

**LEGISLATIVE COUNCIL.**

Tuesday, September 18, 1956.

The PRESIDENT (Hon. Sir Walter Duncan) took the Chair at 2 p.m. and read prayers.

**QUESTIONS.****COUNCIL BY-LAWS: UNSIGHTLY CHATTELS AND STRUCTURES.**

The Hon. E. ANTHONY—I ask leave to make a short statement with a view to asking a question.

Leave granted.

The Hon. E. ANTHONY—Earlier this session Parliament disallowed certain council by-laws dealing with unsightly chattels and structures and since then the Government has had a model by-law prepared to meet the situation. What means has the Minister of letting councils know that the model by-law is in existence?

The Hon. N. L. JUDE—The honourable member can rest assured that the Local Government Department will notify the various councils and acquaint them of the action they are advised to take.

**FODDER FOR RENMARK DAIRY HERDS.**

The Hon. C. R. STORY—I ask leave to make a short statement with a view to asking a question.

Leave granted.

The Hon. C. R. STORY—A number of dairy-men who are supplying milk to the various towns in the upper Murray areas have been dispossessed of their pastures because of the flood and they have to seek fodder from other parts of the State. One large dairyman at Renmark can obtain fodder from Kalangadoo, but the price of it plus the rail freight would make it impracticable for him to carry on as a dairyman, and the milk is needed for the population. Will the Minister of Railways confer, if necessary, with his colleague, the Minister of Agriculture, to see whether free transport could be arranged for fodder from distant parts, or, as an alternative, for free fodder to be provided and some arrangements made to allow these people to sustain their herds which otherwise will have to be disposed of and thereby cause a good deal of hardship to the people in the upper Murray areas?

The Hon. N. L. JUDE—I am in full sympathy with the honourable member's request, but I point out that the Government has already, with the approval of Parliament,

voted a very considerable sum towards flood relief and I hope will agree to further votes if necessary. It has appointed His Honor Sir Kingsley Paine to administer relief funds and all applications for relief must be made to him for otherwise the various accounts of the State would become very difficult to handle and probably injustices would occur. Any specific request for alleviation, such as the case mentioned, should be made to Sir Kingsley Paine.

The Hon. C. R. STORY—I ask leave to make a further statement with a view to asking a question arising out of the Minister's reply.

Leave granted.

The Hon. C. R. STORY—The reply given by the Minister would apply no doubt to those who are in the situation that Judge Paine has been appointed to deal with, *i.e.*, cases of personal hardship. The people to whom I am referring do not fall into that category at present. They are endeavouring to make their own way and are providing a service to the public. They have funds and assets, but if we continue to flog them, as it were, they will be forced out of business, and in my opinion it would be far better to see if some relief can be given them to permit them to continue in the way they are doing in providing a good service for the public. They would not rank for any assistance from Judge Paine's committee at present. I therefore ask the Minister to investigate my original question.

The Hon. N. L. JUDE—In view of the honourable member's further representations I will bring the matter before Cabinet as soon as possible.

**FLOOD RELIEF FOR INDUSTRIES.**

The Hon. F. J. CONDON—Can the Chief Secretary indicate the position of industries that have been forced to close down and dismiss hands by reason of the Murray River flood? I refer to one at Mannum in particular where the building is 7ft. under water. All the men have been dismissed and have had to seek work elsewhere. Are they eligible for assistance from the money we voted a fortnight ago?

The Hon. Sir LYELL McEWIN—Any case of hardship is obviously eligible for consideration. His Honor Sir Kingsley Paine is at present on the river personally viewing the situation, for which I commend him. He should be thoroughly competent to assess the position and I should think that anybody who is in any way affected through the

flood would receive consideration from him. Possibly some matters could be handled departmentally, but it is quite obvious that for the purpose of preparing a case for presentation to the Commonwealth Government for assistance all matters relating to flood relief should be administered through one agency and not through a number of departments. I think members will agree that what is being done will ultimately be in the best interests of everyone—those who will receive benefits and those who have contributed so generously to the relief fund; they will all know that the fund will be administered equitably. If the figures are co-ordinated in one quarter we hope that we will receive sufficient support from the Commonwealth to enable the greatest amount of assistance to be given.

#### TRANSPORT CONTROL BOARD FUNDS.

The Hon. E. H. EDMONDS—Can the Minister of Local Government say what becomes of the surplus revenue collected by the Transport Control Board? Does it go into general revenue, or is it earmarked for some specific account, such as the Road Fund?

The Hon. N. L. JUDE—Fees from the Board go into general revenue.

#### STATE BANK REPORT.

The PRESIDENT laid on the Table the annual report of the State Bank for the year ended June 30, 1956.

#### PUBLIC PURPOSES LOAN BILL.

Received from the House of Assembly and read a first time.

The Hon. Sir LYELL McEWIN (Chief Secretary)—I move—

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

The Bill provides for the expenditure of £28,135,000 on capital works during 1956-57. The State will also disburse the sum of £3,600,000 to be made available under the Commonwealth-State Housing Agreement, so that the total amount proposed to be spent is £31,735,000. This total is available to the State from its share of the £190,000,000 to be borrowed by the Loan Council and from repayments to the Loan Fund. The success of the £190,000,000 programme envisaged by the Loan Council will depend not only on the Australian loan market but also on the proceeds of overseas loans and on a measure of assistance from the Commonwealth Government, which has agreed to assist the borrowing

programme subject to further review in January next. The proposed expenditures as set out in the Bill have been prepared on the assumption that the full £190,000,000 will be raised. For the information of honourable members I will now comment briefly on the main items for which the Bill provides and on progress made during the past financial year.

**ADVANCES FOR HOMES, £750,000.**—In addition to the £750,000 provided by this Bill for advances for homes, the State Bank will receive approximately £600,000 of the moneys to be made available to the State under the Commonwealth-State Housing Agreement, so that the Bank will have £1,350,000 to finance the erection and purchase of homes during 1956-57. The Bank is already committed for £461,000 in applications approved up to June 30 last. In 1955-56 the Bank advanced nearly £1,400,000 to assist 601 applicants to build new dwellings and 321 applicants to purchase existing homes, discharge mortgages or build additions.

**LOANS TO PRODUCERS, £100,000.**—The sum of £100,000 is provided to enable the State Bank to continue making advances under the terms of the Loans to Producers Act to distilleries, milk, butter and cheese factories, fish processing plants, fruit packing and processing sheds, etc. The total advanced in 1955-56 was £176,000.

**ADVANCES TO SETTLERS, £100,000.**—Last year the Bank advanced £48,000 under the Act. Of the £100,000 provided this year £28,000 is required for approvals prior to June 30, 1956, leaving £72,000 available for new applicants.

**ADVANCES TO STATE BANK, £100,000.**—The Bill provides for £100,000 to be advanced to the State Bank to enable it to continue to make loans to primary producers and to industry on overdraft or on long term credit foncier basis.

**ROADS AND BRIDGES, £10,000.**—An amount of £10,000 is provided in the Bill to enable the Highways Department to carry out design and preliminary work on the construction of a new bridge across the Port River to replace the existing Jervois Bridge, which is near the end of its useful life and which does not justify the expenditure on repairs necessary to keep it in service. The majority of the work is expected to be undertaken in 1957-58 and 1958-59. The Parliamentary Standing Committee on Public Works has examined the alternative proposals for a new bridge and has tabled its report, which recommends that a fixed bridge linking St. Vincent Street with Hart Street be constructed to replace the existing bridge. The total estimated cost of this

proposal is £425,000, which is made up as follows:—

	£
Construction of a fixed bridge ..	315,000
Demolition of the present bridge ..	90,000
Approaches at the existing site ..	20,000
	<hr/>
	£425,000

#### CROWN LANDS DEVELOPMENT ACT, £50,000.—

The sum of £50,000 is set aside in the Bill to enable the Lands Development Executive to continue the work of clearing, ploughing, cultivating and seeding in the Hundreds of Short, Monbulla, Jeffries, Marcollat, Riddoch and Coonarie. It is expected that 1956-57 will see the completion of the work in Short, Jeffries and Coonarie, and the remainder should be finished by June, 1958.

**LANDS DEPARTMENT—BUILDINGS, PLANT, ETC., £50,000.**—Included in this provision of £50,000 is the sum of £29,000 to further the rehabilitation programme of the Photolithographic Branch. The remaining £21,000 is required for the purchase of other plant and equipment, for motor vehicles, residences, sheds and fencing.

**IRRIGATION AND RECLAMATION OF SWAMP LANDS, £195,000.**—An amount of £139,000 is provided this year to cover further expenditure on the electrification of pumping stations at Berri and in the reclaimed areas. The flooding of the River Murray means that work is not likely to be possible before March, 1957, but payments under contracts for pumping plant must be met, and equipment such as pipes purchased, so that work can go ahead immediately the river subsides. Up to June 30, 1956, only £20,000 had been spent at Berri, but in the reclaimed areas the programme is 40 per cent complete, with four stations now electrified. The Bill also provides £56,000 for drainage works, channels and embankment sluices, purchase of land in the Loxton Irrigation Area, water supplies, buildings, plant, and minor works.

**SOUTH-EASTERN DRAINAGE, £400,000.**—The Bill provides £355,000 so that work may continue on the construction of drains and further land may be purchased in the Western Division of the South-East. This project is estimated to cost £3,187,000, of which £2,180,000 had been spent up to the end of last financial year. The South-Eastern Drainage Board is carrying out some of the works with departmental plant and labour, and other works are let under contract. During 1955-56 three of the main

contracts were completed, and over the whole scheme progress was satisfactory. Two more contracts for the enlargement of drains are expected to be completed this year. The sum of £45,000 is provided for the construction of petition drains and bridges, purchase of plants and stores, and cost of surveys.

**AFFORESTATION AND TIMBER MILLING, £910,000.**—The £910,000 provided in the Bill for 1956-57 is a marked fall from the figure for actual expenditure from the loan account last year, viz., £1,773,000. This is due to the fact that a working account has now been opened to record many of the Woods and Forests Department operations which previously passed through the loan account. The proceeds from the sale of all timber will be credited to the working account and will be allocated as follows:—

1. To pay the cost of felling and hauling logs to the mills.
2. To meet sawmill operating expenses.
3. To meet interest and depreciation of sawmill buildings and plant.
4. Except for the amount taken into consolidated revenue as a surplus on exploitation, the balance will be paid to the credit of the Loan Fund to offset the cost of growing the timber which is taken from the plantations.

All payments which result in the building up of assets, such as growing forests, mills, houses, etc., will continue to be met from the Loan Fund. Included in the £910,000 is the sum of £380,000 for further work at the new Mount Gambier central mill. Of the total estimated cost of £1,385,000 approximately £650,000 had been spent up to the end of June this year. All buildings have been constructed, water supplies, drainage, and roads are progressing well, and much of the milling plant has been purchased. Purchase and installation of machinery and kilns, and construction of further services, will continue this year and the mill is expected to be in partial production by June, 1957.

The sum of £10,000 is proposed to be spent on plant and machinery at Nangwarry and Mount Burr mills and £5,000 on a plant at Mount Gambier to treat pine railway sleepers. The total cost of the latter plant is estimated at £28,000. An amount of £140,000 is provided for the maintenance of existing forests and £90,000 for preparation of land and planting. The establishment of the 1956 plantation of 4,000 acres is practically completed and the department is planning the preparation of 4,300 acres as the 1957 plantation. The area under forest at the end of 1957 is expected to

be 130,000 acres. It is proposed to spend £20,000 this year on the purchase of land for future plantings.

The estimated log production from State forests in 1956-57 is 125,500,000 sup. ft., of which 62,000,000 sup. ft. approximately will be processed in departmental sawmills to yield an estimated 27,000,000 lin. ft. of flooring and other dressed timber and 3,750,000 fruit cases. Production from departmental mills in 1955-56 was 19,000,000 lin. ft. of flooring and other dressed timber and 3,000,000 fruit cases. To attract and retain labour the department is continuing to build and purchase houses for married employees, and £80,000 is provided for this purpose in 1956-57. Various other forestry and sawmill buildings will require the expenditure of £50,000 during the year.

RAILWAY ACCOMMODATION, £2,320,000.—The sum provided by the Bill is designed to cover expenditure on way and works £490,000, and rolling stock £1,830,000. Last year the total loan expenditure of the department was £2,500,000. During 1955-56 work continued on the duplication of the Goodwood to Marino line, and the section between Oaklands and Brighton was opened for traffic. The Edwards-town-Oaklands section was completed in 1954-55. It is planned to instal automatic gates, working in conjunction with traffic signals, to protect the South Road crossing, and when this is done the section from Goodwood to Edwards-town will be opened, allowing double track operation between Adelaide and Brighton. The sum of £4,000 is provided for the remaining work, which should be completed by January, 1957.

The Bill provides £50,000 to cover purchases of land for the proposed railway to the Tonsley factory of Chrysler Australia Limited; £12,000 was spent last year. The sum of £234,000 is required for ballasting, for various buildings, platforms, signalling and safety devices, bridges, culverts, and miscellaneous small works, £140,000 for the purchase or erection of houses for staff, £10,000 for improvements to water supplies, and £30,000 for plant and minor items. In the South-East the State is engaged in the work of broadening the gauge under an agreement with the Commonwealth Government. Some of the improvements, such as heavier rails, greater depth of ballast, and construction of a large sale yard at Naracoorte, fall outside the terms of the agreement, and £22,000 is set aside towards such items.

The major rolling stock projects completed last year were 22 composite type brake-vans

and 20 hopper waggons, all for broad gauge operation. A number of projects incomplete at the end of last year included the construction or purchase of 10 diesel electric main line locomotives, 10 diesel electric shunt locomotives, 14 diesel rail cars for country traffic and 18 for suburban traffic, and 6 joint stock cars for the Adelaide-Melbourne run. Further progress was made on the project for the purchase of ten 1,750 h.p. diesel electric main line locomotives which are expected to cost approximately £1,100,000, and to the end of the financial year £640,000 had been spent and 4 of the locomotives issued to traffic. Further deliveries have been delayed by a strike at the Bradford-Kendall Works, but it is expected that the whole project will be complete by June, 1957, and £452,000 has been provided for expenditure this year.

During 1955-1956 further progress was made on the construction of diesel rail cars for suburban traffic. Of a total of 18 cars to be built under the main project, 12 are now in traffic and 6 are in varying stages of completion ranging from 60 per cent up to 95 per cent. The programme is expected to be completed by the end of August. Plans are in hand for the construction of 2 more groups (each of 12) of this class of car, and £596,000 has been provided for expenditure this year on the programme of 42 cars. To provide improved country passenger services the Railways Department is building a number of diesel mechanical rail cars. During 1955-56 out of a project totalling 14 cars, 6 were issued to traffic and a further 4 cars were under construction. The total cost of the project is estimated at about £1,300,000, and to the end of 1955-56 expenditure amounted to £830,000. This year provision has been made for a further expenditure of £216,000.

Associated with this programme is a project to construct 11 non-power trailer cars at a total cost of £660,000, and during 1955-56 four of these cars were issued to traffic. Total expenditure to June 30 last, was £227,000, and further progress this year requires the provision of £165,000. An amount of £136,000 is provided this year to meet further progress payments on a project for the construction of ten 750 h.p. diesel electric shunt locomotives. Two locomotives are now operating, a third is expected to be operating in the near future, and the other 7 should be nearing completion by the end of this financial year. Further progress was made during 1955-56 on the conversion of 20 rail cars to diesel operation, the construction of 2 roomette and 4 twinette cars

for the Adelaide-Melbourne service, and the construction of 6 cement hopper cars. Provision of £92,000 is made for further work on these items during 1956-57. Other items of rolling stock for which provision for progress work is made in this Bill are—

	£
Fourteen bogie refrigerator cars ..	81,000
Fifty louvre cars .. . . . .	12,000
Seating accommodation and new-type generators for 14 freight brakevans .. . . . .	2,000
Fitting electric light to 15 caboose cars .. . . . .	6,000
Re-railing equipment .. . . . .	14,000

An amount of £142,000 has been provided for the purchase of plant and machinery, including motor vehicles.

**HARBORS ACCOMMODATION, £1,050,000.**—This provision includes £246,200 for further work on the reconstruction of wharves at berths Nos. 1, 6, 8, 9, 13, and 14 at Port Adelaide. During 1955-56 the principal project in hand was at berths Nos. 13 and 14, where the shed and rail tracks were demolished and progress made with piles, sheeting and concrete work. At June 30, 1956, the project was 35 per cent completed at the end of June, the construction in April, 1957, followed by the other 3 at intervals of two months. The work at berths Nos. 1, 6, 8, and 9 was about 85 per cent completed at the end of June, the construction of a cargo shed and roads for No. 6 berth having been deferred until the completion of berths Nos. 13 and 14. Continuation of work at the coal handling plant at Osborne will require £89,600 this year, of which £70,000 is to cover payments under the contract for two 9-ton cranes. These are expected to be delivered by March, 1957. Work carried out last year included the erection of one conveyor structure, and the reconditioning of another.

A sum of £100,000 is provided this year for additional land purchases to allow for future expansion. Up to the end of June last the Harbors Board had spent £400,000 for this purpose. The Board proposes to spend £386,000 during 1956-57 on the construction of additional shipping accommodation and a bulk handling installation at Port Lincoln. The total cost of the project is estimated at £950,000. The amount set aside this year will cover the purchase of materials, progress on reclamation of land and construction of a coastal berth, and payments under a contract for the conveyor structure. It is expected that £112,000 will be spent in 1956-57 on the construction of a bulk handling installation at

Wallaroo, the total estimated cost being £157,000. The £112,000 provided this year is to cover the cost of alterations to the jetty, and progress payments under a contract for the mechanical equipment.

**WATERWORKS AND SEWERS, £6,025,000.**—The actual expenditure in 1955-56 was £5,830,000. During the year further work was carried out on the Mannum-Adelaide pipeline, which is now 75 per cent complete. To date approximately 30 miles of pipe have been laid, and several 2,000,000 gallon storage tanks on the rising main section, the 3 pumping stations, and the new trunk mains in the metropolitan area completed. A 30,000,000 gallon summit storage is 50 per cent completed, and another tank near Hope Valley is under way. The sum of £639,000 is provided for the continuation of work this year. The summit storage of 30,000,000 gallons is expected to be finished and the tank near Hope Valley well advanced. The pipeline will be practically completed to the point where it links up with the terminal storage. The whole project should be completed in 1958.

At the South Para Reservoir the earth fill for the main bank is 75 per cent complete and the Department has commenced work on the concrete spillway. To June 30 last over £2,000,000 had been spent out of a total estimated cost of nearly £4,000,000. The £900,000 provided this year will enable the Department to complete construction of the main bank and to push ahead with work on the spillway. It is expected that £100,000 will be spent this year on preparatory work for the proposed new Myponga reservoir. Some preliminary work and the preparation of plans and specifications were carried out in 1955-56. This reservoir will augment the metropolitan supply and permit a supply to the districts around Yankalilla. That part of the Onkaparinga Valley scheme which supplies water to the Nairne Pyrites Works and to Lobethal has been completed. Tenders have been called for the supply of pipes for further work on the scheme and £150,000 is provided this year.

This year's provision of £2,471,500 for the Adelaide water district also includes £461,000 for miscellaneous extensions of mains and other minor works, £56,000 for work on depots at Kent Town, Marden, Clapham, and Port Adelaide, £75,600 for the reticulation of Birdwood, Mount Pleasant, and the hundred of Finnis, £50,000 for purchase of plant and machinery, £36,500 for additional chlorinating plant at

Hope Valley reservoir, £30,000 for the Darlington tank, and £44,000 for relaying the 30-inch main in West Terrace and Goodwood Road. For the Morgan-Whyalla main £40,100 is provided for continued work on the duplication of pumping plant and for installation of chlorinating plant at Morgan. The provision for 1956-57 for the Barossa water district is £340,300, and the main items included are portion of the cost of the South Para reservoir (£100,000) which I commented on when dealing with Adelaide water district, and the water supply for Elizabeth (£200,000). At Elizabeth the total project is estimated to cost, when complete, £620,000, of which £100,000 had been spent to the end of June last.

It is proposed to spend £132,300 in the Warren water district where the main projects are the enlargement of the Warren trunk main on which £30,000 is to be spent this year, extensions of mains in the hundreds of Nuriootpa and Neales at a cost of £31,000, and purchase of plant and machinery to the extent of £27,000. The enlargement of the Warren trunk main is estimated to cost £3,389,000. An amount of £185,000 has been spent on preliminary work to date. Country water districts have a provision this year of £405,000 for a number of schemes, including the Jamestown-Peterborough pipeline; water supplies for Coonalpyn, Loxton (domestic supply), Encounter Bay-Goolwa-Middleton, Paringa, Swan Reach, Woods Point, Warooka, St. Kilda, and Kingston, work on pumping stations at Meningie and Milang, new pumping plant at Mount Gambier, Naracoorte, and Peterborough, the enlargement of extension of mains, etc., at Loxton, Mount Barker, Mount Gambier, and Renmark, and other works at Murray Bridge, Strathalbyn, Booleroo Centre, Bordertown, Port Augusta, and Moorook.

For the Tod River water district £212,600 is provided for 1956-57. This figure includes £30,000 to complete the Uley-Wanilla scheme, the total cost of which will be approximately £2,100,000. The scheme has involved the sinking of nine bores, the laying of 250 miles of steel main above ground and the construction of a number of storage tanks and pumping stations. Drawing on underground water the scheme is able to supply 500,000,000 gallons per annum to Port Lincoln and to coastal areas as far north as Cowell. A sum of £7,000 is set aside to complete a water supply for the hundreds of Chandada and Inkster, and new works to be commenced include a water supply for the hundred of Cummins

(£42,800 to be spent this year), improvement of supplies in the hundred of Mambuln £8,100, hundreds of Hawker and Playford £5,000, hundred of Warren £5,500, and hundreds of Brooker and Stokes £3,100. An amount of £30,000 is provided to utilize water leaving the Uley-Wanilla basin at Fountain Springs to augment the Tod River supply, and moneys are also provided for purchase of plant and machinery £35,300, and for buildings, paving, minor works, etc.

Of the total provision of £1,043,000 for the Beetaloo, Bundaleer, and Baroota Water Districts £900,000 is required for the continuation of work on the Yorke Peninsula scheme. To the end of 1955-56 £2,500,000 had been spent out of the total estimated cost of £6,000,000. The Engineering Department proposes to lay another 25 miles of steel pipelines this year, taking the new trunk main as far as Maitland. Work will proceed on the reticulation of the northern part of the Peninsula and on construction of concrete storages. It is proposed to spend £27,800 at the Baroota reservoir, where the new overflow channel will be completed this year. Work on mains in the hundreds of Howe, Crystal Brook, and Booyoolie, in the town of Port Pirie and at the Port Pirie Uranium Treatment Plant, will require £25,000 this year. Purchase of plant and machinery will absorb £40,000 of this year's provision, additions to buildings are estimated at £23,000, and for minor works, including cement lining, £27,000 has been provided.

During the past year sewerage of new Housing Trust areas in Marion, Seacombe, Darlington, South Road Gardens, Seacombe Gardens, Findon West, Windsor, Hope Valley, and Greenacres was completed, and other new housing areas at Mitchell Park, Marden, Glynde, Hectorville, and Croydon Park were sewered. Work was carried out on plans and specifications for additions at the Glenelg Treatment Works. It is proposed to spend £786,900 on Adelaide sewers in 1956-57. This includes £100,000 for the Glenelg Treatment Works, where the construction work will be commenced. With the rapid expansion of new housing areas the extension of this plant has become essential. A sum of £234,200 is provided for new or extended reticulation sewers, £150,000 for house connections, £84,000 for plant and machinery, and £195,000 for miscellaneous minor works.

The provision for Salisbury sewers this year is £241,500. This will enable the department to lay sewer connections to keep pace with the

house building programme at Elizabeth, to complete the sewerage of Salisbury township, and to commence additions to the treatment works at Salisbury. The total cost of sewerage the town of Elizabeth is estimated at £1,202,000, and £110,000 had been spent up to June 30, last. An amount of £70,500 is provided for country sewers, including £24,000 for Port Lincoln, £36,500 for Gumeracha, and £10,000 for investigations into various proposals for the sewerage of country townships. At Port Lincoln that portion of the scheme which serves the hospital and the school has been completed and extensions from it will be laid this year. The sewerage of Gumeracha is deemed necessary to avoid pollution of the metropolitan water supply. In addition, the Parliamentary Standing Committee on Public Works has reported on sewerage schemes for Port Pirie, Mount Gambier, Port Augusta, Naracoorte, and Victor Harbour, and is considering proposals for Mannum, Gawler, Balaklava, Bordertown, Murray Bridge, and Whyalla. The department is making preliminary investigations into the sewerage of a number of other country towns.

Water conservation has a provision of £61,300. This will enable the department to complete a project for the construction of 17 concrete storages in county Buxton on Eyre Peninsula. This year £80,000 is provided for further work on the administrative building and for staff amenities at the Sassafras maintenance and servicing depot. The workshop and associated facilities are practically completed. An amount of £140,000 is provided for the purchase of construction plant including a trencher, a pipelayer, two semi-trailers, and a number of tractors, trucks and utilities. Maintenance plant is included in the provision for individual districts.

RIVER: MURRAY WEIRS, DAMS, LOCKS, ETC., £475,000.—The Bill provides this sum to meet South Australia's quota of the cost of work carried out by the River Murray Commission.

GOVERNMENT BUILDINGS AND LAND, £6,396,000: HOSPITAL BUILDINGS, £3,385,000.—A sum of £3,385,000 is included in the amount provided in the Bill this year, whereas actual expenditure in 1955-56 was £1,785,000. Over £2,000,000 of this year's amount is required to finance further progress at the new Queen Elizabeth Hospital at Woodville, and I think that at this stage a general review of what is planned for the hospital will be of interest to honourable members. The hospital is designed to cater for all types of hospital treatment and will provide the following facilities—100 beds for maternity, 324 beds for

both surgical and medical requirements, and a large out-patients and casualty section. There is resident accommodation for 80 students and doctors and 431 nurses and sisters provided in the general plan of the hospital. The hospital will comprise two main blocks. The maternity wing will be seven storeys high and will contain general administration and staff room, and clinic, on the ground floor. It will be equipped with operating theatres, birth rooms, lecture rooms, nurseries and nursing units. The main block will consist of nine main 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 will be devoted to nursing units with provision being made for some intermediate and private rooms.

The nurses' home will be an eight-story structure, planned to provide living units for groups of eight and ten persons with their own bedrooms, bath-rooms, and sitting-rooms. A chapel, general recreation rooms and lounge, and two suites for the matron and assistant matron will be situated on the ground floor. The Resident medical officers' quarters will be a building six storeys high, planned on a similar basis to the nurses' home, but with smaller living units for two persons for the senior staff on the first floor and groups of eight above. Recreation facilities and lounges will be provided on the ground floor. The hospital has commenced operation for maternity cases in a temporary location in part of the nurses' home, but the main wing is due to open towards the end of the year. It is anticipated that the full hospital will be in operation within two years. Total expenditure on the new general hospital in 1955-56 was £837,000, and the physical progress to the end of the year was as follows—

The main block of the general hospital: 1,100 tons of steel framework erected and 5,000 cubic yards of concrete poured into forms up to the level of the fifth floor. The Resident medical officers' block: The framework of the building erected.

The Nurses' block: Framework erected to the seventh floor.

Of the £2,107,000 provided this year, £1,750,000 is for the general hospital, medical officers' quarters, and nurses' home, £160,000 for the maternity block, £113,000 for the boiler house, steam generating and water treatment plant, and £84,000 for furniture and equipment. The sum of £196,000 is required this year for further work at the Royal Adelaide Hospital,

the main provision being £60,000 for the new radiotherapy building. The orthotron wing of this building is estimated to cost £120,000 and expenditure to the end of last financial year amount to £60,000. This wing, which is expected to be completed in December next, will house a linear accelerator to be used in the treatment of cancer.

The facilities for dental treatment and the training of dentists at the Royal Adelaide Hospital are inadequate, and additions to the dental hospital costing £400,000 are to be made, the provision for this year being £30,000. Other proposed expenditures at the Royal Adelaide Hospital are £32,000 for new laundry equipment, £20,000 for additional accommodation in the McEwin building, £5,000 for a new pharmacy building, £26,000 for alterations and additions to various buildings, and £22,000 for alterations and additions at the Northfield wards. The principal works completed during 1955-56 were additions and alterations to Frome and Veroo wards, additional accommodation and installation of steam generating plant at Northfield wards, and the installation of an electric bed lift and construction of bed lift shaft for the Casualty Buildings.

At Parkside Mental Hospital it is proposed to spend £170,000 during 1956-57. The male T.B. block is now about 95 per cent finished and is expected to be completed by December next. The new male treatment and admission block is about one-quarter completed and £40,000 is set aside for the continuation of work on this building, which should be completed by June, 1958. Alterations and additions to various buildings, purchase of new furniture and equipment, etc., are expected to entail expenditure of £121,000 this year. Work completed last year included a women's treatment and admission block—total cost £112,000—therapy buildings, dining rooms and sculleries.

At Northfield Mental Hospital the women's T.B. block was completed during 1955-56 and work proceeded on the blocks for boys, girls, senile men and senile women. Of the total estimated cost of £609,000, the sum of £67,000 had been spent up to June 30 last. This year £210,000 is provided for further work on the four blocks which, when complete, will provide accommodation for 260 patients. Other provisions this year include £76,000 for work on a new boiler house, kitchen, and kiosk, £24,000 for furniture and equipment, and £30,000 for alterations and additions to various buildings.

At Enfield Receiving House alterations and additions to various buildings, purchase of new equipment, etc., will require £7,000, and £17,000 is proposed to be spent for similar works at Bedford Park Sanatorium. The thoracic surgery unit is to be transferred from Royal Adelaide Hospital to Morris Hospital, Northfield, and preliminary work to be carried out this year is allowed for in the total provision of £9,000 for Morris Hospital. The sum of £1,100 is provided for new equipment at Mareeba Babies' Hospital, and £4,200 for alterations and additions to various buildings at Barmnera.

For Mount Gambier Hospital the total amount provided is £377,000, the details being new general hospital £180,000, new nurses' quarters £110,000, boiler house and plant £30,000, furniture and equipment, etc., £26,000, pathological laboratory £5,000, and new residence, construction of roads, footpaths, drains and sewers, alterations and additions, improved water supply, recreation facilities, etc., £26,100. The new general hospital, together with nurses' home, boiler plant and laboratory is estimated to cost, when completed, approximately £1,650,000. It will provide over 200 beds and will house 120 nurses. The nurses' home is well under way and £80,000 of the total estimated cost of £272,000 had been spent up to the end of 1955-56. Alterations and additions to buildings, purchase of equipment, etc., at Port Augusta Hospital will require £7,700 this year, and £6,500 is provided for similar works at Port Lincoln.

At Port Pirie the new theatre and men's block is about one-third completed. It is expected that £55,000 will be spent this year on the building, which will accommodate an additional 70 patients. The estimated completion date is June, 1957. The total provision of £138,500 for Port Pirie also includes £42,000 for new furniture and equipment, £30,000 for a new kitchen, laundry, boiler house, and sewerage system, and £11,500 for alterations and additions to various buildings. Towards the installation of a boiler at the Wallaroo Hospital the sum of £3,000 is provided this year.

SCHOOL BUILDINGS, £1,870,000.—An amount of £1,870,000 is provided for work on school buildings this year whereas actual expenditure last year was £1,473,000. School enrolments have almost doubled over the past 10 years. For primary schools they have increased from 59,306 in 1946 to 116,300 in 1956 and for secondary schools from 11,117 in 1946 to 20,300 in 1956, and it is anticipated that,



within the next 10 years, they will increase still further to 154,000 and 41,000 respectively. The Government therefore faces a very real problem in the provision of school accommodation. Long range plans are in hand to meet the anticipated increases in school enrolments but the amount provided in the Bill for this year is the most which can be spent, consistent with prudent economy, with the resources available to the Government.

A review of the expansion of school facilities shows that from the end of the war until the end of 1956 additional school accommodation will have been made available with the provision of 38 new primary schools, six new area and higher primary schools, eight new high schools, three new technical schools, and 10 new infant schools. Increased accommodation has also been made available by extensions and alterations to existing schools by the addition of extra classrooms, no less than 1,300 pre-fabricated classrooms, as well as brick additions, having been erected during this period. Last year saw the occupation of new primary schools at Dover Gardens, Elizabeth, Hampstead, Hectorville, and Mount Gambier East, and an area school at Yankalilla; and, in addition, timber classrooms to the value of nearly £400,000 were completed. Major works in progress at June 30 last included Belair primary school, Highgate infant school, Macclesfield primary school, classroom block at Nailsworth boys' technical school, Nairne primary school, Payneham primary school, Port Pirie high school—additional classrooms, Ridley Grove infant school, Salisbury North and Plympton infant schools, all of which will be completed this financial year.

A provision of £451,200 is made this year for new primary schools at Elizabeth North (two), Elizabeth Gardens, Seacliff, Lockleys North, Klemzig, Fulham, Hampstead Gardens, Kirton Point, and Croydon Park Extension, and new infant schools at Forbes, Gepps Cross, Hendon, Linden Park, Thebarton, Plympton, Challa Gardens, Willesden, and Naracoorte. A sum of £125,000 is provided for progress work on new high schools at Enfield, Findon, Loxton, Marion, Salisbury North, and Waikerie, and £52,600 for alterations and additions which include new wings at Brighton, Millicent and Port Augusta, and extensive additions at Port Pirie. For technical schools provision of £87,000 is made for the building of a new technical school at Mitchell Park-Oaklands, a new wing at Whyalla, new classroom blocks at Croydon girls, Nailsworth boys, and Gawler,

and for additions to various trade schools. An amount of £52,000 is set aside for progress work this year on area and higher primary schools, the main items being a new school at Parndana and new buildings at Oakbank.

Provision of £150,000 is made for craft rooms, woodwork centres, and domestic arts centres at 30 different schools. Grading and paving school yards, recreation areas, etc., will absorb £60,700, and £68,800 will be required for improved lavatory accommodation and septic tank installation. An amount of £70,000 is set aside for the purchase of land to provide sites for future schools and for extension of building sites and playing areas at existing schools. Purchase of residences, and alterations and additions to residences, will require £72,300; and £450,000 is provided for continuing the fabrication and erection of timber classrooms.

A grant of £100,000 will be made to the School of Mines towards the completion of the Playford Building. The school's need for increased accommodation in the next few years is a direct result of the increased number of children who will be leaving school, and, although School of Mines enrolments remained fairly steady at about 8,000 students from 1946 to 1954, they rose to 9,500 in 1955 and to 10,500 in 1956, with every likelihood that this trend will continue.

In an endeavour to meet the shortage of engineering, graduates a Joint Faculty from the University of Adelaide and the School of Mines has been arranged to provide for a degree of Bachelor of Technology. The course will be of three years full-time study in engineering and will commence at the beginning of the 1957 academic year. The degree will be conferred upon successful students by the University and the training will be provided by the School of Mines. This course will be of great benefit in providing engineers with a practical training for industry and governmental works.

#### POLICE AND COURTHOUSE BUILDINGS, £203,000.

—Expenditure last year amounted to £95,000, when work was completed on police stations at Enfield and Flinders Park, and practically completed on the Berri courthouse. This year's provision of £203,000 will enable the completion of the new police station at Crystal Brook and the carrying out of extensive alterations at Port Pirie police station. Work will be well advanced on a new police station at Seaton Park and new stations at Campbelltown, Port Elliot, Port MacDonnell, Angaston, Kapunda,

and Kingseote, will be commenced. It is proposed to spend £25,000 at these new police stations. The sum of £21,000 is included for new residences, and it is expected that £53,200 will be spent on additions, alterations and improvements to police accommodation at a large number of country centres, and £15,000 on the new divisional headquarters at Mount Gambier. Work will be commenced this year on new courthouses at Tailem Bend, Elizabeth, Loxton, Salisbury, Morphett Vale, Blackwood, Naracoorte, and Murray Bridge. Provision is also made for improvements to accommodation at the Supreme Court, where the principal project is the construction of a new library block.

**AGRICULTURAL COLLEGE, £30,000.**—The new dormitory block, which is estimated to cost £60,000, should be completed towards the end of 1956, and £30,000 has been provided for this work.

**OTHER GOVERNMENT BUILDINGS, £908,000.**—The sum of £427,500 is provided to complete the purchase of the former Foy & Gibson Building, and £100,000 to finance work on converting it to office accommodation. I expect the first department to be transferred to be in occupation before the end of 1956. An amount of £73,200 has been provided for the Children's Welfare and Public Relief Department for expenditure on a new remand and observation home for State wards at Glandore and alterations and additions to Lochiel Park, Magill Home, Magill Reformatory, Seaforth Home, Vaughan House, and Glandore Industrial School. The jobs to be put in hand at the new home at Glandore and at the Magill Reformatory, where new buildings and extensions to provide extra school, dormitory and recreation accommodation are to be erected, are large projects which are estimated to cost about £90,000 each. The nurses' home at Somerton has now been finished at a cost of approximately £24,000.

An amount of £59,000 is set aside for the provision of additional gaols and prisons accommodation. At Yatala Labour Prison £8,500 will be spent on the installation of new laundry equipment, total cost of which is estimated at £33,000. The amount provided this year should complete this programme and enable the laundry at the prison to handle all foul laundry from Government hospitals and institutions. An additional £16,800 is provided for lighting, fencing, roadways, water supply, and additional facilities and equipment at the prison. Further progress will be made on a

new wing at Gladstone Gaol, and a new laundry and kitchen will be installed at the Adelaide Gaol. £5,000 is provided for preliminary work and investigations in connection with a proposed new prison establishment at Cadell.

Improvements to various Agriculture Department centres in the country are estimated to cost £79,800 this year, and of this amount £51,000 is provided for residences for Agriculture Department advisers. A sum of £30,000 is provided for a central sterilising unit at the Institute of Medical and Veterinary Science, where also a start will be made on alterations to the upper floor to provide more accommodation.

**SOUTH AUSTRALIAN HOUSING TRUST, £1,900,000.**—In addition to the £1,900,000 provided by the Bill the Housing Trust will receive £2,880,000 of the moneys available to the State under the Commonwealth-State Housing Agreement, and will itself raise loans totalling £250,000, so that the total available to it will be approximately £5,030,000. The Trust completed 3,238 units last year, of which 1,731 were in the metropolitan area, and 1,507 outside the metropolitan area, including 728 at Elizabeth. The 1956-57 programme envisages 3,055 houses and includes 1,540 single units (apart from those on farms and private blocks) and 1,150 double units, plus cottage and ordinary flats, rural dwellings, and houses on privately owned blocks. The cottage flat programme has proved of real benefit to pensioner and aged couples: 168 flats are now occupied and 65 more are expected to be completed this year. The Trust has continued its programme of building ordinary flats and has now completed a total of 260. A further 100 flats are planned to be completed during 1956-57. This year the Trust expects to build 200 dwellings on farm properties and on privately owned blocks. For this type of dwelling the applicant is required to find the whole of the finance for construction and there is no call on the Trust's funds.

The Trust is faced with major drainage problems at Elizabeth and Henley Beach South and £150,000 is set aside for drainage works this year. The Trust is concerned at the general shortage of funds available from lending institutions for would-be purchasers of houses. This year more than 1,300 Trust homes to be sold will require finance from mortgage institutions and, if this finance is not available, the Trust may have to cut its programme as it will have money tied up in sale houses for longer periods.

ELECTRICITY TRUST OF S.A., £5,500,000.—The Bill provides £5,500,000 for the Electricity Trust this year. The Trust, however, proposes to carry out capital works costing £9,300,000, and the remaining £3,800,000 will come from the following sources:—

	£
To be raised from the public institutions . . . . .	2,250,000
Depreciation funds and materials on hand . . . . .	1,550,000
	<u>£3,800,000</u>

During 1955-56 the sum of £9,060,000 was spent on capital works and equipment for the electricity supply undertaking, bringing the total capital expenditure on the undertaking to nearly £56,000,000 to June 30, 1956. Brief details of the Trust's major projects are as follows:—

**Osborne Power Stations.**—The Osborne "B" power station is expected to be completed before the end of 1957, with six 30,000-kilowatt turbo-alternators and 12 boilers giving a capacity of 180,000 kilowatts. By October this year the station will have a kilowatt capacity of 150,000 of modern flexible plant, the boilers being capable of burning Leigh Creek coal, black coal, and oil fuel. The major expenditure included in the total of £1,560,000 proposed for Osborne for 1956-57 will be for progress payments on generating plant.

**Port Augusta Stations.**—During the year the capacity of the "A" station was increased from 45,000 to 60,000-kilowatts by the commissioning of No. 4 boiler. The remainder of the plant will be in commission by the end of 1957 and the station will then comprise three 30,000 kilowatt turbo-alternators with a total capacity of 90,000 kilowatts and 6 boilers, all burning pulverised Leigh Creek coal. The coffer dam in which the "B" station foundations will be constructed was well under way by the end of last financial year. The target date for completion of Port Augusta "B" station is 1962. As at Osborne, the main expenditures at Port Augusta in 1956-57 will be progress payments on generating plant. The total proposed to be spent at Port Augusta this year is £1,810,000.

**Port Lincoln Steam Power Station.**—Work has proceeded on the construction of this station and the first turbo-alternator is due to be commissioned in November this year and the second before the end of 1956. It is proposed to spend £300,000 on the station this year, and £70,000 on the distribution system.

**Mount Gambier Power Station.**—The first turbo-alternator and two boilers, on which work has been proceeding during the year, will be commissioned next month. The second and third machines and associated plant are due for commissioning between September of this year and December, 1957. The anticipated expenditure on the station this year is £505,000 and £185,000 is allowed for the distribution system.

**Transmission and Distribution.**—Transmission line construction during 1955-56 totalled 433 miles, and to date the Trust has constructed 3,934 miles of transmission line. The number of consumers now taking power from the Trust total 216,347, in addition to which the Trust also supplies power to local authorities for distribution to a further 10,000 consumers. During the year consumers increased by 16,829: of these 6,817 were new consumers in the metropolitan area, 4,520 were new consumers outside the metropolitan area, and 5,492 had previously taken supply from other authorities. During the last 7 years 20,766 consumers in the country have been connected to the electricity system and the number given supply in the country this year is highest for all time. The sum of £1,550,000 will be required this year to erect 33,000 volt lines for country expansion, 66,000 volt lines in the metropolitan area to provide for increasing load densities, new substations to handle the increasing load, for the purchase of various sizes of transformers, and to provide control systems to ensure stable supply to consumers. The £2,450,000 provided this year for distribution and sundries includes the cost of distribution extensions in country districts, main improvements, the cost of mains for new consumers, and the purchase of plant, tools, and equipment, etc.

**Consumers' Plant and Appliances.**—Hire-appliances comprising ranges, water heaters, wash boilers and bath heaters, will cost £291,000, changeover from 210 to 240 volts £115,000, and meters, time switches, instruments, etc., £234,000.

**LEIGH CREEK COALFIELD, £300,000.**—The Bill provides £300,000 for 1956-57. Another £118,000 will be available from depreciation and other funds, permitting a total works programme of £418,000. During 1955-56 the sum of £648,000 was spent on capital works on the field. A considerable amount of work was carried out by the Trust in providing earthworks for the new railway around the east side of the field. Under arrangement with the Commonwealth this work, estimated

to cost £80,000, was carried out by the trust at its own expence in consideration of the line being diverted to the eastern route instead of cutting through coal bearing areas. Coal winning operations have been transferred to the northern field where the main mining operations will continue for the next 15 years or so. This has meant the construction of standard gauge tracks for handling loading operations and marshalling coal trains for despatch south to Port Augusta.

Much work has also been done on the coal handling system, a complete new plant, consisting of primary and secondary crushers, conveyor systems and loading bins, having been provided. The Arona Dam, estimated to cost £1,000,000, was completed in December, 1955, at a cost of £990,000. This reservoir, which ensures an ample supply of good water to the township, has a capacity of 1,650,000,000 gallons and is at present holding 170,000,000 gallons, enough to meet requirements for the next 15 months. The facilities planned for the field and now in course of construction will comfortably handle weekly 30,000 tons of coal, which is the quantity required when Port Augusta 'B' station is completed in 1962.

MINES DEPARTMENT, £150,000.—This amount is provided to meet the cost of plant and equipment required by the Mines Department to enable it to continue the exploration and development of the mineral resources of the State. The department has recently imported from the United States seismic refraction equipment to be used in the search for oil, and is assisting companies operating under oil prospecting licences by undertaking seismic surveys and drilling operations, the costs of which are recouped by the companies. This year's provision will also cover the purchase of scientific equipment for the Research and Development Laboratories, boring and mining equipment, workshop equipment and motor vehicles.

URANIUM PRODUCTION—CAPITAL, £500,000.—

The actual expenditure through the loan account in 1955-56 was £2,566,000, but only £500,000 is provided this year. The reason for the marked difference between these figures is that a working account has now been opened to record all the operating receipts and payments of the undertaking and the instalments of principal and interest paid on overseas loans, whereas last year all these transactions passed through the loan account. Of this year's provision £345,000 is required for working capital for the working account and £155,000 for further capital expenditure, including

£125,000 at Radium Hill mainly on the provision of housing for miners and their families.

Tonnages mined at Radium Hill in 1955-56 exceeded the estimates. The uranium treatment plant at Port Pirie commenced operations in August, 1955, and the first uranium oxide was consigned on September 30, 1955. The treatment plant has functioned satisfactorily and the export of uranium oxide to the United States and United Kingdom has exceeded the early estimates. The cash proceeds in 1955-56 from the sales of uranium oxide amounted to £1,770,000 (Australian currency), and as two-thirds of this figure was received from the United States it is clear that the undertaking has provided Australia with a substantial dollar contribution. The proceeds for this financial year are estimated at £2,000,000 (two-thirds in dollars and one-third in sterling) and, after meeting all working expenses and debt charges in respect of the funds borrowed overseas, it is estimated that there will be a surplus of £200,000 to be credited to the Loan Fund.

MUNICIPAL TRAMWAYS TRUST, £500,000.—In addition to the £500,000 provided by the Bill the Trust will draw on its funds in hand to finance a capital works programme totalling over £756,000 this year. The principal item is £544,000 for the purchase of fuel buses required for the trust's programme of replacement of trams by buses. Provision has also been made this year for the completion of the Port Adelaide bus depot and for work to commence on the erection of another bus depot at Hackney North. The restoration of roads following the removal of tram tracks required expenditure of £42,000 up to the end of 1955-56, and another £30,000 is required for 1956-57.

METROPOLITAN AND EXPORT ABATTOIRS BOARD, £100,000.—The loan of £100,000 this year is required to enable the Board to complete work on a new boiler house and to install further refrigeration equipment etc.

PRINTING AND STATIONERY DEPARTMENT, £30,000.—The Bill provides this sum for the purchase and replacement of plant and machinery.

PRODUCE DEPARTMENT, £29,000.—Proposed works in 1956-57 include the installation of an automatic fire sprinkler system at the Port Lincoln works and completion of the liquid ammonia re-circulation system at Light Square. Provision is also made for various extensions and alterations.

FISHING HAVENS, £75,000.—It is proposed to provide for havens and small slipways for fishing craft. These will be administered by the Minister of Agriculture and will be constructed by the Harbours Board at the direction of that Minister.

And now turning to the actual provisions of the Bill. Clause 4 gives power to the Treasurer to arrange for the borrowing of £25,475,000 which, together with repayments to the Loan Fund estimated at £2,660,000, will provide the moneys necessary for the expenditures set out in the First Schedule. Clause 5 provides for the issue of the amount of £28,135,000 from the Loan Fund, and gives the Treasurer authority to increase the amount for any line if the estimate is insufficient, provided that the total loan expenditure for the year shall not exceed £28,135,000. Clause 6 authorizes the Treasurer to arrange for the borrowing of £1,100,000 and to disburse that sum for the purposes set out in the Second Schedule. This authority is necessary to confirm the approval given by His Excellency the Governor, under the provisions of the Public Finance Act, for the expenditure during 1955-56 of £1,100,000 in excess of the amount authorized in the Public Purposes Loan Act, 1955.

Clause 7 authorizes the Treasurer to borrow, in addition to other amounts authorized by this Bill, the amount required for the payment of discounts, charges, and expenses incurred in borrowing under this Bill. Clause 8 provides that if at any time insufficient moneys are in the Loan Fund for the purposes of the works set out in the First Schedule the Treasurer may use other moneys at his disposal, but any moneys used for this purpose shall be repaid from the Loan Fund as soon as there is sufficient money in that Fund to make the repayment. Clause 9 authorizes the Treasurer to borrow an amount not exceeding £7,000,000 in 1957-58 pending the passing of the Public Purposes Loan Act for that year. This authority is necessary because the moneys from the Loan Council are made available on a monthly basis, and unless the Treasurer is authorized to receive the amounts made available in the months of July, August, and September, this State would be out of Loan funds.

Clause 11 authorizes the Treasurer to receive grants made by the Commonwealth under the Commonwealth Aid Roads Act and to open a special account to take credit for those grants, and to pay the moneys to the Minister of Local

Government for the purposes specified in the Commonwealth Aid Roads Act. Clause 12 authorises the expenditure of £3,000 on the improvement of the Meyer recreation oval at Osborne. This authority is necessary if the work is to be carried out, as the Harbors Board does not possess the authority under its own Act. Under Clause 13 the Public Purposes Loan Act shall commence on July 1, 1956. I commend the Bill for consideration of honourable members.

The Hon. F. CONDON secured the adjournment of the debate.

#### HIDE AND LEATHER INDUSTRIES LEGISLATION REPEAL BILL.

Read a third time and passed.

#### ROYAL STYLE AND TITLES BILL.

Read a third time and passed.

#### LIMITATION OF ACTIONS AND WRONGS ACTS AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from September 4. Page 487.)

The Hon. C. D. ROWE (Attorney-General)—In reply I wish to refer to the point made by Mr. Shard regarding the difference between this Bill and the provisions of the Workmen's Compensation Act. He felt that this Bill was more liberal to persons who wished to make claims under it than were the provisions of the Workmen's Compensation Act. When I have explained the position I think it will be perfectly obvious that such is not the case, and that the Workmen's Compensation Act is very much more liberal in its terms regarding the making of claims than this particular Bill. Mr. Shard referred to section 30 of the Workmen's Compensation Act, which provides:—

Proceeding for the recovery under this Act of compensation for any injury shall not be maintained unless the claim for compensation with respect to such accident has been made within six months from the occurrence of the accident causing the injury, or, in case of death, within six months from the time of death.

That Act requires that a claim shall be made either in writing or verbally within six months of the injury or death, as the case may be. Under that Act, although notice of the injury must be given to the employer within six months, there is no limit in respect of the time in which an action can be brought, whereas this particular Bill places a limit of three years in respect of which actions can be brought.

I have obtained an opinion from the Crown Solicitor which I think will clear up the point raised by Mr. Shard. That opinion reads as follows:—

The honourable member was presumably referring to the requirement of the Workmen's Compensation Act which says that proceedings for compensation shall not be maintained unless the claim for compensation is made within six months after the accident. He contrasts this six months with the three years proposed in the Bill as a general limit for commencing actions for tort.

The Hon. F. J. Condon—A person must state good reasons for not having brought a claim.

The Hon. C. D. ROWE—I propose to deal with that now. The opinion goes on:—

In my opinion these two provisions are not comparable. The six months' period fixed by the Workmen's Compensation Act is not a time limit for commencing proceedings. The provision only means that within six months after the accident the workman must tell the employer either by word of mouth or writing of his intention to claim compensation. Legal proceedings for compensation can be brought at any time. No time limit is fixed by the Workmen's Compensation Act, nor have I been able to find any in the rules or regulations made under the Act. Further, the requirement that a written or oral claim for compensation must be made is not a rigid prerequisite of commencing proceedings. The Act says that failure to make a claim within the six months' period is not a bar to the maintenance of proceedings if the failure was due to mistake, absence from the State or any other reasonable cause. There are very many cases in the reports in which notices of claims were dispensed with. The three year limit fixed by the Bill as a general limit for actions based on tort is a rigid rule. In my opinion the effect of it is that people bringing actions for tort are worse off, as regards the time limit, than workmen claiming compensation. Another point is that the requirement that the employee must make a claim for compensation within six months of his accident places little burden on him. The employee knows where his employer is to be found, he knows of the accident, and it is a simple matter for him to inform the employer that he will claim compensation.

The Hon. F. J. Condon—In many cases he cannot do it.

The Hon. C. D. ROWE—The opinion concludes:—

I understand that in many cases the employer provides forms on which employees may claim compensation.

I think that makes it clear that the view placed before this House by Mr. Shard cannot be sustained.

The Hon. F. J. Condon—I do not agree with that, and I do not think Mr. Shard would.

The Hon. C. D. ROWE—It is perfectly clear that the provisions of this Act are much more rigid than those under the Workmen's Compensation Act.

The Hon. F. J. Condon—I am not contesting that, but I know of cases where people have not been able to claim compensation.

The Hon. C. D. ROWE—A person who is injured has six months within which to give notice of his claim, and that simply involves drafting a very short letter and handing it to his employer. Under the circumstances it is a very generous limit.

The other point was raised by the Honourable Sir Arthur Rymill and concerned the question of people who before this Bill was brought in may have received legal advice that they had six years in which to bring claims but as a consequence of this Bill that period will be reduced to three years. I have had a careful look at this matter and feel that there is some substance in the point. I have circulated amendments which I propose to move when the Bill reaches the Committee stage. These amendments will have the effect of getting over that difficulty, and will allow people who previously had six years in which to bring a particular action to retain that period.

Bill read a second time.

In Committee.

Clauses 1 to 5 passed.

Clause 6—"Operation of Act."

The Hon. C. D. ROWE (Attorney-General)—I move:—

To insert in the first line the words "Section 5 of" before "this Act shall apply", to insert after "action" first occurring "under Part II of the Wrongs Act 1936-1951", and to insert the following new subclause:—

(2) The other provisions of this Act shall not affect any action or proceeding where the cause of action arose before the passing of this Act.

The clause will then read:—

6. (1) Section 5 of this Act shall apply to every action under Part II of the Wrongs Act, 1936-1951, commenced after the passing of this Act whether the cause of action arose before or arises after the passing of this Act.

(2) The other provisions of this Act shall not affect any action or proceeding where the cause of action arose before the passing of this Act.

Section 21 of the Wrongs Act at present reads:—

Not more than one action shall lie under this Part for and in respect of the same subject matter of complaint; and every such action shall be commenced within twelve calendar months after the death of the deceased person.

The effect of the amendments is to extend that period to three years to provide that whether the cause of action arose before or after the passing of this Act the person concerned will have three years in which to bring action.

The Hon. F. J. CONDON (Leader of the Opposition)—I am not opposing the amendment, but I wish to take this opportunity of saying that I do not agree with everything the Attorney-General said. Even Crown Solicitors have been put in their place on occasion. I know of cases where opinions have been expressed by the Crown Law Department, but when certain things were pointed out to them they had to change their opinions. Unfortunately Mr. Shard is away this afternoon on an important matter, and I know he would have liked the opportunity to say something on this point. I can say that we know of many cases where people have not been able to obtain compensation because they have not applied within the prescribed time. I have had as much experience of compensation cases as most members in this Council, and that has been my experience and the experience of some other members. This matter will be looked into again because I hope there will be amendments to the Workmen's Compensation Act this session when we will have an opportunity of discussing it further.

The Hon. Sir ARTHUR RYMILL—I have perused the amendments and as far as I can see they clear up the questions I raised in the second reading debate. The first section of the amendment extends the time in which action can be brought, and so it does not affect anyone, and the second portion preserves the rights of persons whose time is shortened by the Bill, and so it cannot affect anyone adversely.

Amendments carried; clause as amended passed.

Title passed.

Bill reported with amendments and Committee's report adopted.

#### LAW OF PROPERTY ACT AMENDMENT BILL.

Adjourned debate on second reading.

(Continued from August 28. Page 391.)

The Hon. Sir ARTHUR RYMILL (Central No. 2)—The Attorney-General gave a very lucid explanation of this rather technical matter, and even if honourable members approach it with the extreme modesty as to legal matters

recently expressed by Mr. Condon, they must nevertheless have fairly clearly understood what the Minister meant. However, as it is a technical legal Bill I may be excused for endeavouring to explain it in another way in case any honourable members remain in doubt as to its object. I propose to give a practical example, which is always a good way of making an explanation, and the practical example I will take is the most ordinary one in my experience of a special power of appointment.

I shall discuss the matter in relation to a provision in a testator's will where he leaves a life interest in his estate to his widow and after her death the capital of the estate upon trust for his children in such shares as his wife might appoint. That is a very typical example, and to make it quite clear I am proposing to discuss a case where a life interest is left to a widow and she has a special power of appointment in favour of the children. I am not discussing this in any way of technical precision, but merely to give a general example of what the Bill means. In England before 1830 where that type of special appointment was left to a widow she had to leave a substantial proportion to all the children or the power was not properly exercised and the exercise was invalid. Alternatively, although this is rather a side issue, if she did not exercise the whole of her power of appointment, but left some of the property to pass in default of appointment, which would have provided a substantial share in that way to all the children, that would have been valid.

Before 1830 in England when the amending Act was passed, in such an example as I have given the exercise of the power would be invalid unless the appointor under the power left a substantial proportion to all the children. That was regarded as depriving people of what they should probably lawfully have on account of a technicality, so the legislature provided, by the Act of 1830 known as the Illusory Appointments Act, that if the appointor appointed any sum at all to all the objects of the power, that would be a valid appointment. So, we then had the situation where literally some of the children could be cut off with a shilling, and that is probably the derivation of the term "to cut someone off with a shilling," although I have not looked that up. They had to appoint some sum for the exercise of the power to be valid, but as the Attorney-General pointed out it need be only one farthing. That law existed in England until 1874, but a further

Act was passed to cut out further technicalities, and provided that a person did not have to appoint any sum at all to all the objects of the power, but could leave the lot to one.

The position is that the 1830 Act was the law of England before South Australia's foundation, and consequently became the law of South Australia, but the Act of 1874, which was passed after the State's establishment, is not the law here. It has taken us quite a fair time to catch up with this, but attention has now been called to the points and the Government has brought down this Bill to follow the English law. I think it is a good Bill because injustices can be done at the moment. In practice lawyers here normally follow English precedents and the precedents in the English books have now been rather modernized and altered to conform with the English law, and if a legal practitioner in South Australia did not know this he could easily slip into the practice of following the English precedent and thus produce something which was not quite just. It is not possible for every lawyer to know every technical point of law, and a Bill of this nature which sets out to rectify possible injustices which would follow mere technicalities must be a good law, and it follows modern concepts of justice.

There is one point I will give further consideration to before the close of the second reading and that is appointments which, according to the nature of the power, can be exercised either by will or by deed in many instances. The last clause of the Bill refers to wills executed before its enactment if the testator dies after its enactment. It is silent as regards any appointments which might have been made by deed, but which have not yet come into effect. That is, in an example such as I have given, where the life tenant is still living. Whether or not something should be done about that, I propose to further investigate the position before the Bill reaches Committee. In general, I think than a Bill like this which sets out to remove mere technicalities from the law must be a good one, and is in accordance with modern practice. The best example of technicalities which still exists and a matter which the Attorney-General might well have a look at is the question of waiver of rights under covenants of leases where a person accepts rent. That matter has been pointed to very clearly in a number of cases under the Landlord and Tenant (Control of Rents) Act, and although legislation has been amended to defeat these technicalities under that Act to a large

extent they nevertheless still exist in the general law. The lessor could easily waive his rights by accepting rent when he knew of a breach and thus lose his rights in respect of that breach unwittingly, and this still exists under the Landlord and Tenant law. A Bill which sets out to remove these technicalities might well remove them in many if not all circumstances. I support the Bill.

The Hon. L. H. DENSLEY secured the adjournment of the debate.

#### LOCAL GOVERNMENT ACT AMENDMENT BILL (MOTOR PARKING).

Adjourned debate on second reading.

(Continued from September 4. Page 493.)

The Hon. E. ANTHONY (Central No. 2)—In common with other capital cities throughout the world Adelaide is attempting to deal with a very serious traffic problem by the use of parking meters in public streets, the idea being to regulate traffic in heavily congested streets. I do not think meters will be a complete solution of the problem, although they will help considerably. I believe that in most places they have been found to help overcome the parking problem. I understand that Tasmania was the first Australian State to introduce meters, and although they were embarked upon there with much hesitancy and opposition, those who scoffed remained to praise, and today they look upon the system as a very good one. The following is taken from the *Hobart Mercury* of October 25, 1955:—

On the utilitarian side there can be no question that the meters have done much to control if not eliminate congestion in the heart of the city, and many motorists who at first roundly condemned their use are now convinced they were wrong.

Incidentally, the use of these meters brought in £5,000 profit to the Hobart Council in the first six months.

The Hon. S. C. Bevan—Profit is their main object, is it not?

The Hon. E. ANTHONY—No, I do not think it is. It is incidental to their use, and I cannot see anything wrong with that. If a man parks his car I do not see why he should not pay for doing so, and I do not think many motorists mind paying.

The Hon. S. C. Bevan—Why not establish off-kerb parking facilities?

The Hon. E. ANTHONY—I think off-kerb facilities will also have to be provided, and this Bill provides for them. The measure is



an attempt to solve a very difficult problem, and similar legislation has proved satisfactory in other places. The system is in operation in Victoria.

The Hon. K. E. J. Bardolph—Did not meters cause a great deal of dissatisfaction in Victoria in the first place?

The Hon. E. ANTHONY—Yes, and there was dissatisfaction in Tasmania when they were introduced there. However, there was a great deal of dissatisfaction when electric trams were introduced here because many people still wanted the horse trams, but we must move with the times. Adelaide is a highly motorized city and is very seriously congested.

The Hon. K. E. J. Bardolph—Don't you think the Bill gives too many arbitrary powers to councils?

The Hon. E. ANTHONY—I will say something about that later. Many suggestions have been made from time to time on how to overcome the parking problems in the city—some of them good, and others not so good. Canada has adopted a system of placing a special parking fee on people coming into the city, and this might do something to remedy the situation. I think everyone will agree that many people come into the city unnecessarily. They could very easily use the public transport system instead of their cars.

The Hon. S. C. Bevan—Are you suggesting regimentation?

The Hon. E. ANTHONY—I am only saying that although there are forms of public transport taxpayers have to provide roads for motorists who could use that public transport. Something will have to be done, and this parking meter system will discourage people from coming into the city in their cars. I would be opposed to any suggestion of using the parklands as permanent parking places. I would not mind certain parts being roped off as temporary parking space, but I would object to any buildings being constructed. There is a strong body of opinion in Adelaide that the parklands should not be encroached upon at all.

The Hon. K. E. J. Bardolph—That was the original intention.

The Hon. E. ANTHONY—It was; the parklands were to be for the use of the public, but the trams go through them; even this building and many others are constructed on them. I do not go as far as many people who say, "Hands off the parklands." I think their use for sport is a good thing, but I would not like them to be used as parking stations. This Bill, however, could go that far, and it should have some restriction against such a happening. The whole of the revenue from the meters will be taken into council funds, but I think the surplus over the cost of administration should be devoted to the provision of off-kerb parking.

The Hon. K. E. J. Bardolph—What about the capital cost of the meters?

The Hon. E. ANTHONY—I think all costs should be taken out first and the balance devoted to providing further facilities for motorists.

The Hon. F. J. Condon—You are chairman of the Subordinate Legislation Committee. What about the by-laws?

The Hon. E. ANTHONY—There is a departure with regard to the provision of by-laws. Under the Bill a council will have power to make by-laws that can come into operation immediately they are gazetted. That is contrary to the usual practice, which is that by-laws come before the House, then before the Subordinate Legislation Committee and then are subject to disallowance by Parliament. A by-law made under this Bill can come into operation immediately, just like a Government regulation, and I can see the reason for this. We could not expect a council to embark on a heavy expenditure for parking meters and then find the by-laws disallowed, so I do not think there is much wrong with this method. I support the second reading.

The Hon. R. R. WILSON secured the adjournment of the debate.

#### ADJOURNMENT.

At 4.05 p.m. the Council adjourned until Wednesday, September 19, at 2 p.m.