligible for land settlement were informed in September last that the agreement was to cease and that they had no hope of securing land?

The Hon. C. S. HINCKS—I do not remember off-hand the date on which the settlers were informed, but they were informed from one to two years ago that their securing land was almost impossible and that they should try to locate single unit propositions which could be inspected and reported on by the Lands Department. I make it quite clear that they were all informed of that fact.

BUS CONCESSION FARES.

Mr. TAPPING—On July 30 I asked the Premier a question regarding the restoration of concession periodical tickets on the Municipal Tramways Trust buses. Has the Premier a reply?

The Hon. Sir THOMAS PLAYFORD—Yes, Mr. Keynes, the General Manager of the Municipal Tramways Trust, reports:—

The decision to eliminate adult monthly concession tickets was taken by the board after a thorough examination of the matter. The number of these tickets issued (equivalent to 1.4 per cent of total revenue) had progressively reduced to an extent that their continuation could no longer be justified. It was evident that most of the trust's patrons were not availing themselves of the opportunity of purchasing these tickets, which were sold at all the trust's depots and at the Government Tourist Bureau. The trust regrets, therefore, that it feels unable to continue to issue this class of ticket.

POLLING BOOTH FOR COOBER PEDY.

Mr. LOVEDAY—In view of the greatly increased population of Coober Pedy and the unsatisfactory nature of postal voting, will the Premier, as Acting Attorney-General, reconsider the establishment of a polling booth at Coober Pedy for State elections?

The Hon. Sir THOMAS PLAYFORD—I will have that matter further examined, in view of the facts mentioned by the honourable member.

ST. KILDA ROAD.

Mr. HALL—The St. Kilda Progress Association would like the road from Waterloo Corner to St. Kilda beach bituminized. Beach facilities north of the Adelaide foreshore are

extremely limited, and although St. Kilda is no rival to the Riviera, it provides a much needed recreation point. One gentleman has told me that he has counted 3,000 cars on that road on a Sunday. In view of this traffic and the radar station situated just off the road which adds to its usage, will the Minister representing the Minister of Roads approve the application for funds by the Salisbury District Council to seal this three-mile stretch of road?

The Hon. G. G. PEARSON—I will refer the question to my colleague.

CEILING HEIGHTS.

Mr. HUTCHENS—I recently learned from an architect that he believes there is a proposal to amend the Building Act to reduce to 8ft. 6in. the permitted minimum ceiling height in dwellinghouses. The architect claims this would mean a substantial saving in building costs. Can the Premier indicate what the Government intends to do in this matter?

The Hon. Sir THOMAS PLAYFORD—The Government has often been approached with recommendations for a reduction of ceiling heights, but up to the present the Government has not accepted those recommendations, because it believes that the extra space is an advantage in our climate; it is certainly cooler in the summer, and, I believe, more advantageous. A more recent recommendation which the Government is examining proposes a reduction in ceiling heights to 8ft. 6in. Other States have provided for lower heights, including New South Wales which, I believe, permits a minimum of 8ft. The matter is being examined but I cannot say whether regulations under the Building Act relating to this matter will be submitted this year. They will, of course, be subject to debate and disallowance by Parliament.

HINDMARSH CORPORATION BY-LAW: TRAFFIC.

Mr. MILLHOUSE (Mitcham)—I move—

That by-law No. 5 of the town of Hindmarsh in respect of traffic, made on November 10, 1958, and laid on the table of this House on June 9, 1959, be disallowed.

According to the explanation supplied to the Joint Committee on Subordinate Legislation by the council, this by-law was based principally on the model by-law. However, the clause to which our attention was directed, clause 6, is an addition to the model by-law. Its object was to give the council power to control the parking

of large vehicles, particularly semi-trailers. The council's explanation was that at present these vehicles parking for long periods of the day and night cause dangerous situations to traffic and damage to road surfaces. Unfortunately the clause, as drafted, goes too far. It states:—

Any person who without the consent of the council allows—

- (1) any motor vehicle; or
- (2) any trailer; or
- (3) any motor vehicle and trailer whether connected together or not which is or measured together are longer than 18ft.,

to remain stationary for more than one hour in any street or road within the municipality of Hindmarsh shall be guilty of an offence.

As can be seen, the effect of that clause is to prohibit the parking of any motor vehicle for more than an hour in any street in Hindmarsh. That was not the council's intention, as was stated clearly in the evidence of the Town Clerk, Mr. Langman, but unfortunately that is the way it was drafted. The House has no power to amend any by-law and I am sure members will agree that it is undesirable that a by-law which does not express the intention of the council and which obviously goes too far and is, in itself, undesirable should be allowed to stand.

Motion carried.

CRIMINAL LAW CONSOLIDATION ACT AMENDMENT BILL.

Mr. DUNSTAN (Norwood) obtained leave and introduced a Bill for an Act to amend the Criminal Law Consolidation Act, 1935-1956. Read a first time.

WOODVILLE CORPORATION BY-LAW: TRAFFIC.

Mr. MILLHOUSE (Mitcham)—I move—

That by-law No. 7 of the corporation of the city of Woodville in respect of traffic, made on November 10, 1958, and laid on the table of this House on June 9, 1959, be disallowed.

The Joint Committee on Subordinate Legislation, while it was considering this by-law, received representations from the Bread Manufacturers of South Australia Incorporated, the South Australian Owners, Breeders, Trainers and Reinsmen's Association and the South Australian Trotting Club Incorporated, all related to clause 5, and particularly to subclauses (8) and (10), the relevant parts of which state:—

The driver of any vehicle or animal in or upon any street shall not drive or lead any goat, dog or other animal attached to a cart, box, truck or other thing.

Applying the normal rules of interpretation it is obvious that "or other animal" must include a horse and "or other thing" must include any sort of cart, so, technically, the subsection prohibits the driving of any horse and cart in the Woodville area and to that the three organizations I have mentioned took exception. The Town Clerk said in evidence that was not the intention of the by-law. The intention of the by-law—and to this also exception was taken—was the leading of any animal by any other horse and cart. I hope that makes it clear. It was particularly to prevent the practice, which I understand is quite a normal practice in the trotting world, of having a trotter in a jinker leading several other trotters down to the beach for their morning exercise. It was the intention of the council to prevent that. The fact is, as the Town Clerk said in evidence, that the by-law went much too far because it prohibited any horse and cart.

Subsection 10 to which I also referred and on which we received a number of very strong representations is in this form:—

If the vehicle is drawn by a horse or other animal not leave the same standing in any street within the municipality without having the wheels of such vehicle properly chained or the horse or other animal properly and securely fastened against bolting or breaking away.

On any reasonable interpretation of that subsection a breadcarter delivering bread from door to door would be obliged to chain every wheel of his cart at each house. That is contrary to the present practice of breadcarters and is unnecessarily harsh. Again, in evidence the Town Clerk of Woodville, Mr. Smith, admitted that certain amendments were necessary to bring this subsection into proper shape. This House cannot make those amendments and that has been made clear to the corporation. It is undesirable that such a by-law as this should stand in its present form and accordingly the Joint Committee on Subordinate Legislation had no alternative but to recommend the disallowance of the by-law on the grounds I have mentioned.

Motion carried.

FOOD AND DRUGS ACT REGULATION: GENEVA GIN.

Mr. MILLHOUSE (Mitcham)—I move—

That regulation 5 of the regulations under the Food and Drugs Act, 1908-1954, in respect of Geneva gin, made on July 9, 1959, and laid on the table of this House on July 21, 1959, be disallowed.

These regulations under the Food and Drugs Act deal with a number of matters that are

not related. Each of the regulations—and it is really a set of regulations—stands on its own, as distinct from a by-law of a local governing body. This House has power to disallow one of a set of regulations if it stands on its own and if the House believes it is not desirable. Here, in these regulations under the Food and Drugs Act, the only regulation in respect of which any recommendation is made is that which omits from the original regulations the words “Geneva and.”

I do not know how many members are familiar with Geneva gin. I have not had the experience of tasting it as far as I know. Contrary to one's expectations Geneva gin does not come from that city in Switzerland known as Geneva; in fact, it is a product of the Netherlands. Representations were made to the Joint Committee on Subordinate Legislation about this and in a letter from the Wine and Spirit Merchants Association of South Australia Incorporated, dated July 31, 1959, opposing this particular amendment this is what was said about Geneva gin:—

The word “Geneva” (or in its common spelling “Genever”) is recognized internationally as descriptive of a type of gin made only in Holland and should not in our opinion be applied to a product produced elsewhere.

A letter from the Distillers Agency Ltd. threw more light on this interesting subject. It said:—

The word “Geneva” (Dutch spelling “Genever”) is recognized internationally as descriptive of a product wholly produced in Holland. In support of this we quote the following:—Webster's Dictionary—“Geneva (Dutch Genever—Jenever)—A strongly alcoholic liquor flavoured with juniper berries—made in Holland; Holland Gin.” Oxford English Dictionary—“Geneva (Dutch Genever—Jenever)—A spirit distilled from grain and flavoured with juniper berries—Made in Holland and also called Geneva Gin (often spelt with a capital G by confusion with town name).”

In evidence the committee was also told that Geneva Gin was made from maize and rye whereas ordinary gin was made from barley. I hope that explains to members just what Geneva gin is.

Mr. Fred Walsh—Australian gin is made from barley.

Mr. MILLHOUSE—Yes, but Geneva Gin is made from maize and rye. The Wine and Spirit Merchants Association of South Australia Incorporated made representations to prohibit the use of certain words except with reference to specific products and, as a result of those representations, a regulation was made prohibiting the use of certain terms. I will

not read it all but I will read from Regulation 88 of the Food and Drugs Act (Sub-regulation 4a) which states:—

Except for the purpose of describing the place or country of origin no person shall use (1) the word London on any label attached to any package containing gin not wholly produced in London (2) the word Geneva and Hollands . . . on any label attached to any package containing gin not wholly produced in Holland, (3) the word Scotch on any label attached to any package containing whisky not wholly produced in Scotland, and (4) the word Irish on any label attached to any package containing whisky not wholly produced in Ireland.

The regulation goes on to deal with the use of the word “Cognac” with regard to brandy. That is how the law has stood in this State for the last 12 years. In 1958 an application was made to the Foods and Drugs Advisory Committee for the deletion of the word “Geneva” from that regulation. That application was made by a South Australian company, which is a subsidiary of an Australia-wide company that has obtained a licence from a firm in Holland to manufacture in Australia in accordance with the formula of “Geneva” gin. As is the normal practice, the Food and Drugs Advisory Committee referred that application to the Wine and Spirit Merchants Association of South Australia, representing the trade in this State, to get the association's ideas on it. The association replied by letter last October that it could see no reason why its members should object. It now seems that the matter was not referred to the members of the association at all and that most of them were unaware of the application for the alteration until the amending regulation was gazetted. Subsequent to the gazettal a general meeting of the Wine and Spirit Merchants Association was called at which, according to evidence placed before the Joint Committee on Subordinate Legislation, 13 out of 18 members were present and the secretary was instructed to write to me as chairman of the committee. In that letter appeared these words:—

At a properly constituted special general meeting held on Wednesday, July 29, 1959, called for the purpose of deciding the association's official view, it was resolved that the association is not in favour of the amendment and that the regulation should retain the words “Geneva and.”

In accordance with the committee's normal practice, evidence was taken from Mr. McCarthy, the secretary of the Food and Drugs Advisory Committee, from two members of the Wine and Spirit Merchants Association, and from a representative of the company

requesting the alteration. The lastmentioned witnesses did not add to what I have already put before the House, but Mr. McCarthy made it clear that had the now apparent wishes of the association been made known when the original letter was written this amendment would not have been made. He said that the normal practice was for the trade representatives on the committee to accept the views of the association. I asked him:—

If it were established that the association is opposed very strongly to the deletion, would the committee have any objection to the disallowance of the regulation?

To this he replied:—

No, I feel sure it would accept it quite gladly because the principle is to accept the view of an association rather than one association member.

This is the first time I have moved for the disallowance of a regulation as distinct from a by-law, but I have been instructed to do so by the committee because it is obvious that the trade does not want the deletion, and if it had been consulted it would not have agreed to it in the first place and, as we were told in evidence, it would undoubtedly lower the standard here.

Mr. Fred Walsh—Did the committee have any evidence from Gilbey's?

Mr. MILLHOUSE—Yes. Not only would the company be allowed to manufacture gin and label it "Geneva," but anyone with an inferior product would be able to put it on the market and label it "Geneva." The disallowance of the regulation will not prevent the sale of this liquor in Australia, but will prevent its being labelled "Geneva."

Motion carried.

PARLIAMENTARY DRAFTSMAN.

The Hon. SIR THOMAS PLAYFORD moved—

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

Motion carried.

JOINT COMMITTEE ON CONSOLIDATION BILLS.

The Hon. SIR THOMAS PLAYFORD moved—

That the House of Assembly request the concurrence of the Legislative Council in the appointment for the present session of a joint committee to which all Consolidation Bills shall stand referred, in accordance with Joint Standing Order No. 18, and to which any further

question, relative thereto, may at any time be sent by either House for report.

That in the event of the Joint Committee being appointed, the House of Assembly be represented thereon by three members, two of whom shall form the quorum of the Assembly members necessary to be present at all sittings of the Committee.

That a message be sent to the Legislative Council transmitting the foregoing resolutions.

That Messrs. King, Millhouse and O'Halloran be representatives of the Assembly on the said committee.

Motion carried.

EXCHANGE OF LAND (HUNDRED OF NOARLUNGA) BILL.

The Hon. Sir THOMAS PLAYFORD (Premier and Treasurer) obtained leave and introduced a Bill for an Act to authorize the Catholic Church Endowment Society Incorporated and the South Australian Housing Trust to exchange certain land in the hundred of Noarlunga, and for incidental purposes. Read a first time.

LOAN ESTIMATES.

His Excellency the Governor, by message, recommended the House of Assembly to make appropriation of the several sums for all the purposes set forth in the accompanying Loan Estimates by the Government for expenditure during the year ending June 30, 1960.

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 Loan Estimates for the year ending June 30, 1960, as set out in Parliamentary Paper No. 11.

Motion carried.

In Committee.

The Hon. Sir THOMAS PLAYFORD—During 1958-59 expenditure from State Loan funds on capital works amounted to £27,967,000, and \$5,000,000 of Commonwealth-State Housing Agreement moneys were used to finance the construction of houses, making a total of £32,967,000 expended on works and housing during the year. Of the \$5,000,000 Housing Agreement funds £3,500,000 was advanced to the South Australian Housing Trust, £1,200,000 to the State Bank, and £300,000 to building societies.

At the June meeting of the Australian Loan Council a total programme of £220,000,000 was approved for the States for 1959-60, an increase of £10,000,000 over the total programme for 1958-59. South Australia's share

of the 1959-60 total is £30,385,000, of which £5,000,000 will be used for housing under the terms of the Commonwealth-State Housing Agreement, leaving £25,385,000 for the financing of other works and services. Of the £5,000,000 of Housing Agreement funds, £3,500,000 is to be allocated to the South Australian Housing Trust, £1,100,000 to the State Bank, and £400,000 to building societies. In addition to the £25,385,000 of new money there will also be available repayments to the Loan fund estimated at £3,600,000, in all sufficient to finance a programme of works totalling £29,000,000. I shall now give members a brief review of the activities carried out in 1958-59 and information on proposals for 1959-60.

STATE BANK.—Advances for Homes, £2,750,000.—During the last session of Parliament the Advances for Homes Act was amended to provide for a higher maximum for individual advances. To meet the greatly increased demand for home finance which has followed, it is proposed this year to make available to the State Bank a record amount to enable the bank to substantially increase the number and amount of advances for the building and purchase of homes.

Last year the bank actually advanced £1,950,000 under the Advances for Homes Scheme and £1,176,000 of Commonwealth-State Housing Agreement moneys, making a total of £3,126,000. This year the bank will have available £2,750,000 under the Advances for Homes Scheme, £1,100,000 of Housing Agreement moneys, and £850,000 which was specially provided by the Public Purposes Loan Act passed in June, making a total of £4,700,000. Thus the bank will be in a position to make total advances for the erection or purchase of new homes to the extent of £1,574,000 more than the £3,126,000 advanced last year. This is an increase of over 50 per cent.

At the same time the amount of Housing Agreement moneys to be made available to building societies is being increased from the 1958-59 figure of £300,000 to £400,000 in 1959-60, an increase of 33 per cent. However, all demands for home finance cannot be met from Government funds. Last year the State Bank approved 2,154 applications for loans totalling £5,122,000 for the erection or purchase of new homes. Of this £5,122,000, approximately £2,000,000 had not been advanced at the end of the year, whereas the normal carry-over commitment in past years had been £300,000 to £400,000. The people granted allocations will

not in all instances be able to get the building carried out, as they are sometimes rather slow to take them up.

The Public Purposes Loan Act passed in June set aside £850,000 especially to meet the greater than normal end of year commitment, but even allowing for this it is clear that Government funds cannot meet existing commitments and new applications being made at the present rate. Therefore, I have taken up with the board of the Savings Bank of South Australia and the Governor of the Commonwealth Bank the question of increased individual advances and more money in total for home finance. Following discussions with members of the board of the Savings Bank, that body has decided to increase its general advance for housing to £3,000 and to make additional moneys available this year. Whereas the bank advanced approximately £5,000,000 last year for the financing of homes, the amount to be advanced in 1959-60 will be increased to some £5,800,000. The governor of the Commonwealth Bank has not yet had time to reply to my letter, but I expect that the Commonwealth Bank will assist with this problem as it is always ready to step in where there is a real need for additional finance. The total Government finance proposed to be made available for housing this year is the maximum which can be provided having regard to the requirements for schools, hospitals, and services such as water, sewerage, and power, which must keep pace with house construction.

LOANS TO PRODUCERS, £300,000.—During 1958-59 the bank made 23 advances under this scheme, the total funds being £488,000. This figure comprised loans to the fishing industry £37,000, to processors of fruit £358,000, to distilleries £69,000, and to processors of dairy products £24,000. Last year's total of £488,000 included substantial advances to a new co-operative fruit cannery at Berri and, as this requirement for finance will not recur this year, the £300,000 provided will enable the bank to maintain its rate of lending to small co-operatives.

ADVANCES TO SETTLERS, £50,000.—Advances under this scheme are made to primary producers for the erection of houses and farm buildings, the clearing of pastures, and the purchase of plant. During 1958-59 the bank made 47 advances totalling £31,000 and £50,000 is provided for 1959-60.

Other amounts provided on the Estimates for 1959-60 are £5,000 for advances under the Loans for Fencing and Water Piping Act,

£1,000 for advances for vermin proof fencing, £350,000 for advances to the State Bank as additional capital funds to be used in the bank's normal trading services for primary producers and for secondary industry, and £6,000 for loans for water conservation.

ROADS AND BRIDGES, £250,000.—The proposed expenditures for 1959-60 are as follows:—£100,000 is provided to complete preliminary works and to commence construction of a bridge at Blanchetown, the total estimated cost of which is £668,000. The bridge will be in two sections, one of 1,500ft. over the main river channel, and one of 1,100ft. over the swamp, with an embankment 500ft. in length between the two sections. An amount of £60,000 is required for a steel and concrete bridge on the Morgan-Waikerie main road at Cadell, the estimated total cost being £90,000.

Then £40,000 is set aside for two steel and concrete bridges at Renmark Avenue, Renmark, the estimated total cost being £65,000, and £50,000 is provided for the construction of four small bridges on the Sturt Highway between Renmark and Paringa, at an estimated total cost of £75,000.

LANDS DEPARTMENT.—Land Repurchase for Closer Settlement, £1,000.—A nominal amount of £1,000 is provided for the purchase of land under the provisions of the Crown Lands Act if required to enlarge a Crown lease or agreement into a living area.

Crown Lands Development Act, £100,000.—Actual expenditure in 1958-59 was £116,000. During the year an estate of 3,270 acres in the hundred of Short was completed as a State project. It has been accepted by the Commonwealth as suitable for War Service Land Settlement and has been allocated as three holdings. Work continued on an estate of 30,000 acres near Lucindale in the hundreds of Woolumbool and Lochaber. Development has now reached the stage where it is anticipated that allotment of the land in 21 holdings will be made in a few months' time.

Near Penola, in the hundreds of Monbulla and Grey, further development was carried out on an estate of 7,300 acres, and it is expected that this will be offered for allotment later this financial year. The £100,000 proposed for 1959-60 will be used for further work on the estates now being developed near Lucindale and Penola, and for work on other areas which on investigation prove to be suitable.

Settlement of Discharged Soldiers on the Land—1914-18 War, £2,000.—The sum of

£2,000 is provided for advances as required, and for the maintenance of reverted properties.

Lands Department—Buildings, Plant, Etc., £25,000.—An amount of £25,000 is provided for the purchase of plant and equipment, motor vehicles, and minor buildings, etc, as required.

Irrigation and Reclamation of Swamp Lands, £300,000.—Payments from Loan account in 1958-59 for irrigation works totalled £189,000, and the year saw satisfactory progress in several major schemes which I shall mention as I give details of the proposed expenditures for 1959-60. The sum of £46,000 is required to complete the electrification of the Berri pumping station. During the past year further progress was made in both civil works and in the installation of pumps, and the department plans to have the station operating for the first general irrigation at the end of this month.

An amount of £32,000 is proposed to be spent on further electrification of the pumping stations in the reclaimed areas. During 1958-59 electrification of stations at Neeta and Long Flat was completed and in 1959-60 it is planned to work on the stations at Monteith and Woods Point. Work in the reclaimed areas will be practically completed by the end of this financial year. The sum of £3,000 is required to complete an £11,000 scheme for extending the town water supply at Berri, and £11,000 is required this year for improvements to the town supply at Berri North, the total cost of the work being £15,000. The sum of £9,000 is provided to complete the town supply at Moorook South, the total estimated cost of the scheme being £13,000, and £3,000 is provided for minor works on town water supplies as the need arises.

The sum of £115,000 is provided for work to be continued on the comprehensive drainage scheme at Cooltong. Some of the pipes have been purchased. Tenders will shortly be called for the construction works, including pipe-laying, and the scheme will be practically completed at the end of June next. The estimated total cost is £156,000. An amount of £3,000 is set aside for minor drainage works as they become necessary from time to time, and £13,000 is provided for new channels and pipe-lines at Berri, £2,000 in other areas, £10,000 for embankment sluices in reclaimed areas, £42,000 for buildings, plant and minor works, and £11,000 for the purchase of land.

Lessees Reclaimed Swamp Lands—Loans To, £1,000.—A nominal amount of £1,000 is pro-

vided this year for advances to settlers on irrigation areas and reclaimed areas if required.

South-Eastern Drainage, £500,000.—Actual payments from loan account in 1958-59 amounted to £413,000. Work continued in the western division on the construction of subsidiary drains in the area of 260,000 acres south of drains K-L. Of the total estimated cost of £3,146,000, £3,046,000 had been spent to the end of June last, and this part of the scheme is almost complete. In the area of 147,000 acres north of drains K-L drainage works were commenced, and to the end of June payments totalled £85,000. The main drain in this area from the sea coast near Kingston to Blackford Flat is in hand, and tenders have been called for a 13-mile section which will entail the excavation of 1,316,000 cubic yards of earth.

The proposals for 1959-60 envisage the spending of £400,000 on further works in the western division. Of this amount £100,000 will be required to complete the southern area and £300,000 to continue work in the northern area. The sum of £80,000 is provided for the commencement of work in the eastern division where it is proposed to drain an area of 700,000 acres. This scheme has been recommended by the Parliamentary Land Settlement Committee at an estimated total cost of £3,255,000. Legislation authorizing this work is necessary before the scheme can start. This will be introduced later in the session. An amount of £8,000 is provided for the construction of bridges over existing drains, £10,000 for the construction of petition drains, and £2,000 for the purchase of plant, stores, etc.

AFFORESTATION AND TIMBER MILLING, £1,150,000.—Payments from loan account in 1958-59 totalled £826,000 and the main items of expenditure were:—

	£
Maintenance of existing forests ..	130,000
Preparation of land and planting ..	173,000
Purchase of land	65,000
Central mill—Mount Gambier ..	200,000
Purchase and erection of houses and other buildings	48,000
Purchase and installation of plant and equipment at other mills and in forest areas	117,000
Administration	93,000
	<hr/>
	£826,000

During the year the central mill at Mount Gambier was practically completed. Of the total cost of £1,900,000, payments amounting to £1,850,000 had been made to the end of

June, leaving small ancillary works only to be carried out during 1959-60. The details of the payments to the end of 1958-59 are:—

	£
Land	12,000
Buildings	270,000
Preparation of site, water supply and other services	413,000
Purchase and installation of plant and machinery	776,000
Seasoning kilns and reconditioners ..	164,000
Mechanical and pneumatic residue disposal system	172,000
Fire protection	43,000
	<hr/>
	£1,850,000

The past year also saw the completion, except for minor works, of the pressure creosote plant to treat pine fence posts and sleepers at Mount Gambier. In 1958-59 the output of log timber from Government forests was approximately 153 million super feet, and in 1959-60 an increase to 175 million super feet is planned. The treatment of this year's log production is expected to be 108 million super feet for production of flooring, sleepers, and cases at departmental mills, 2½ million super feet to plywood manufacturers for the furniture trade, 20 million super feet to pulpwood plants, and from 44 to 45 million super feet to case production at private mills. The treatment of the 108 million super feet at departmental mills is planned to yield 44 million lineal feet of flooring and other dressed timber, 7½ million fruit cases, 3 million super feet of case flitches, 2 million super feet of undressed timber, and 35,000 sleepers.

The proposed programme for 1959-60 includes an expenditure of £165,000 for the maintenance of existing forests to provide for the work of replanting, weed control, spraying, fire protection, eradication of suckers, and maintenance of forest buildings. The sum of £155,000 for preparation of land and planting will cover the clearing of new areas, the burning of stumps, etc., and the establishment of new plantations. Some 4,000 acres will be cleared during the year and 5,000 acres planted. After allowing for areas to be clear-felled, and for fire losses, the total area of Government pine plantations will be 135,000 acres at the end of 1960. The sum of £20,000 will be used for purchase of land. Suitable land at reasonable prices is difficult to obtain and this expenditure depends on what becomes available during the year. The amount of £54,000 will be spent on the erection of homes, buildings, etc., in forest areas. Of this figure

£27,000 will be required for employees' houses, and £27,000 for various other buildings and associated improvements.

The sum of £67,000 will be spent on plant and machinery for forest areas. This provides for the replacement of trucks, tractors and plant, for the purchase of new vehicles and plant, and for the purchase of radio equipment. The amount of £50,000 will provide for small ancillary works at the Central Mill at Mount Gambier, where the major works are complete, and £100,000 will be spent on the erection of a power station at Nangwarry. The erection of this station is being supervised by officers of the Electricity Trust. It will use mill waste as fuel, will have a capacity of 3,400 kilowatts, and the estimated total cost is £804,000. The station will provide steam and power for the Nangwarry sawmill, and surplus electricity will be purchased by the Electricity Trust for distribution through the South-East grid system. The £100,000 provided this year will be used for a commencement on site works and progress payments on boilers, turbines, and station buildings.

The sum of £60,000 is provided to improve water supplies at Nangwarry. Of this amount £30,000 will be required for the erection of a water storage tank and piping at the sawmill and £30,000 for new bores, pumping plant and pipelines to serve the township and the new power station. An amount of £14,000 is required to complete the shopping centre of Nangwarry. The sum of £10,000 was spent in 1958-59, and the total cost will be £24,000. An amount of £25,000 is proposed to be spent at Nangwarry on the sinking of bores and the installation of new drainage systems to replace services which are unsatisfactory, and £20,000 is provided for the erection of a new recreation hall at Mount Burr. In mill settlements the department has to assume the responsibility for providing amenities of a reasonable standard as well as housing. The sum of £20,000 is required for the erection of a regional office at Mount Gambier, and the £96,000 set aside for other buildings and improvements at sawmills includes provision for employees' housing at Mount Burr and Nangwarry, improvements to the electricity supply at Mount Burr, offices at Nangwarry, and various minor works.

The sum of £36,000 is required for purchase and installation of new planing mill equipment and £33,000 for purchase and installation of a new record gangsaw, both at Mount Burr. This equipment will replace existing plant which is becoming costly to maintain

and operate. An amount of £135,000 is provided for other plant and machinery at sawmills, and includes £4,000 for final payments for the sleeper treatment plant at Mount Gambier, £8,000 for the completion of new kilns at Nangwarry, and provision for purchase or replacement of various items of equipment as the need arises.

The next three items, £375,000 for felling and hauling mill logs, £1,125,000 for sawmill working expenses, and £230,000 for administrative expenses applicable to sawmill working, will be charged against a working account, while the last item, £100,000 for administrative expenses applicable to forest establishment, will be a charge against loan account.

RAILWAY ACCOMMODATION, £2,750,000.—During 1958-59 actual payments from loan account amounted to £1,800,000, and the year saw the completion of several rollingstock programmes. A contract for the supply of 20 1,750 h.p. diesel electric main line locomotives was completed with the delivery of seven units. This group of 20, together with 10 under a previous contract, makes a total of 30 main line diesel electric locomotives now operating. Compared with the previous steam services they are achieving substantial savings in operating costs in the haulage of heavy freight trains and interstate passenger traffic. A group of 12 suburban diesel rail cars was completed with the issue to traffic of the last four cars. Forty-two suburban diesel rail cars now operating are handling practically all passenger traffic on the Gawler and Port Adelaide lines and are serving the Marino and Hills lines in off-peak periods.

During the year a project for three diesel power baggage cars was completed and all cars are in service, providing more efficient handling of country parcels business. A further two roomette cars were completed in November, 1958, and went into service on the Adelaide-Melbourne run. A project for the construction of 25 freight vans was completed with the issue to traffic of 21 vans, four having gone into service in 1957-58. The principal civil works completed during the year were a 5,000 ton distillate fuel installation at Birkenhead, a new station building at Naracoorte, and a siding to General Motors-Holdens' plant at Elizabeth.

A number of projects were in progress at the end of the year and I shall give some detail of these when dealing with proposals for 1959-60, which are as follows:—£609,000

is provided for Way and Works Branch items such as relaying, improvements to buildings, signalling and safety equipment, etc., which are continuing requirements from day to day and which comprise a number of small jobs; £50,000 is required for preliminary expenditure on surveys and the purchase of land for the new spur line to serve the oil refinery to be constructed between Halletts Cove and Christies Beach. The total estimated cost of the line is £365,000; £80,000 is required for residences for staff, and £76,000 for plant and sundries. Of the total requirement of £815,000 for Way and Works items, £100,000 is to be met from materials already on hand, leaving a net requirement of new Loan moneys this year of £715,000; £190,000 is required for the final settlement in respect of the project for 20 main line diesel locomotives which I have already referred to as physically completed.

An amount of £862,000 is provided for progress payments under a contract for £871,000 for the supply of ten 900 h.p. diesel electric locomotives which the department plans to use for branch line freight traffic—initially on the Murray Lands and Pinnaroo lines and then elsewhere as required. Railway officers have calculated that there are marked savings in operating costs to be achieved by this further step in the programme to replace steam locomotives by the use of diesel electric locomotives. It will be possible to couple these 900 h.p. units with the more powerful 1,750 h.p. main line locomotives, thus giving flexibility of operation. The contract provides for the delivery of the 10 units by June, 1960.

The sum of £855,000 is planned to be spent on the construction of suburban diesel rail cars and for the purchase of engines. The details of the programme for diesel rail car services in the metropolitan area are—42 cars now in service, 18 to go into operation within a few months, and a further 12 by the end of this financial year, so that at the end of June next the Railways will have 72 cars in operation. Work will then be in progress on a further group of 12. With cars going into service as I have indicated, it is planned to have a complete diesel passenger service on the Hills line by the end of December next; £31,000 is provided for the completion of a project for 11 diesel mechanical rail cars for country passenger services. Ten cars are in service and the eleventh is to be completed shortly; £12,000 is provided to complete the

conversion of three rail cars from petrol to diesel operation; and £18,000 is required to meet South Australia's share of payments to be incurred this year on the completion of two passenger cars for the Adelaide-Melbourne traffic.

The sum of £27,000 is provided for the purchase of three mobile cranes, and £30,000 for sundry smaller rolling stock projects for broad gauge operation, including the purchase of re-railing equipment; £12,000 is proposed to be spent this year on improvements to the suspension of ore waggons for the Broken Hill to Port Pirie traffic. The full project provides for improvement to be made to 299 waggons owned by the South Australian Railways and 115 waggons owned by the Silverton Tramways, the work to be carried out by the Railways Department but each authority to meet the costs of having its own waggons converted; £12,000 is provided to complete the conversion of eight narrow gauge rail cars from petrol to diesel operation; and £136,000 is provided to meet expenditure on plant and machinery and motor vehicles as required throughout the year. Of the total requirement of £2,185,000 for rolling stock works, £150,000 can be met from materials already on hand, leaving a net call on new Loan moneys of £2,035,000.

HARBORS ACCOMMODATION, £1,200,000.—Payments from Loan account for harbor works amounted to £1,228,000 in 1958-59, and during the year three major construction works were completed. They were:—

Port Adelaide.—Reconstruction of numbers 13 and 14 berths at a total cost of £1,013,000. This work included the building of two new concrete wharves, the installation of four 6-ton wharf cranes, the erection of two cargo sheds, and provision of rail tracks, roads and other services. The cranes are fitted with magnets for the handling of steel, and all steel shipments are now passing over these new wharves.

Wallaroo.—Bulk handling installation at a total cost of £258,000. This work comprised a covered belt conveyor extending over the water from a shore silo to a shipping gallery equipped with five loading booms. The plant is capable of delivering 400 tons of grain per hour from silo to ship.

Port Lincoln.—Bulk handling installation and additional shipping accommodation at a total cost of £987,000. To the end of June, payments of £969,000 had been made, leaving £18,000 of retention moneys to be paid this year. The work included the extension of

the shipping pier for overseas vessels, construction of a new steel piled wharf for coastal vessels, provision of a cargo shed and services, and the construction of a covered belt conveyor extending over the water from a shore silo to a shipping gallery equipped with five loading booms. The installation is able to deliver 400 tons of grain per hour from silo to ship.

And now, turning to the payments proposed for 1959-60:—The sum of £162,000 is provided for progress work on the reconstruction of North Parade Wharf. Of the total estimated cost of £639,000, £129,000 had been met to the end of June last. The work provides for improved facilities for intra-state vessels; the old timber structures are being replaced with steel sheet piled wharves, the depth of water is to be increased, and sheds and services are to be provided. The target date for completion of the project is December, 1960. At the dockyard at Port Adelaide, £54,000 is required for the replacement of mobile cranes and for the completion of mooring berths for floating plant, and £19,000 for the construction of moorings for dredging plant, the reclamation of land and the erection of a plant store; £27,000 is provided for the purchase of spare parts for the cranes at the Osborne coal handling plant; £42,000 is provided for sundry small works at Port Adelaide and Outer Harbour as the need arises; £75,000 is proposed for the commencement of work at Kingscote where accommodation for a roll-on-roll-off vessel is to be provided at a total cost of £170,000; and £18,000 is required to meet final payments in respect of the Port Lincoln bulk handling plant, which I have referred to as physically completed.

The sum of £120,000 is proposed to be spent on further work at the Kirton Point oil berth. This new berth, which is required to isolate tanker traffic from the general shipping berths at Port Lincoln, is estimated to cost £185,000. The berth will be a steel piled concrete decked structure 200ft. long and 45ft. wide, and will provide an effective depth of 33ft. at low water. An amount of £20,000 is required for work at Port Lincoln on accommodation for a roll-on-roll-off vessel. The total estimated cost is £50,000. At Port Pirie, dredging improvements in the channel and harbour will continue, and £300,000 is provided this year. The total estimated cost of the scheme is £1,000,000. The improvements are designed to permit the movement of deeper draft vessels carrying concentrates overseas, and to avoid

the use of lighters. Of the 35,000ft. of channel to be deepened, 17,000ft. had been dredged to the end of 1958-59.

An amount of £120,000 is proposed to be spent on further work at the bulk handling installation at Thevenard. Of the total estimated cost of £223,000, the sum of £30,000 had been spent to the end of 1958-59. This covered about 90 per cent of the work involved in modifications to the pier being carried out by the board. The bulk handling plant to be supplied under contract will consist of a receiving hopper on high ground and a series of conveyors to the jetty where gypsum and grain may be discharged to a ship on either side of the jetty. The delivery rate will be up to a maximum of 400 tons of gypsum or 300 tons of grain per hour. The sum of £48,000 is required this year for progress payments on a new grab dredger to cost in total £160,000 and £40,000 for progress payments on a new bucket dredger to cost in total £400,000. These units are to replace old equipment which has become both difficult and costly to maintain; £98,000 is provided to cover the cost of replacing or adding to plant and equipment as the need arises throughout the year; and £50,000 is proposed to be spent on the acquisition of land for harbour works, and £7,000 for sundry small works.

WATERWORKS AND SEWERS, £7,900,000.—During 1958-59 payments from Loan account for water supply and sewerage projects amounted to £7,900,000. In the metropolitan area approximately £850,000 was spent on extensions and improvements to the water supply system, principally in new housing areas. The outlay on metropolitan sewerage works was almost £1,000,000, and the principal new areas sewered were the expanding Housing Trust estates of Windsor Gardens, Viaduct Estate, Fulham Gardens, and in the Marion district. At Salisbury and Elizabeth the expenditure on water supply extensions was £60,000, and on sewerage works £100,000. Satisfactory progress was made on a number of large projects including major schemes to improve the water supply in country areas. The position at the end of 1958-59 with respect to incomplete works was as follows:—

Mannum-Adelaide Pipeline.—During 1958-59, £150,000 was spent on pipe laying and on further work on storages on the gravity section of the main. This carried the total expenditure on the scheme to £10,500,000.

Although certain works are not complete the pipeline is now able to operate at the full capacity of the pumping plant installed, and is supplying water to Millbrook, Hope Valley, and Mount Bold reservoirs, at the rate of 52 million gallons per day.

South Para Reservoir.—During 1958-59, £295,000 was spent on the concreting of the spillway and on the completion of the embankment. This took the total expenditure on the scheme to £3,740,000. The reservoir is in commission and is supplying country lands and the metropolitan area.

Myponga Reservoir.—Expenditure during last year was £780,000. Excavation for the dam foundations progressed under contract and is practically completed. The approach roads were completed, and 10 miles of pipeline from Happy Valley reservoir south towards Myponga were laid.

Onkaparinga Valley Scheme.—During last year £310,000 was spent on the laying of pipe-work for the reticulation of Charleston, Woodside, Nairne, Mount Barker, and Littlehampton. This scheme is to provide a permanent water supply to towns and areas which are now faced with severe shortages in dry years.

Clarendon-Belair-Blackwood Scheme.—Expenditure last year was approximately £100,000. This covered clearing and preparation work for the pipeline and purchase of some of the pipes. This work is to provide a main direct from the Clarendon weir as the demand can no longer be met by pumping from the metropolitan mains.

Warren Trunk Main.—An amount of £880,000 was spent last year in laying $7\frac{1}{2}$ miles of pipeline from the Warren reservoir towards Nuriootpa, and on the purchase of further pipes. The scheme provides for the enlarging of the present main, which extends to Paskeville, 113 miles from the reservoir. The larger main will enable more water to be supplied to country lands between the Warren reservoir and Paskeville, and it will carry a large part of the water requirements of Yorke Peninsula.

Yorke Peninsula Scheme.—Expenditure during 1958-59 was £800,000. The trunk main was carried from a point 8 miles south of Minlaton to Edithburgh, and a trunk main laid to Port Victoria. The reticulation of Yorketown and Port Victoria, and of country lands as far south as Pine Point, was completed. Mains were also laid approaching Port Vincent and Stansbury and satisfactory progress was made on 13 tanks.

Glenelg Sewage Treatment Works.—The sum of £220,000 was spent last year in further works at the Glenelg treatment works extensions and half of the enlargements have now been completed and are in use. Contracts have been let for structures and machinery for the remaining work except for sludge disposal which is at present before the Parliamentary Standing Committee on Public Works.

Naracoorte Sewerage.—Last year £130,000 was spent and about four miles of sewer mains were laid.

Port Lincoln Sewerage.—Work was commenced in March, 1959, and during the remainder of the financial year £60,000 was spent out of a total estimated cost of £400,000.

And now, turning to the proposals for 1959-60:—

Morgan-Whyalla Water Main, £30,000.—An amount of £25,000 is provided this year for additional pumps to increase the capacity of the main to meet rising demand; £4,000 is required for minor works and services; and £1,000 is provided to complete the installation of chlorinating plant at Morgan to purify the water.

Adelaide Water District, £3,209,000.—The sum of £336,000 is provided for further work on the Mannum-Adelaide pipeline. Temporary pumping plant is to be installed in the three existing pumping stations to lift more Murray water to the metropolitan area, and a new pumping station is to be constructed near Angas Creek to transfer more water to the Onkaparinga and thus to Mount Bold reservoir. It is proposed to continue work on the construction of seven storage tanks, each of 2,000,000 gallons capacity, on the gravity section of the main; to lay some of the pipework connecting the tanks; and to carry out under contract the driving of a tunnel at Ansteys Hill and the laying of the main through the tunnel.

An amount of £63,000 is proposed to be spent on works at the South Para reservoir, £48,000 being provided under Adelaide Water District and £15,000 under Barossa Water District. Cleaning of the discharge channel from the tunnel to the Barossa reservoir intake, some road works and the removal of camp buildings, will complete the project this year. The total cost will then be approximately £3,800,000.

It is proposed to spend £1,100,000 on construction works at the Myponga reservoir. The excavation for the dam will be completed, the pouring of concrete will be well advanced by the end of 1959-60, and a further 10 miles

of the trunk main are to be laid. The sum of £250,000 is provided for the Onkaparinga Valley scheme and it is expected that by June next work will have been practically completed. An amount of £200,000 is provided for the Clarendon-Belair-Blackwood scheme. This will enable the department to purchase more pipes and to go ahead with the laying of the main.

It is proposed to spend £200,000 on extensions to the water supply at Elizabeth. The provision of water has kept pace with house construction up to date and it is anticipated that it will continue to do so in 1959-60. It is now necessary not only to provide reticulation mains, but also to build storage tanks and to construct a large trunk main to carry the volume of water which will be required in future. An amount of £90,000 is provided for tanks at Darlington and Seaview Downs, and £259,000 is proposed to be spent on mains between Clapham and Springfield, in King William Street, Adelaide, in Marion Road, and in Grand Junction Road. The sum of £26,000 is provided for pumping stations; £39,000 for waterworks depots; £30,000 for cement lining of pipes; and £80,000 for plant and machinery.

The £551,000 for services and minor works is mainly to cover small extensions and other jobs as the need arises. It includes £3,000 to complete improvements to the supply at Lobethal, and £7,000 for work on a chlorinating station at Happy Valley.

Barossa Water District, £66,000.—The sum of £15,000 provided for South Para reservoir has been covered by my comments under Adelaide Water District. An amount of £17,000 is provided for boosting plants so that the capacity of mains in the Barossa system can be increased to give an improved supply, and £14,000 is required for cement lining of mains and £20,000 for mains, services and minor works.

Warren Water District, £1,367,000.—An amount of £1,200,000 is provided for continued work on the enlargement of the trunk main from the Warren reservoir to Paskeville. A contract has been let for further pipes and the department anticipates that by the end of the financial year pipelaying with departmental labour will have advanced to the vicinity of Tarlee. The sum of £59,000 is provided for the extension of mains. This comprises £6,000 for Angaston; £30,000 for Freeling; £18,000 for Marananga; and £5,000 for Nuriootpa. An amount of £20,000 is

provided for work to commence on a £44,000 scheme for the Truro water supply. The sum of £7,000 is required for cement lining of pipes, £18,000 for mains, services and minor works, and £60,000 for plant and machinery.

Country Water Districts, £341,000.—Details of the works proposed to be carried out in 1959-60 are:—

Bordertown.—£5,000 for the completion of extensions to the existing town supply. Estimated total cost £10,000.

Encounter Bay.—£101,000 for further work on a scheme to improve the supply at Goolwa, Middleton, Port Elliot, and Victor Harbour, by pumping River Murray water from Goolwa. Estimated total cost £374,000 for the main scheme and £9,000 for a chlorinating station.

Jamestown-Peterborough.—£14,000, of which £2,000 is for further work on the Jamestown-Peterborough pipeline and associated works, and £12,000 for extensions to the supply in the town of Peterborough. The estimated total cost of the pipeline and related works is £239,000.

Karoonda.—£5,000 to complete a second bore to augment the township supply. Estimated total cost £6,000.

Kingston (South-East).—£15,000 for further work on a scheme to supply the township with water from a bore. Estimated total cost £80,000.

Loxton.—£6,000, of which £5,000 is to continue work on electrification of the pumping station which supplies the town, the irrigation area and the country lands with domestic water, and £1,000 for the commencement of work on a chlorinating station. Estimated total cost of electrification is £38,000, and of the chlorinating station £9,000.

Milang.—£1,000 for work on a water supply project to meet the demands on the town supply from Lake Alexandrina at an estimated total cost of £14,000.

Moorook.—£1,000 to complete electrification of the pumping station which supplies the district from the River Murray. The total estimated cost is £15,000.

Mount Gambier.—£50,000, of which £1,000 is for further work on electrification of the pumping station, £43,000 for extension of mains to cope with increased development of the town, and £6,000 for buildings. The estimated total cost of converting the pumping station to electric power is £35,000.

Murray Bridge.—£6,000, of which £1,000 is for further work on converting the pumping station to electric power, £3,000 to complete

the extension of mains to Pallamana, £1,000 to commence work on a chlorinating station and £1,000 to investigate a project to supply country lands in the hundreds of Burdett, Ettrick, and Seymour. The estimated total costs of the four works are respectively £30,000, £38,000, £11,000, and £86,000.

Naracoorte.—£4,000 to complete an additional bore to meet the increased demand on the town supply. Estimated total cost £7,000.

Orroroo.—£3,000 to complete an additional bore to augment the town supply. Estimated total cost £9,000.

Pinnaroo.—£11,000 to complete an additional bore to cope with the growing demand on the town supply. Estimated total cost £13,000.

Renmark.—£8,000 for further work in enlarging the pumping station for an increased supply to the town. Estimated total cost £28,000.

Swan Reach.—£1,000 for further work on a pumping station to supply the town from the River Murray at an estimated total cost of £5,000.

Warooka.—£2,000 for final payments in respect of a scheme to supply the township and country lands by drawing water from wells.

Whyalla.—£33,000, including £5,000 for the annual instalment to the Broken Hill Pty. Co. Ltd., in respect of the Whyalla water-works taken over, and £28,000 for the establishment of a depot for future operations.

An amount of £75,000 is provided for mains, services and minor works, for various country water supplies.

Tod River Water District, £262,000.—An amount of £30,000 is provided for the preliminary work on a scheme to tap underground water supplies in the Lincoln basin to augment the water supply for Port Lincoln. The sum of £10,000 is required for further work at Fountain Springs. The work comprises a collecting trench and pumping plant to take water to the storage tank at the main Uley-Wanilla plant. The estimated total cost is £53,000. An amount of £55,000 is provided to continue work on the extension of the Tod River system into the Hundreds of Shannon and Mitchell. The estimated total cost is £85,000. An amount of £14,000 is required to complete a £32,000 project for a pumping station at Lock. The station is to act as a booster on the Tod River main to give a greater delivery to the storage tank at Minnipa; £5,000 is provided for a booster station to improve the supply through the 12in. main serving Port Lincoln; £55,000 is provided to cover the full cost of laying 4in. and 6in. mains to improve supplies in the

Hundreds of Boothby, McLachlan, Tarlton, Wudinna, and Yadnarie; £12,000 is required for buildings, £29,000 for cement lining of pipes, £42,000 for mains, services and minor works, and £10,000 for plant and machinery.

Beetaloo, Bundaleer, and Baroota Water District, £531,000.—It is proposed to spend £309,000 on continued work on the Yorke Peninsula scheme. It is anticipated that this year will see the project practically finished. Supplies to all towns will be available within a few months and the reticulation of country lands is planned to be completed within 12 months. The sum of £10,000 is provided to complete a tank at Birds Hill to improve the Laura water supply.

An amount of £94,000 is set aside for work on mains. This figure includes £50,000 to be spent on a new trunk main to the southern part of the town of Port Pirie to improve supplies, and £44,000 for the replacement of mains in the Hundreds of Blyth, Everard, Narridy, Tickera, and Wiltunga, whilst £5,000 is required for depot buildings, £20,000 for the cement lining of mains, £47,000 for mains, services and minor works, and £46,000 for plant and machinery.

Adelaide Sewers, £1,359,000.—£400,000 is provided for further work on the extensions to the Glenelg treatment works. It is anticipated that by the end of this financial year more than 90 per cent of the work will have been carried out. The sum of £15,000 is provided for extra sludge lagoons and alterations to pipework at the Port Adelaide treatment works.

The following sums are required:—£8,000 to complete an ejector station at Henley Beach, £4,000 to complete a pumping station at Queensbury, and £25,000 to commence work on a pumping station and rising main at West Beach; £65,000 for the reconstruction of sewers in Birkenhead and Semaphore; £125,000 for the sewerage of new areas including Taperoo, Osborne, Seaton Park, and new Housing Trust areas; £61,000 for new mains at Abattoirs, Brooklyn Park, Grange, Lockleys, Oldfield and Rostrevor; £20,000 for workshop and depot buildings, £150,000 for house connections, £2,000 for making advances under a deferred payment scheme for inside sewer connections, £358,000 for miscellaneous extensions and minor works, and £126,000 for plant, machinery and equipment.

Salisbury Sewers, £122,000.—This provision includes £100,000 for further work on the sewerage of Elizabeth, £15,000 for further

work on the sewerage of Salisbury, and £7,000 for lagoons, a pumping station and rising main. By June next more than £500,000 will have been spent out of the estimated total cost of £750,000 for the sewerage of Elizabeth.

Country Sewers, £439,000.—The following is provided:—£5,000 for the initial work involved in the Mount Gambier treatment works, the estimated total cost of which is £421,000; £1,000 for initial work on the Myponga treatment works which are estimated to cost £15,000 (the sewerage of Myponga is an essential step to protect the purity of the water of the new Myponga reservoir); £212,000 for the completion of the sewerage of Naracoorte (of this amount £96,000 is required for the treatment works and £116,000 for mains, connections and associated works); £200,000 for further work on the sewerage of Port Lincoln; the total estimated cost of which is £415,000; £21,000 for preliminary investigations of sewerage proposals for a number of country towns.

Water Conservation, £18,000.—£5,000 for a pump and an overhead storage tank to supply water to Marree township; £10,000 for the completion of three tanks on the Penong-Eucla road, and £3,000 for miscellaneous extensions and minor works.

Plant and Machinery, £156,000.—This amount is required for the purchase and replacement of construction plant.

RIVER MURRAY WEIRS, DAMS, LOCKS, ETC., £250,000.—This provision is to meet South Australia's share of the cost of work carried out by the River Murray Commission.

GOVERNMENT BUILDINGS AND LAND, £6,750,000.

Hospital Buildings, £2,050,000.—Actual expenditure during 1958-59 was £2,140,000, of which £687,000 was for Queen Elizabeth Hospital, and £1,453,000 for other hospitals. During the year a number of important works were completed. At the Royal Adelaide Hospital extensions to the McEwin Building were completed at a final cost of £61,000. These extensions provided two additional operating theatres and recovery wards of 12 beds. At Northfield Mental Hospital four new blocks providing accommodation for 280 patients were completed at a final cost of £695,000. The senile men's block to accommodate 80, cost £224,000; the senile women's block to accommodate 80 women, £229,000; the

block for 60 boys, £123,000; and the block for 60 girls, £119,000. The new boiler house and steam generating plant at Northfield Mental Hospital was also completed at a final cost of £164,000.

At Port Pirie Hospital the new theatre and men's block was completed at a final cost of £241,000. It is now partly equipped but is not yet occupied. The building consists of three floors, containing two operating theatres, x-ray facilities, sterilizing and staff rooms, and accommodation for 70 patients.

A number of large projects were in progress at the end of 1958-59 and I shall comment on them as I deal with the proposals for 1959-60, which are as follows:—

Royal Adelaide Hospital.—A sum of £240,000 is required for continued work on additions to the dental hospital on which £89,000 had been spent to the end of June last. This work, which is estimated to cost £499,000, consists of two new wings, one of five floors and one of three floors, and the construction of an additional floor on each of the two existing wings. The planned completion date is the end of 1960.

A sum of £270,000 is provided for work on the radiotherapy building, £250,000 being for the continuation of work on the first stage and £20,000 for preliminary work associated with the second stage. The first stage, which is estimated to cost £694,000, will provide a sub-basement, basement, ground floor, and foundations suitable for a multi-storey building. The second stage, which is estimated to cost £1,477,000, will provide an additional five floors. This building is a major step in the rebuilding plan for the Royal Adelaide Hospital. £66,000 is provided for further work on the cobalt treatment rooms, the total estimated cost of which is £93,000. This single storey building, which is adjacent to the radiotherapy building, will provide facilities for ray treatment for cancer, and for research.

Provision is made for £42,000 for further work on a new chest clinic at Ruthven Mansions, Pulteney Street. The project provides for alterations to the ground floor of the existing building and the erection of a single storey building at the rear. The estimated total cost is £82,000. The sum of £20,000 is provided for the commencement of alterations and extensions to the ground and first floors of Bice Building, the total estimated cost being £80,000. Air conditioning of the McEwin Building requires £29,000. A sum of £48,000

is provided for smaller works including additional accommodation in the outpatients' department, kitchen and workshop improvements, and a garbage disposal unit.

Northfield Wards.—For the Northfield Wards of the Royal Adelaide Hospital £23,000 is provided to complete work on two new nurses' homes, the estimated total cost of which is £108,000. These buildings, each of two storeys, will accommodate 82 nurses. Alterations and additions, including work on a mortuary, an oil store, and a pharmacy, will require £10,000.

Queen Elizabeth Hospital.—The sum of £150,000 is provided for the final payments in respect of the Queen Elizabeth Hospital, which will provide a complete health service in the western districts and will be an additional teaching hospital for medical students and nurses in conjunction with the Royal Adelaide Hospital. The general hospital provides 372 beds, outpatients' department, casualty section, and teaching and research facilities, including professional departments of surgery and medicine. The main block consists of nine floors, the ground floor accommodating general administration, outpatients, casualty and X-ray, the first floor operating theatres, physiotherapy and central sterile supplies, and the second floor pathology and lecture rooms. The other floors are devoted to nursing units with provision being made for some intermediate and private rooms.

The maternity hospital provides 114 beds and has professorial Departments of Obstetrics and Gynaecology. The building is of seven storeys and contains general administration, staff rooms and clinic on the ground floor. It is equipped with operating theatres, birth rooms, lecture rooms, nurseries and nursing units.

The nurses' home accommodates 430 nurses and is an eight storey structure, planned to provide living units for groups of eight and ten persons with their own bedrooms, bathrooms and sitting rooms. On the ground floor of this building are two suites for the Matron and Assistant Matron, a chapel, and general recreation rooms and lounge.

The Resident Medical Officers' Quarters accommodate 78 doctors and students. The building is of six storeys and is planned on similar lines to the nurses' home, with smaller living units for two person for the senior staff on the first floor and groups of eight above. Recreation facilities and lounges are provided on the ground floor.

Parkside Mental Hospital.—An amount of £64,000 is required to complete work on the new boiler house and steam reticulation system which is estimated to cost £79,000 and which is planned to be completed early in 1960. Provision is made for £47,000 for the completion of work on sanitary annexes, which are three-storey blocks attached to existing wards and which provide bathrooms, showers, toilets, store rooms and goods lifts. The estimated total cost of the three blocks included in this work is £97,000. A sum of £68,000 is provided for alterations and additions to wards, airing courts, and the administration building.

Mount Gambier Hospital.—An amount of £244,000 is required for the continuation of work on the new general hospital. Of the total estimated cost of £1,334,000, £974,000 had been spent to the end of 1958-59. This project provides for a six-storey building to accommodate 217 patients. It is expected to be completed in the latter half of 1960. Further work on the erection of a boiler house and the installation of plant requires £51,000. The total estimated cost is £91,000. An amount of £41,000 is provided for further work on a pathological laboratory, the total estimated cost of which is £61,000. The two-storey building adjacent to the new general hospital will contain four laboratories and will have the facilities to carry out pathological work for other hospitals in the South-East.

Port Augusta Hospital.—Provision is made for £30,000 for the continuation of a £38,000 project to add a new maternity block at the Port Augusta Hospital, and £21,000 is required for alterations and additions to the kitchen, dining room, storage rooms, sterilising facilities, and workshops.

Port Lincoln Hospital.—A sum of £5,000 is provided for the initial work on the construction of a new two-storey block to provide accommodation for 71 patients in medical, surgical, and children's wards, and the erection of a home to accommodate 37 nurses. The total estimated cost of the scheme is £303,000.

Port Pirie Hospital.—The sum of £220,000 is set aside for further work on a project for a new kitchen, laundry, boiler house, workshop, sewerage system, and equipment. The estimated total cost is £400,000 and the anticipated completion date December, 1960.

General.—The following amounts are provided:—£305,000 for minor alterations and additions at various hospitals as the need arises from day to day, £50,000 for furniture and

equipment, and £6,000 for preliminary work on various projects.

SCHOOL BUILDINGS, £3,750,000.—During 1958-59 actual payments from Loan account amounted to £3,489,000, which was made up as follows:—

The completion of 16 contracts to a total value of £1,514,000 for new schools or major additions to schools, £770,000.

Work under contracts for 23 new schools or major additions to a total value of £2,780,000, in progress at the end of June, 1959, £1,176,000.

The completion of craftwork centres at three schools, £41,000.

Progress work on craftwork centres at 10 schools—estimated total cost £257,000, £64,000.

330 prefabricated classrooms or classroom equivalents, £448,000.

Purchase of land and residences for school purposes, £800,000.

Minor works, including grading and paving of school yards, fencing, roadways, additional toilets and facilities, etc., £190,000.

The completed school buildings were:—

Primary schools at Croydon Park, Forbes, Gepps Cross, Linden Park, and Hampstead; area schools at Oakbank and Parndana; and high schools at Bordertown, Brighton, Enfield, Findon, Loxton, Marion, Port Augusta, Seacombe Gardens, and Waikerie.

I now propose to give some details of the new schools or major additions to schools which were under construction at the end of the year and I shall refer to the type of construction, the total estimated cost, and the number of classrooms. In the majority of these schools provision has been made for a library, office, shelter sheds and other amenities in addition to the number of classrooms quoted. The schools at which work was in progress or for which contracts had been let at the end of June were:—

Primary and Infant Schools—

Broadmeadows—A new school of precast concrete construction to contain 15 classrooms, to cost £87,000, and to be completed at the end of 1959.

Burnside—Additional school buildings of precast concrete construction to contain six classrooms, to cost £59,000, and to be completed at the end of 1959.

Challa Gardens—A new precast concrete building for an infant school at the site of the present primary school. The new building is to contain 10 classrooms, to cost £65,000, and to be completed towards the end of 1959.

Christies Beach—A new school of precast concrete construction to contain 18 classrooms, to cost £140,000, and to be completed by mid-1960.

Elizabeth East—A new school of precast concrete construction, to contain 23 classrooms, to cost £188,000, and to be completed late in 1960.

Elizabeth Grove—A new school of precast concrete construction to contain 23 classrooms, to cost £130,000, and to be completed late in 1959.

Fulham—A new school of precast concrete construction, to contain 10 classrooms, to cost £77,000, and to be completed early in 1960.

Fulham Gardens—A new school of precast concrete construction to contain 18 classrooms, to cost £129,000, and to be completed early in 1960.

Hectorville—An additional brick wing to contain 4 classrooms, to cost £17,000, and to be completed towards the end of 1959.

Kirton Point (Port Lincoln)—A new brick school of 8 classrooms, to cost £65,000, and to be completed late in 1959.

Klemzig—A new school of precast concrete construction, to contain 11 classrooms, to cost £88,000, and to be completed late in 1959.

Lockleys North—A new school of precast concrete construction, to contain 12 classrooms, to cost £88,000, and to be completed towards the end of 1959.

Mitchell Park—A new school of precast concrete construction to contain 18 classrooms, to cost £129,000, and to be completed in the latter half of 1960.

Mount Gambier North—A new school of Mount Gambier stone, to contain 18 classrooms, to cost £155,000, and to be completed late in 1960.

Netley—A new school of precast concrete construction, to contain 18 classrooms, to cost £133,000, and to be completed by the middle of 1960.

Seacliff—A new school of precast concrete construction, to contain 8 classrooms, to cost £86,000, and to be completed early in 1960.

Warradale—A new school of precast concrete construction, to contain 18 classrooms, to cost £138,000, and to be completed by the middle of 1960.

Willsden—A new precast concrete building for an infant school at the site of the present primary school. The new building is to contain 7 classrooms, to cost £62,000, and to be completed by the end of 1959.

Technical High Schools—

Gilles Plains Boys'—A new timber school with precast craft centres and brick toilet blocks, to contain nine classrooms, to cost £125,000, and to be completed late in 1959.

Norwood Boys'—An additional brick building at the present school. The new building will contain 14 classrooms, is to cost £110,000, and is to be completed by the end of 1959.

Croydon Girls'—A new building of precast concrete construction at the existing school where the timber classrooms will be retained. The new building is to contain 12 classrooms, is to cost £127,000, and is to be completed by the end of 1959.

High Schools—

Salisbury—A new school of precast concrete construction, to provide 14 classrooms, to cost £215,000, and to be completed late in 1959.

Unley Boys—A new school of precast concrete construction to provide 28 classrooms, to cost £367,000, and to be completed early in 1960.

At the end of 1958-59 work was also in progress on craft centres at Willsden primary school, at Cummins area school, at higher primary schools at Orroroo, Snowtown, and Tumby Bay, at Croydon Boys' technical high school, at Urrbrae Agricultural high school, and at high schools at Booleroo Centre, Bordertown, and Naracoorte.

I now propose to deal with the provisions for 1959-60 which are designed to cover further work on those school projects which I have already referred to, and to permit work to be commenced on a number of new schools and major additions. With each new work I shall refer to the type of construction, the number of classrooms, and the total estimated cost, but in all cases the work will provide for other services and amenities such as shelter sheds, art rooms, libraries and offices. The provisions for 1959-60 are:—

For 20 new primary schools, £1,170,000. This proposed expenditure is for further work at Broadmeadows, Christies Beach, Elizabeth Grove, Elizabeth East, Fulham, Fulham Gardens, Kirton Point, Klemzig, Lockleys North, Mitchell Park, Mount Gambier North, Netley, Seacliff, and Warradale, and for the beginning of construction at the following:—

Clapham—Precast concrete construction to contain 23 classrooms, and estimated to cost £229,000.

Elizabeth Park—Precast concrete construction to contain 18 classrooms, and estimated to cost £134,000.

Elizabeth Vale—Precast concrete construction to contain 18 classrooms, and estimated to cost £133,000.

Evanston—Precast concrete construction to contain 8 classrooms, and estimated to cost £81,000.

Murray Bridge South—Precast concrete construction to contain 8 classrooms, and estimated to cost £76,000.

McLaren Vale—A new school building on a new site to replace the old school—precast concrete construction to contain 5 classrooms, and estimated to cost £55,000.

For major additions at 14 primary schools, £190,000. This proposed expenditure is for further work at Burnside, Challa Gardens, Hectorville, and Willsden, and for the beginning of construction at the following:—

Croydon Park—Five additional classrooms of brick construction, estimated to cost £30,000.

Darlington—A new infant school building of precast concrete construction to be erected at the existing primary school, to contain 8 classrooms, and estimated to cost £69,000.

Dover Gardens—A new infant school building of precast concrete construction to be erected adjacent to the existing primary school, to contain 8 classrooms, and estimated to cost £69,000.

Magill—An additional building of Mount Gambier stone, to contain 12 classrooms, and estimated to cost £111,000.

Marryatville—A new infant school building of precast concrete construction to be erected near the existing primary school, to contain 8 classrooms, and estimated to cost £69,000.

Millicent—An additional building of Mount Gambier stone to contain 12 classrooms, and estimated to cost £142,000.

Mount Gambier East—A new infant school building of Mount Gambier stone to be erected at the existing primary school, to contain eight classrooms, and estimated to cost £74,000.

Oaklands—A new infant school of precast concrete construction to be erected at the existing primary school, to contain eight classrooms, and estimated to cost £66,000.

Strathalbyn—An additional building of precast concrete construction to be erected near the present school, to contain six classrooms, and estimated to cost £70,000.

Whyalla West—Additional brick buildings to provide 10 classrooms, and estimated to cost £75,000.

For the initial work on a new area school at Coomandook, £2,000 is required. The school will be of timber with a brick spine and brick toilet blocks; it is to provide seven classrooms and is estimated to cost £114,000. The £477,000 proposed for seven new technical high school projects is to permit work to be continued at Gilles Plains Boys', and to enable construction to commence at the following:—

Angle Park Boys'—Timber construction with brick spine and brick toilets, to provide 10 classrooms, and estimated to cost £155,000.

Elizabeth Boys'—Timber construction with brick spine and brick toilets, to contain 10 classrooms, and estimated to cost £140,000.

LeFevre Boys'—A new school on a new site to replace the existing school, to be of precast concrete construction, to provide 13 classrooms, and estimated to cost £301,000.

Elizabeth Girls'—Two school projects are planned; one of timber construction with brick spine and brick toilets, to provide 10 classrooms, and estimated to cost £111,000; the other of precast concrete construction to provide 12 classrooms, and estimated to cost £180,000.

Gilles Plains Girls'—Timber construction with brick spine and brick toilets, to contain nine classrooms, and estimated to cost £105,000.

The £144,000 proposed for major additions at seven technical high schools is designed to cover further work at Norwood Boys' and Croydon Girls', and to permit work to commence at the following:—

Croydon Boys'—A new building of precast concrete construction to contain 10 classrooms, estimated to cost £173,000, and to be erected on the same site as existing timber classrooms which are to be retained.

Mitchell Park Boys'—A new building of precast concrete construction, to contain 10 classrooms, estimated to cost £213,000, and to be erected on the same site as existing timber classrooms which are to be retained.

Port Adelaide Girls'—A new building of precast concrete construction, to contain 12 classrooms, and estimated to cost £218,000.

Vermont Girls'—A new building of precast concrete construction to contain 9 classrooms, estimated to cost £230,000, and to be erected on the same site as existing timber classrooms which are to be retained.

Whyalla—An additional wing of precast concrete construction to contain 10 classrooms, and estimated to cost £118,000.

The £684,000 proposed for 12 new high schools is to enable work to further progress at Salisbury, and Unley Boys', to cover final payments for Seacombe Gardens, and to commence work at the following:—

Blackwood—Timber construction with brick spine and brick toilets, to provide 10 classrooms, and estimated to cost £141,000.

Elizabeth—Precast concrete construction, to provide 12 classrooms, and estimated to cost £256,000.

Gilles Plains—Precast concrete construction, to provide 12 classrooms, and estimated to cost £252,000.

Millieent—Precast concrete construction, to provide 12 classrooms, and estimated to cost £319,000.

Norwood—Timber construction with brick spine, to provide 12 classrooms, and estimated to cost £140,000.

Penola—Precast concrete construction, to provide 15 classrooms, and estimated to cost £163,000.

Plympton—Timber construction with concrete spine and toilets, to provide 10 classrooms, and estimated to cost £135,000.

Taperoo—Timber construction with brick spine and brick toilets, to provide 10 classrooms, and estimated to cost £141,000.

Willunga—Timber construction to provide 10 classrooms, and estimated to cost £171,000.

The £3,000 proposed to be spent on major additions to three high schools is to cover initial work at Campbelltown, Henley and Seacombe Gardens, where precast concrete buildings are to be erected on the site of existing timber framed schools. At each locality the estimated cost of the new building is £253,000. An amount of £209,000 is required to complete

craftwork and domestic arts centres at Willsden primary, Cummins area, Orroroo, Snowtown, and Tumby Bay higher primary, Croydon boys' technical high, Urrbrae agricultural, Booleroo Centre, Bordertown, and Naracoorte high schools, and to begin construction of centres at Keith and Oakbank area, Croydon girls' and Nailsworth boys' technical high, and Campbelltown high schools.

Then £5,000 is proposed to be spent on the initial work for additions to the Automotive and Building and Furnishing Trade school. The additions are to be constructed with a light steel framework, a brick front, and metal sides. They are estimated to cost £310,000. Also, £25,000 is set aside for adult education centres, £23,000 being to complete the Mount Gambier centre, which will cost in total £33,000, and £2,000 being for the commencement of work at the Gawler centre, which will cost £58,000.

A sum of £33,000 is required for Teachers' College buildings. Of this amount, £18,000 is for the erection of a timber-framed building at Thebarton, and £15,000 for initial work on additions to be erected at Kintore Avenue, the estimated cost being £815,000. This project provides for a 13-storey building, an assembly hall, a gymnasium unit, and alterations to the present main building. The 13-storey building is to contain 26 lecture rooms, with a total capacity of 1,400 students. It will be a steel-framed structure with outer walls of prefabricated aluminium units and precast concrete units having exposed coloured marble aggregate. The two-storeyed assembly hall, to be capable of accommodating 500 people, and the two-storeyed gymnasium wing will each be steel-framed with precast concrete walling units having exposed coloured marble aggregate. This project is a major step in the provision of educational facilities in South Australia. It will be capable of meeting the needs of an expanding teacher-training programme until some time in the 1970's.

An amount of £200,000 is provided for the erection of prefabricated classrooms, shelter sheds and wood sheds, £50,000 for a grant to the School of Mines for the completion of the Playford Building extensions and associated works, £200,000 for the purchase of land for school purposes, £200,000 for the purchase or erection of new residences for teachers, £10,000 for the purchase of land for recreation areas, £138,000 for miscellaneous small works, and £10,000 for investigation and preliminary work.

POLICE AND COURTHOUSE BUILDINGS, £450,000.—Actual expenditure in 1958-59 was

£572,000 and satisfactory progress was made on a number of works on which I shall comment as I give details of the proposals for 1959-60. The amounts proposed to be spent in 1959-60 are as follows:—A sum of £24,000 is provided for new police buildings. This will cover the completion of a police station at Port MacDonnell, the commencement of work on police stations at Gawler, Hallett, Henley Beach, Kadina, and Minlaton, and divisional headquarters at Port Pirie. Then £35,000 is required for major alterations to police buildings. This will cover the completion of single men's quarters at Mount Gambier, the commencement of work on new cells and offices at Port Augusta, and on a new building at Thebarton barracks for the motor transport division.

A sum of £13,000 is provided for new courthouses. Of this amount, £11,000 is required to complete a £16,000 project at Naracoorte and £2,000 to commence a £17,000 building at Port Pirie. Then £95,000 is provided to complete the additions at the Supreme Court, which are estimated to cost £235,000. This new building of five floors will contain the main library, offices for the Sheriff's Department, and for reporting staff; an additional courtroom, accommodation for the Industrial Court, store-rooms, work-rooms, staff amenities, and toilets. Also, £88,000 is provided for new buildings which will provide accommodation for both police stations and courthouses. Of this amount, £12,000 is required to complete a £24,000 building at Angaston, £5,000 for the initial work on a £74,000 building in the Christies Beach to Halletts Cove area, £2,000 to commence a £14,000 building at Barmera, £40,000 for work on a £74,000 building at Elizabeth, £26,000 for the full cost of the building at Kapunda, and £3,000 for work to start on an £18,000 building at Kingscote.

An amount of £14,000 is provided for additions to the police station and courthouse at Renmark, and £141,000 is set aside for new residences at Angaston, Blackwood, Elizabeth, Henley Beach, Kadina, Mount Gambier, Narung, Northfield, Peterborough, Port Augusta, Port Lincoln, Port Pirie and Two Wells. A sum of £38,000 is provided for minor alterations and additions to buildings, and £2,000 for preliminary work on various projects.

OTHER GOVERNMENT BUILDINGS, £500,000.—Actual expenditure in 1958-59 was £476,000. The major works completed during the year were the building to house the central steriliz-

ing unit at the Institute of Medical and Veterinary Science at a final cost of £76,000, Government offices at Port Lincoln at a cost of £54,000, and Government offices at Murray Bridge at a cost of £46,000.

The proposed expenditures for 1959-60 are as follows:—£5,000 is required to enable work to commence on a new office block at Loxton, the total estimated cost of which is £68,000. Then, £14,000 is provided to complete a new security block at Magill Reformatory. The block is expected to be finished in the near future at an estimated cost of £84,000. It is a single-storey brick structure, containing 22 cabins, amenities room, kitchen, dining room, and toilets. It is to provide secure accommodation for youths who are thought to be potential absconders.

A sum of £3,000 is provided to complete extensions to the nursery at Seaforth Home, and £30,000 is provided for the purchase or erection of three cottage homes for the Children's Welfare Department. It is proposed to use these homes to accommodate selected children under the care of a foster mother, and to create an atmosphere which is more akin to that of a normal home and less to that of an institution.

Also, £180,000 is provided for further work at a new prison establishment at Cadell. Of the total estimated cost of £358,000, £148,000 had been spent to the end of 1958-59. The scheme provides for a cell block, a piggery, a dairy, implement sheds, stores, dormitory, laundry, administration block and staff houses. Citrus, stone fruits, and vines will be grown under irrigation, and dairying and pig raising will be carried on.

Then £5,000 is required to commence work on a new £15,000 block of 10 cells at Mount Gambier Gaol, whilst £5,000 is provided for initial work on a new cell block to accommodate 60 prisoners at Port Augusta Gaol. The estimated total cost of the work is £60,000. A sum of £10,000 is proposed to be spent this year on remodelling the kitchen at Yatala Labour Prison. The total cost is estimated to be £20,000.

A sum of £78,000 is proposed to be spent on new residences. These will be for the Department of Agriculture at Blackwood, Loxton, Minnipa, Nuriootpa, Parndana, Turretfield, and Wanbi; for the Children's Welfare Department at Magill Reformatory; and for the Sheriff's and Gaols and Prisons Department at Adelaide Gaol, at Gladstone Gaol, and at

Yatala Labour Prison. Then £20,000 is provided for various items of plant and equipment, and £150,000 set aside for minor alterations and additions includes provision for initial work on new lifts in the Libraries and Museum Departments, workshop accommodation at the Art Gallery, office accommodation at Kybybolite, and small works which may be found necessary from time to time.

EXPENSES AND DISCOUNTS OF FLOATING CONVERSION AND PUBLIC LOANS, £500,000.—The amount required for this item will depend on the terms and conditions considered appropriate for new loans and conversions undertaken during 1959-60. It is not possible to make an accurate estimate of likely requirements, which fluctuate from year to year, but £500,000 is provided as a reasonable cover.

TEMPORARY AND EMERGENCY HOUSING ACCOMMODATION, £5,000.—A sum of £5,000 is set aside to cover the cost of small works which may be undertaken during the year.

SOUTH AUSTRALIAN HOUSING TRUST, £600,000.—During 1958-59 the trust completed 3,142 houses, compared with 3,033 in the previous year. The 1958-59 figure was made up of 1,375 in the metropolitan area, 713 in the country, and 1,054 at Elizabeth. Houses for sale numbered 1,453, being 1,006 single units of brick, Mount Gambier stone, or other solid construction, 393 single units of timber-framed construction, 14 rural dwellings, 22 dwellings for ex-service settlers on the land, 2 double units of solid construction, and 16 cottage flats. Rental dwellings numbered 1,689 and comprised 1,196 double and 109 single units of solid construction, 20 timber-framed single units, 184 flats, 85 cottage flats, and 95 special single units in country areas.

Houses under construction at the end of 1958-59 numbered 2,448, including 719 in the metropolitan area, 710 in the country and 1,019 at Elizabeth. At Elizabeth, the 1,054 dwellings completed during the year took the cumulative total of completions to 3,558. At the 30th June, 1959, the population was approximately 13,300. Shopping centres catering for most of the needs of residents are now operating at Elizabeth South and Elizabeth Grove, and the foundations for a third centre have been poured at Elizabeth North. Two smaller shopping groups have been carrying on business for some time in Elizabeth South and Elizabeth North and a third has recently been opened in Elizabeth East. Adjacent to the larger shopping centres in Elizabeth South and Elizabeth Grove, build-

ings are being erected for service industries such as automotive engineers, electrician, bakery, printer, and shoe repairer.

In the town centre, construction has commenced on two groups of shops. Except for the hotel, these shops are the first development in what is to be the commercial centre of Elizabeth. The trust is negotiating with business interests for future buildings in the centre. During the past year the Lyell McEwin Hospital was completed to the 45-bed stage and is now operating under the control of a board on which the trust and the local authority are represented.

In the industrial field five factories are in production, and two smaller engineering plants are operating. The trust is negotiating with other industrial concerns and has two factories under construction. It has been pleasing to see the interest in sporting and social activities, which has grown up as the building programme has progressed, and credit must be paid to the various church organizations which have fostered and encouraged this development.

During 1959-60 the trust plans to spend £10,302,000 on the building of houses and associated works. Of this figure £5,500,000 will be available from the trust's internal funds from the proceeds of house sales and from deposits. Funds made available under the terms of the Commonwealth-State Housing Agreement will amount to £3,592,000, comprising £3,500,000 out of South Australia's share of the programme approved by Loan Council and £92,000 in respect of houses built for members of the defence forces. The trust is to raise £550,000 from lending institutions and the public, and £60,000 remains of the special grant of £368,000 received from the Commonwealth late in 1957-58 and made available to the trust for the provision of houses for needy families in country towns. The funds from the above sources total £9,702,000, so that £600,000 of State Loan funds will be required for the balance of the programme of £10,302,000.

An amount of £8,913,000 will be required for progress work on 5,851 housing units comprising 2,448, which were under construction at June 30, and 3,403 to be commenced this year. The 5,851 units are expected to include 2,462 double unit rental houses, 2,959 single unit houses for sale, 28 single unit rental houses under the special country scheme, 277 units in three story flats, and 125 units in cottage and villa flats. By location the break-up

of the 5,851 units is to be 2,052 in the metropolitan area, 2,280 at Elizabeth, and 1,519 in country areas, including 575 at Whyalla, 40 at the new refinery site south of Hallett's Cove, where construction will commence in the last quarter of 1959-60, and varying numbers at other country centres to which I shall refer in a moment.

During 1959-60 the trust will complete construction of approximately 3,150 of the 5,851 units, so that 2,701 are expected to be still under construction at the end of the year. The sum of £600,000 is proposed to be spent on the purchase of land for future building, £372,000 on roads, drainage schemes, and development works, £200,000 on the town centre at Elizabeth, and £217,000 on erection of shops and factories, head office accommodation, etc. In recent years this House has approved of the recording in *Hansard* of a table setting out information on housing in localities outside the metropolitan area. I believe that this information has been of value to members, and I ask that approval be given for the recording in *Hansard* of this table, which sets out completions in 1958-59, houses under construction at June 30, 1959, and anticipated commencements in 1959-60. I ask leave for it to be incorporated in *Hansard* without its being read.

Leave granted.

South Australian Housing Trust.
Localities Outside the Metropolitan Area.

Town.	Houses Com- pleted, 1958-59.	Under Con- struction, 30/6/59.	To be Com- menced, 1959-60.
Aldinga	1	—	—
Angaston	3	—	—
Ardrossan	2	—	—
Barmera	3	5	10
Balaklava	5	—	—
Berri	29	28	8
Bordertown	1	12	6
Brinkworth	1	—	—
Burra	2	—	—
Cadell	3	11	7
Ceduna	2	3	2
Christies Beach	1	—	—
Clare	9	3	8
Cleve	2	—	—
Cockburn	1	—	—
Coonalpyn	2	3	1
Cowell	1	—	—
Crystal Brook	5	11	4
Farrell's Flat	1	—	—
Frances	1	—	—
Freeling	2	1	—
Gawler	20	15	16
Georgetown	1	—	—
Gerard	2	5	—
Gladstone	3	—	—
Glenroy	2	—	—
Hallett	—	1	1

Town.	Houses Com- pleted, 1958-59.	Under Con- struction, 30/6/59.	To be Com- menced, 1959-60.
Halletts Cove- Christies Beach Oil Refinery Area	—	—	40
Iron Knob	1	—	—
Jamestown	5	—	—
Kadina	2	6	4
Kalangadoo	—	—	6
Kapunda	3	—	—
Karoonda	—	1	1
Keith	9	—	—
Kimba	1	—	—
Kingston (S.E.)	3	3	2
Kingscote	2	—	—
Lameroo	3	—	—
Littlehampton	1	—	—
Lobethal	5	1	12
Lock	1	—	—
Loxton	1	10	8
Lucindale	1	—	—
Lyndoch	1	—	—
Maitland	2	—	—
Mannum	—	—	2
Manoora	—	1	—
Marree	—	1	—
Meningie	4	—	—
Millicent	24	31	42
Minlaton	2	3	2
Minnipa	1	1	2
Mount Barker	8	1	8
Mount Gambier	124	44	70
Murray Bridge	20	15	18
Nairne	1	—	—
Napperby	1	—	—
Naracoorte	31	4	20
North Shields	—	1	—
O'Halloran Hill	1	—	—
Palmer	1	—	—
Parndana	1	—	—
Penola	9	—	—
Pinnaroo	—	1	4
Peterborough	4	3	2
Poochera	—	1	—
Port Augusta	40	57	30
Port Lincoln	23	7	4
Port Pirie	44	35	10
Port Victoria	1	—	—
Renmark	11	13	14
Reynella	—	1	—
Riverton	3	—	—
Robe	1	—	—
Roseworthy	—	1	—
Saddleworth	3	—	—
Salisbury	5	97	64
Snowtown	2	—	—
Stenhouse Bay	—	1	—
Stirling West	1	—	—
Strathalbyn	5	—	—
Struan	—	1	—
Tailem Bend	2	3	3
Tantanoola	—	—	6
Tanunda	4	1	2
Tintinara	3	—	—
Truro	—	1	—
Victor Harbour	2	—	—
Waikerie	—	2	6
Wallaroo	4	—	—
Wanbi	1	—	—

Town.	Houses Com- pleted, 1958-59.	Under Con- struction, 30/6/59.	To be Com- menced, 1959-60.
Warramboo	2	—	—
Whyalla	132	245	330
Wilmington	2	—	—
Wirrulla	—	2	—
Woodside	3	—	—
Yankalilla	1	—	—
Yatala	—	3	—
Yunta	4	—	—
	677	696	775

In addition 14 rural dwellings on farm properties and 22 houses for the Land Development Executive were completed during the year; there were 9 and 5 houses respectively under construction at 30/6/59, and it is planned to commence 11 and 23 respectively during 1959-60.

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

ELECTRICITY TRUST OF SOUTH AUSTRALIA, £2,500,000.—During 1958-59 the trust's expenditure on capital works totalled £7,704,000, of which £2,250,000 was from State Loan funds and £5,454,000 from loans raised from the public and financial institutions, and from depreciation and other internal funds. The main works carried out last year were:—

Osborne Power Station.—As the designed capacity of 180,000 kilowatts for the Osborne B Station had been reached during 1957-58 the expenditure of £250,000 during 1958-59 was confined to the cost of civil works, purchase of items of plant and equipment, and final payments for generating equipment previously installed. The B Station was commenced in 1942, and to the end of June last £11,350,000 had been spent out of the total estimated cost of £11,400,000. Expenditure last year on further station services and equipment for the use of both A and B Stations amounted to £20,000.

Port Augusta Power Station.—The designed capacity of 90,000 kilowatts for Port Augusta A had been reached during 1957-58 and the expenditure of £120,000 during 1958-59 was for civil works, station services, construction of a chimney stack, and final payments in respect of generating equipment previously installed. To the end of June last £9,600,000 had been spent out of a total estimated cost of £9,710,000 for the A station. The chimney stack started last year will be 260ft. high. The purpose of the stack is to discharge the smoke at a height sufficient to avoid the draughts and eddies in the vicinity of the

power station buildings and to carry it clear of the town of Port Augusta. Wind tunnel tests carried out by the Aeronautical Research Laboratories of the Department of Supply in Melbourne have confirmed the estimates of the Chief Engineer that a stack of 260ft. will substantially decrease the dust nuisance from the A station.

Port Augusta B station has a designed capacity of 240,000 kilowatts which will be achieved with four turbo-alternators, each of 60,000 kilowatts, and six boilers. The total estimated cost of the station is £18,000,000, and to the end of June last payments totalling £4,000,000 had been made. Included in this figure were payments of £2,400,000 in 1958-59 covering civil works, progress payments on two turbo-alternators and five boilers, and expenditure on large items of electrical equipment.

Transmission Lines and Substations.—The Port Augusta B station will be connected to the metropolitan system by two 275 k.v. transmission lines and a terminal substation at Magill. During 1958-59 payments for the first transmission line totalled £680,000, for the second line £310,000, and for the Magill terminal £320,000. Of the total estimated cost of £4,910,000 for the three works, expenditure totalling £1,640,000 had been incurred to the end of 1958-59.

Port Lincoln Region.—The sum of £37,000 was spent last year on work in the Port Lincoln region. This included extensions towards Lipson, Ungarra, and Cockaleechie, and the improvement of services in Port Lincoln.

South-East Region.—During the year the fourth turbo-alternator and the fifth boiler were brought into service at the Mount Gambier power station, increasing the capacity from 11,800 kilowatts to the full designed capacity of 16,800 kilowatts. Payments during 1958-59 were £220,000, taking the total cost to the end of the year to £2,100,000 out of the total estimated cost of £2,200,000. Regional distribution works during the year included the construction of a 66 kv. line from Mount Gambier to Nangwarry and a 33 kv. line from Snuggery to Millicent. These works, the improvement of supply to existing consumers and the connection of new consumers, involved the expenditure of £225,000.

Transmission and Distribution System.—The total amount spent on the main transmission and distribution network during the year was approximately £2,500,000. This covered the erection of new mains and substations for new

consumers, and alterations and additions to substations and mains to increase supply to existing consumers. The number of consumers added to the trust's system during 1958-59 was 12,800. Of this number 7,300 were in country districts.

And now, turning to proposals for expenditure during 1959-60: The trust proposes to spend £9,000,000 on capital works this year, and to finance this programme it will have £3,550,000 of internal funds and expects to raise £2,950,000 from lending institutions and the public. Therefore, to be able to carry out the programme, it will require the balance of £2,500,000 to be provided from State Loan funds. The trust's planned expenditure of £9,000,000 is made up of:—Major power stations, £4,040,000; regional projects, £205,000; distribution and supply from the main system, £3,909,000; sundry items, £846,000.

Major Power Stations.—The expenditure of £4,040,000 for major power stations is expected to comprise £50,000 at Osborne, £100,000 for Port Augusta A Station, £3,785,000 for Port Augusta B Station, and £105,000 for general works at Port Augusta. At Osborne this year's proposed payments of £50,000 are to cover the completion of civil works at the B Station, the cost of additional equipment associated with the generation of power, and services to meet the combined needs of the two stations. For Port Augusta A Station the £100,000 is required for station services, electrical equipment, ash and dust disposal equipment, and further payments on the chimney stack which I have already commented on.

Of the £3,785,000 proposed for Port Augusta B the major part will be in respect of generating equipment. Progress payments on boilers Nos. 1 to 5, turbo-alternators Nos. 1 to 3, and associated equipment, will amount to £2,240,000. It is planned to commission the first 60,000 kilowatt turbo-alternator about March, 1960, and to complete the station in 1963. Other proposed expenditures this year are £230,000 on civil works for the main building, £190,000 for buildings and plant for water circulation and treatment, £125,000 for equipment to control dust, £785,000 for electrical equipment, and £215,000 for fuel handling equipment. The installation of electrolytic precipitation equipment to extract dust from flue gases and the erection of a second 260-foot chimney stack will protect the town of Port Augusta from smoke and dust.

Regional Projects.—The regional expenditure of £205,000 includes £20,000 for distribution works in Port Lincoln and surrounding districts. Work is to be continued on the line to Cockaleechee, and an extension laid to Lake Wangary. The sum of £185,000 for South-East Region covers final payments for generating equipment at the Mount Gambier power station which I have referred to as operating at full capacity, additional station services and plant, and extensions to the South-Eastern distribution network to supply Tantanoola, Glencoe, and Kalangadoo. Provision is included for work on mains to improve supplies in Millicent.

Distribution and Supply.—Within the £3,909,000 proposed to be spent by the Distribution and Supply Division, the major items are the two Port Augusta-Magill transmission lines and the terminal substation at Magill. Payments in respect of the West Circuit transmission line are anticipated to be £435,000, for the East Circuit £694,000, and for the Magill substation £450,000. The West Circuit and part of the Magill substation are to be commissioned in March, 1960, when the first turbo-alternator at Port Augusta B station commences operation. The sum of £500,000 is proposed to be spent on rural extensions, and £1,150,000 on extension and improvements to mains for new and existing consumers. It is anticipated that during 1959-60 at least 11,000 new services will be connected to the trust's system, 6,000 in the metropolitan area and 5,000 in the country.

Sundry Items.—The sum of £846,000 is set aside for design costs, land and buildings, transport, etc.

LEIGH CREEK COAL FIELD, £125,000.—Expenditure on capital works last year amounted to £175,000, but as it was possible to finance this out of depreciation and other internal funds there was no call on State Loan funds. The principal capital works were the construction of small buildings and the replacement of plant and vehicles. Proposals for expenditure in 1959-60 will require total funds of £500,000, of which it is anticipated £375,000 will be available from internal sources, leaving a net requirement of State Loan funds of £125,000.

The major expenditures planned are:—The sum of £102,000 for township buildings, including the completion of community recreation facilities, the erection of houses and flats, and various extensions and additions; £155,000 for electricity supply, made up of £150,000 in respect of a new transmission line and £5,000

for distribution works in Leigh Creek township. The £150,000 represents progress payments on a 132kV. transmission line from Port Augusta to the field, estimated to cost £800,000 and planned to be completed by December, 1960. This line, which will supersede the existing field power station, is to supply sufficient capacity and cheaper power to meet future loads imposed by additional open cut machinery. Over the life of the field it will achieve savings in operating costs of £3,000,000. The sum of £139,000 is provided for general machinery. This is mainly for progress payments on large excavating machinery which it is estimated will cost £850,000. Tenders have been called for additional equipment for both overburden removal and coal extraction. The walking dragline of 15 cubic yards capacity for overburden removal will be more than twice the capacity of the largest machine at present on the field and will be the largest walking dragline machine in Australia. The present annual output of 730,000 tons of coal will increase to about 2,000,000 tons annually within ten years and remain at that level while the Port Augusta Power Station remains the base load station of the system.

MINES DEPARTMENT. Buildings, plant, etc., £175,000.—Actual payments in 1958-59 amounted to £218,000. The main expenditures were £17,000 for two rotary drills and £15,000 for the purchase of seismic equipment. This equipment was used under agreement with Delhi Australian Petroleum Ltd. in search for oil in the Innamincka area. Expenditures proposed this year are principally for drilling plant and scientific instruments to be used by geological and geophysical parties in the field. Funds are also provided for the replacement of workshop plant and motor vehicles.

Mr. Riches—Is that equipment hired out?

The Hon. Sir THOMAS PLAYFORD—No, it is not hired out; it is under the control of the State's own officers, but there is a recoupment of expenditure. Our own officers do the work, but the expenditure is recouped with it.

URANIUM PRODUCTION.—Capital, £75,000.—Actual payments from Loan account last year totalled £75,000. Of the £75,000 provided for 1959-60, £17,000 will be required for replacement of sections of the Umberumberka pipeline, £8,000 for investigation and equipment for the re-treatment of flotation tailings, £40,000 for plant equipment and services at Radium Hill, and £10,000 for plant and equipment at Port Pirie.

Last year the value of uranium exported was approximately £2,550,000 and cash receipts for this and earlier deliveries were £2,564,000. Of this, £1,710,000 in Australian currency (equivalent to 3,841,000 dollars) was from the United States, and £854,000 in Australian currency (equivalent to £684,000 sterling) from the United Kingdom. After payment of all operating expenses £850,000 was available for repayment of funds borrowed. For 1959-60 proceeds are expected to be approximately £2,500,000 (two-thirds in United States dollars and one-third in sterling). After meeting working expenses it is expected that there will again be a surplus of £850,000 to be credited against the outstanding capital cost.

MUNICIPAL TRAMWAYS TRUST.—Loan to, £55,000.—During 1958-59 the trust was able to finance its capital works from funds in hand and did not require further Loan moneys. The sum of £55,000 is proposed to be advanced to the trust in 1959-60 for the purchase of plant and equipment.

METROPOLITAN AND EXPORT ABATTOIRS BOARD, £120,000.—In 1958-59, £160,000 of Loan moneys were advanced to the board and the principal capital works carried out were the construction of cattle isolation yards, the installation of additional chilling facilities, and further alterations and additions to buildings which were necessary as a first step to further extending chilling space.

Provision is made this year for a loan of £120,000 to the board so that additions and improvements may be continued. It is proposed to spend £70,000 on the construction of a new beef chilling room, a cutting up room and boning facilities to handle meat for the export trade. An amount of £13,000 is required for the installation of forced draught units to existing beef chillers, £9,000 for the extension of the mutton and lamb cooling floor, £10,000 for the installation of improved chilling facilities in mutton chillers, and £18,000 for various items of refrigeration equipment.

PUBLIC PARKS ACT, £4,000.—The Public Parks Act empowers the Government to acquire land for use as public parks in areas where there are insufficient open spaces available to the residents. The Government may then transfer such lands to the local authority on such terms as it thinks fit. The sum of £4,000 is provided for this purpose in 1959-60.

ENFIELD GENERAL CEMETERY.—Advances to, £5,000.—The sum of £5,000 is provided to make further advances to the Enfield General Cemetery Trust. The maximum amount provided for by the Enfield General Cemetery Act has been advanced. Further advances will not be made until the Act is amended.

PRINTING AND STATIONERY DEPARTMENT, £35,000.—Actual expenditure on plant and equipment in 1958-59 was £24,000. An amount of £35,000 is proposed to be spent this year on the replacement of three obsolete printing presses, a guillotine, a type setting machine, and binding and stapling machines, and on the purchase of additional equipment for a book trimming machine.

PRODUCE DEPARTMENT, £50,000.—Actual expenditure last year was £16,000, and the main work carried out was the final stage of installation at Port Lincoln of two oil fired boilers. Of the total cost of £26,000, £25,000 had been paid to the end of June last and £1,000 remains to be paid at the end of the service period.

The proposed expenditures for 1959-60 are:—£1,000 for the final payment on boilers; £18,000 for a new boning room at Port Lincoln to handle meat for the export trade to the United States; £20,000 for extensions to the bacon factory to cope with increased business; £11,000 for the purchase of plant and equipment.

FISHING HAVENS, £70,000.—Payments from Loan account during 1958-59 totalled £67,000. The principal works completed during the year were a slipway with hauling winch and cradles at Beachport at a cost of £20,000, and a jetty 260ft. in length at South End at a cost of £14,000. Work was also carried out on the slipway at Porter Bay, Port Lincoln, where expenditure totalled £47,000. £20,000 is required this year to complete the project.

Other proposals for 1959-60 are:—£40,000 is to be spent on further work on the reconstruction of the Moonta Bay jetty, and the project should be practically completed by the end of June next; £10,000 is set aside for smaller works including exploratory work at Franklin Harbour, Port MacDonnell and Streaky Bay.

EDUCATION DEPARTMENT.—School Buses, £40,000.—Actual payments last year were £80,000, but it will not be necessary to replace so many buses this year, and £40,000 is the requirement as foreseen at present. So that members will be fully conversant with the projects in their districts and better able to discuss them I have set out fully all the works under consideration. I move the adoption of the first line.

Progress reported; Committee to sit again.

ADJOURNMENT.

At 5.37 p.m. the House adjourned until Thursday, August 13, at 2 p.m.