

**LEGISLATIVE COUNCIL.**

Tuesday, September 1, 1959.

The PRESIDENT (Hon. Sir Walter Duncan) took the Chair at 2.15 p.m. and read prayers.

**QUESTIONS.****SHORTAGE OF SURVEYORS.**

The Hon. R. R. WILSON (on notice)—

1. Are allocations of agricultural lands being held up on account of the shortage of surveyors?

2. If so, is it the intention of the Government to seek qualified surveyors from overseas countries?

The Hon. Sir LYELL McEWIN—The replies are:—

1. Yes.

2. The Agent General was requested by the Public Service Commissioner, some months ago, to again advertise for surveyors, and to arrange for any applicants to be interviewed by the recently retired Surveyor-General, Mr. H. L. Fisk, who is at present in England. No recommendation for appointments, as a result of this action, has, as yet, been received.

**COUNTRY HOSPITALS.**

The Hon. A. C. HOOKINGS (on notice)—

1. Is the 1956 report of the Director-General on country hospitals, the latest available?

2. Does the Minister know when the 1957 and 1958 reports will be tabled?

The Hon. Sir LYELL McEWIN—The Director-General of Medical Services reports:—

1. Yes.

2. As previously reported, during the extremely difficult situation that existed in the Head Office of this department during the last 2½ years, as far as senior administrative staff was concerned, it was impossible to handle expeditiously the whole of the increasing volume of work, and therefore it was necessary to defer for the time being some matters, including the preparation of various annual reports. Every effort is being made to complete the reports as soon as possible, and it is now hoped that both the 1957 and 1958 reports regarding country hospitals will be in the hands of the Government Printer within a few days. The subsequent time by which the printed copies will be available will then depend on how soon the Government Printer will be in a position to print them.

**TRAPPING OF BIRDS.**

The Hon. C. R. STORY (on notice)—

1. How many licences were issued in the period July, 1958, to June 30, 1959, to trap the following species of birds:—Australian

Pratincole; Painted Quail; Pink Cockatoo; Long-billed Corella; Cockatiel; Rock Pebbler; Mallee Ringneck Parrot; Blue Bonnet; Bourke Parrot; Elegant Parrot; Beautiful Firetail; Diamond Firetail; Mallee Fowl; Mountain Duck; Chestnut Teal; Pink-eared Duck?

2. What check was made to see that the numbers of all birds authorized to be trapped were not exceeded?

3. What information has the Department of Fisheries and Game concerning the rarity of certain birds in a particular area or areas which might make it desirable to withhold the issue of a licence to trap?

4. Is any species of rare bird totally excluded from being legally trapped?

The Hon. Sir LYELL McEWIN—The replies are:—

1. Permits to trap—

	No. of Permits.
Australian Pratincole . . . . .	Nil
Painted Quail . . . . .	Nil
Pink Cockatoo (Major Mitchells) . . . . .	22
Long-billed Corella . . . . .	Nil
Cockatiel . . . . .	2
Rock Pebbler . . . . .	12
Mallee Ringnecks (including Port Lincoln Parrots) . . . . .	42
Blue Bonnets . . . . .	24
Bourke Parrots . . . . .	Nil
Elegant Parrots . . . . .	8
Beautiful Firetail . . . . .	Nil
Diamond Firetail (Diamond Finches) . . . . .	4
Mallee Fowl . . . . .	2
Mountain Duck, Chestnut Teal, Pink-eared and other species of Duck . . . . .	13

2 and 3. Supervision of all trapping activities is a difficult task as they occur in many areas of the State. Control is exercised by the inspection of the trading and breeding activities of licensed bird dealers and aviculturists. Nearly all permits and trapped birds pass through the hands of licensed dealers or aviculturists who are mainly located in the Adelaide area. Movement of protected fauna, interstate or overseas, is controlled by a permit system. As a general comment, trapping, export and conservation are being studied closely by the Fauna and Flora Committee and the Fisheries and Game Department in order to further protect native fauna. New procedures in relation to export are being adopted in co-operation with the Commonwealth and other State authorities.

4. Yes. A number of rare birds is excluded from being legally trapped except for the purpose of scientific research.

## MONARTO SOUTH-SEDAN RAILWAY LINE.

The PRESIDENT laid on the table an interim report by the Public Works Committee on the Monarto South-Sedan railway line.

### SUPPLY ACT (No. 2).

His Excellency the Governor's Deputy, by message, intimated his assent to the Act.

## HONEY MARKETING ACT AMENDMENT BILL.

Read a third time and passed.

## PUBLIC PURPOSES LOAN BILL (No. 2.)

Adjourned debate on second reading.

(Continued from August 26. Page 593.)

The Hon. F. J. CONDON (Leader of the Opposition)—Some years ago honourable members complained about the meagre information given by the Minister when introducing the Public Purposes Loan Bill, but I think no honourable member has had any reason to complain during the past few years, because full information has been tendered to the House about the proposals to be discussed, and we appreciate that. Of the amount of £29,000,000 involved in this Bill, £25,400,000 is to be obtained by borrowing under the terms of the Financial Agreement, and the balance will be available from repayments to the Loan Fund. The State will also obtain £5,000,000 under the terms of the Commonwealth-State Housing Agreement to assist in building homes. The State Bank advances for homes, £2,750,000, is a record, but not so many houses will be built, because of increased prices. At June 30, 1959, the estimated public debt was £324,000,000. The interest due on that sum must be considered. The 1958-59 estimated interest and sinking fund payments were £15,000,000, and estimated revenue was £72,000,000. Substantial increases occur every year. I do not know what will happen; what can we do about it? I remember my honourable friend, Sir Arthur Rymill, thanking the honourable Mr. Hookings for the rain we had some time ago. I do not know who is to be blamed for the present drought; I cannot see anybody here who is responsible for that.

I want to deal first with the railways. The sum proposed in the Bill for railways is £2,750,000, which includes an amount for a spur line between Hallett's Cove and Christie's Beach, to cost £355,000. I was surprised to read in the press a statement by the Premier that the railways had shown a great improvement. Although to suit our changing conditions we

spend a considerable amount of money on the railways, I should be surprised to learn of any appreciable improvement from the point of view of the travelling public. I have always supported the railways because they have done much over the last half century to develop our country, although they cannot be regarded as a paying concern. It is unfortunate that the public do not appreciate their value. For instance, the Port line is not a paying concern. Although a large sum of money has been expended on it, even with the closing of some stations and a decrease in staff it is still showing a loss.

As one who lives adjacent to the line, I have often counted morning and night only three or four passengers travelling on a train. Today, competition is keen. The Port line runs from Adelaide railway station to Outer Harbour. On one side of it is the Port Road with a good bus service; on the other side is another bus service. People today are not railway-minded. They seem to get a little tired; they will not walk to the station but take the nearest means of transport. That will not always do. I hate to think what will happen if we have two or three bad seasons, for already what may happen is beginning to show itself. In discussing the money involved, we have to consider all aspects, including possible unemployment. I trust the Government will spend every penny proposed to be spent and that at June 30, 1960, there will be no carry-over of unexpended money through the proposed works not being proceeded with.

Let me take as an example the closing of the Monarto South-Sedan line. For the last 16 months the Transport Control Board has been visiting towns and taking evidence regarding the closing or otherwise of this line. Yet the Public Works Standing Committee, which has the last say, is given only 28 days in which to consider the position. No line, or part of a line, can be closed without the approval of the Public Works Standing Committee. I suggest the Act be amended to give it more time in which to consider the closing of a railway line that is so important.

The Hon. Sir Frank Perry—Does the committee have the advantage of the board's report?

The Hon. F. J. CONDON—Exactly so. I will tell the honourable member what happened about this line. The Transport Control Board visited the various towns concerned. Nobody appeared to be interested; even the Sedan council were not opposed to it.

The Hon. C. R. Story—One or two councillors were sacked over it.

The Hon. F. J. CONDON—That does not matter. Nobody was interested until it was suggested that the line be closed; and then the weeks flew by and there was a strong agitation against the closing of the line. The Minister has the report of the committee, I take it?

The Hon. N. L. Jude—I have not yet received it.

The Hon. F. J. CONDON—It has been sent to the Minister, who will know about this in a few days.

The Hon. N. L. Jude—That will do nicely.

The Hon. F. J. CONDON—The Minister should know now.

The Hon. Sir Frank Perry—Did they recommend it?

The Hon. F. J. CONDON—No, the committee is not going to recommend that the railway be closed because people have to be considered, and when a railway line is taken away from them it is a very serious thing. If every unprofitable South Australian railway line was closed there would only be the Broken Hill-Port Pirie line operating. A railway line should not be closed without very good reason, and if the Sedan line is closed what is to stop the Willunga line or the Mount Pleasant line from being closed? A very wide view has to be taken on a matter of this nature and I think the people concerned should be given an opportunity to become railway-minded. They cannot have it both ways. If they want the line they must play their part and use it because it is no use them coming along and saying that they want the railway if they continue to use other forms of transport. This is a very important matter, but I say that if it is fair to close one line then a similar case may be put up to close others, and what a hue and cry there would be if that were done. The railways cannot be expected to pay, and Parliament should give every encouragement to those in authority and see that everything possible, in the way of ensuring fair competition, is done to assist the railways. We know that it is costing a great deal of money to keep our roads in a good state of repair. We have not the same control over road transport as other States have, and until we get that control we shall remain in this position.

The Hon. N. L. Jude—I have not yet seen the report but would the decision of the Public Works Committee have been different if it had had more than 28 days to consider the matter?

The Hon. F. J. CONDON—I do not know, but I say if one body is given 16 to 18 months to consider a question it is not fair that the Public Works Committee should have only 28 days, because agitation is started at the last moment and even on the last day the committee had petitions. I am not blaming the Transport Control Board for delaying the matter, although I could blame someone else, but I do say that 28 days is not time enough in the circumstances, especially when honourable members consider that, during the last 12 months, 52 recommendations were made by the committee. I want the Minister to understand that the committee has a little more to do than to wait for transport boards. I make that suggestion to the Minister, though when I make other suggestions to him he takes no notice of them, but I put my present suggestion to him nevertheless. I want to tell the Minister this too, that although I was reluctant to give my vote for the continuance of the railway I thought there may be many other things to be considered. Now the matter rests, but that does not stop the Transport Control Board from coming along at a later date to make another recommendation. It now depends on the people who say they want this line to be continued as to whether it will be continued after the next 12 months or so, but I think we can assume, because of the bad season, that there will be less freight carried on the railways in the next 12 months than was carried on them in the last 12 months. I hope that even at this late stage we shall get the benefit of rain.

I wish now to refer to the question of harbor accommodation. The amount set down for this item is £1,200,000, and of this amount £162,000 is for progress work on the reconstruction of the North Parade wharf, which is right in the centre of the city of Port Adelaide, and for replacement of mobile cranes. Although this wharf has not been used for very many years it was once an important centre for coal handling. Since that operation has been moved to Osborne, North Parade wharf has fallen into disrepair, but now it is proposed to build a very fine structure there. I have seen most sea ports in Australia, but I think the South Australian shipping port compares favourably with any other port in Australia, though that has only come about during recent years. A few years ago the Public Works Committee made a recommendation that £120,000 be spent in improving the jetty at Kingscote. The erection of new

sheds was also involved, and although that was only three years ago it is now proposed, according to the Estimates, to spend £55,000 on a roll-on roll-off proposal at Kingscote. I do not know whether the amount of money that was spent previously is now going to be wasted, and I hope not. The roll-on roll-off method will be an innovation.

The Hon. E. H. Edmonds—Did the Public Works Committee inquire into that?

The Hon. F. J. CONDON—Yes, it made a recommendation. The Harbors Board maintains that the erection of the sheds enables a quick turnover to be achieved. I am not objecting to these projects if they mean greater production later, but they cause unemployment in certain quarters and Parliament must consider how it is going to solve these problems. Whether the people concerned are going to make a success of the roll-on roll-off proposal remains to be seen, but considerable money will have to be spent at Port Adelaide in connection with that, and of course the roll-on roll-off installation is adjacent to Jervois bridge where a lot of alterations are to be made. I think Harbors Board revenue will fall off considerably between now and the end of this financial year because freight and wharf charges will not be so high. The department will not be handling as much cargo. We all know that wheat production is a money spinner to the State, and if we are faced with a drought we shall be up against great difficulties.

I again refer to unexpended moneys, and I believe the Government should take firm steps to compel contractors and subcontractors—if it has any control over them—to observe the terms of their contracts. We find that last year one of the big Government departments had £600,000 unexpended. Another had £200,000 unexpended because the work was not completed in the specified time.

The Hon. E. H. Edmonds—Were there no penalty clauses in the contract?

The Hon. F. J. CONDON—I thought there would have been, but that was not so. In certain instances the Government has no control. That has been going on and is likely to continue unless the Government takes a firm stand. One of our most important Government departments is the Engineering and Water Supply Department, which has made great improvements to our water supplies over the years. Many of the water services have been extended, but as with the tramways and the railways, there is no profit in its operations. Because of the importance of this

department to the State, Parliament must provide the necessary money to meet its requirements. Certain Government work may be recommended, and the terms of the contract provide that it must be completed within a specified period—it may be one year or two or three years—but often the work is not completed within that time with the result that it ultimately costs three or four times the original estimate. This applied to the Queen Elizabeth Hospital. If I remember rightly, the original estimate was £1,350,000, but the actual cost has been five times that amount. The original estimate for the Mannum to Adelaide main was £4,000,000, but I am sure it has cost more than £11,000,000; and whereas the estimate for the Yorke Peninsula water supply was £2,000,000 that cost has been greatly exceeded. It would be no good my making any suggestions to improve the position because the Government would take no notice. The construction of the South Para reservoir has cost much more than was originally estimated, and this also applies to extensions to the Port Pirie Hospital. I admit that all these works are necessary, but as time progresses our loan expenditure is greatly increased.

The Hon. E. H. Edmonds—Have you any suggestions?

The Hon. F. J. CONDON—No. I am bringing these matters forward so that the Government can consider its future policy on this question. I am afraid that we are in for a bad time. We have had prosperous times—actually 12 good seasons—and we have had bad times, but I hope we shall not slip as we did during the last depression with unemployed workers having to accept 4s. 10d. a week dole at a time when much Government work could have been done at much lower cost than today. We must guard against that kind of thing. No honourable member wants to see those conditions recur. For some unknown reason, last time I spoke on this measure I did not mention the export of flour. The position in this respect in Australia today is worse than it has been for many years, and there has been no sign of improvement. It was mentioned in the press that the Federal Government had sold 50,000 tons of flour to Ceylon during a period of 12 months, and that was divided between four States. South Australia's portion of the total was only 13 per cent, equal to one cargo a year. This State used to export as many as 12 or 14 cargoes a year. What has happened to this trade is happening to other trades. We are fast losing

our export markets owing to unfair competition from other countries. I have appealed to the Federal Government to do something in this respect. Australian exports of flour have fallen about 600,000 tons in the last eight years. This has been a serious blow to an industry that has been developed by private enterprise without any Government assistance, and today it has to fight for a mere existence. Unfortunately, there does not appear to be any sign of improvement. What is happening to this industry will, unfortunately, happen to others. We have to pay much more than the export price for wheat consumed locally, but we do not mind that because we know it helps the farming industry, and if it costs the farmer 14s. to grow a bushel of wheat why shouldn't he get it? We are beginning to feel the effects of a bad season and this brings home the fact that the man on the land means more than anything else to the Australian community, for if he experiences a bad time everyone else suffers.

I now wish to refer briefly to a number of matters that have been referred to the Public Works Committee and on a great many of which reports have been submitted. I point out, however, that there is very small chance of a number of these recommendations being put into effect, very largely because the time factor would not permit and also because sufficient money will not be available to complete them all. It follows that the Government will have to make a choice of which it considers the most important and give those works priority. In its general report for the year 1959 the Public Works Committee lists a great many projects which have come before it for consideration and on which it has made recommendations. I shall not weary members by reciting the whole list, but I will pick out a few of the more important so as to give members an idea of what is involved. They are:—Main to link Barossa trunk main and Mannum-Adelaide pipeline; Adelaide Teachers College additions; new Nangwarry power station; Port Pirie new water mains; new Norwood high school; Marion Road water main; Port Pirie harbour improvements, involving (a) the installation of a mechanical handling plant and (b) removal of the railway tracks from Ellen Street and the relaying of them in some other location; Port Pirie bulk handling facilities; Kingseote harbour accommodation; the following technical high schools—Elizabeth Girls (additional buildings), Elizabeth Boys, Vermont Girls (additional buildings), Angle Park Boys, Mitchell Park Boys

(additional buildings); the following high schools—Willunga, Plympton, Taperoo, Blackwood, Millicent, Henley, Seacombe, Gilles Plains; the following primary schools—Millicent (additional buildings), Magill (additional buildings) and Elizabeth Vale; and the Coomandook area school.

I should not like the Government's job in having to determine priorities for those works, all of which are essential and urgent. It would be impossible to complete all that work in the given time, nor is the money forthcoming. It is customary to place a sum on the Estimates for the purpose of starting a project, and that is about all that we will be able to do. Other recommendations were for the construction of five upper floors on the Radiotherapy and Women's Block at the Royal Adelaide Hospital at an estimated cost of £1,493,000; the construction of additional court accommodation at the Supreme Court, Adelaide, at an estimated cost of £93,500; the construction of a prison farm at Cadell at an estimated cost of £319,700; the installation of a comprehensive drainage scheme for the Cooltong division of the Chaffey irrigation area at a cost of £156,300; and the construction of an oil berth at Kirton Point jetty, Port Lincoln, at an estimated cost of £184,500. At present the people of Eyre Peninsula have to pay a high price for their petrol, and I hope that the construction of this berth will enable them to receive some relief through lower handling costs due to the quicker turn-round of ships, and so forth.

It is marvellous how quickly the news gets round when a Government project is proposed for any given district, with the result that the price of land skyrockets. This places the Government in a very difficult position, for it knows that the work must go on and that it must pay the price demanded, or somewhere fairly near it. It might be argued that the Government should take advantage of the Compulsory Acquisition of Lands Act, but recourse to that generally raises other difficulties, and the Government is reluctant to adopt that method. Members would be surprised to know the price that is being asked for land in connection with a project not far from this place; a price, in my opinion, beyond all reason, and I find it difficult to understand the mentality of people who are prepared to take advantage of their fellow citizens in a matter that is for the common weal. On the other hand I am glad to say there are many people who

take a reasonable attitude in negotiations for land for public purposes.

There is considerable difference of opinion as to whether the proposed site for the new Magill Reformatory is the proper one. Many people think it should be removed from the present locality, but there is much to be said for and against it. However, I assure members that this is an inquiry that will not be completed hastily, for it involves many facets that need careful thought. I hope that, whatever the committee's decision, it will prove to be the correct one. Another matter that has demanded a great deal of attention is the south-western suburbs drainage scheme, in which a number of councils are involved, notably Brighton, Marion, Glenelg, Unley, West Torrens, Stirling and Meadows. It is very difficult to get unanimity of opinion among them, but the committee has given the matter very close attention, acting on the advice of the experts. During this session a report will be submitted to Parliament so as to give the Government an opportunity to introduce legislation that will enable relief to be given to a great many people who are now experiencing great difficulties with floodwaters following on heavy rains.

Regarding Port Pirie harbour improvements, the works which remain for consideration under this reference include the reconstruction of the Barrier and Queen's wharves, the establishment of a mechanical handling plant, and the removal of the railway tracks from the main street. The committee has taken a considerable amount of evidence regarding these proposed works, including submissions by the Broken Hill Associated Smelters, Electrolytic Zinc Company, and Consolidated Zinc Pty. Ltd. on important alternative proposals for harbour improvements. The committee has referred those proposals to the Harbours Board for consideration, and those companies are entitled to every consideration as they are responsible for the majority of the work in Port Pirie.

I could refer to a number of other matters. I would like honourable members to study the committee's report, and possibly in their judgment they may be able to suggest matters that should receive priority. I am not criticizing the Bill, which I propose to support. I trust the Government will consider what I have said in supporting the second reading of this Bill.

The Hon. SIR FRANK PERRY (Central No. 2).—In the first part of his speech the honourable Mr. Condon did not appear to me to be his

usual optimistic self. He said he could foresee troubles in the future, meaning, I take it, that on our Loan expenditure and any expenditure proposed in the future we would not even obtain the interest incurred and we would be placing the Government of the country in a false position.

The Hon. K. E. J. Bardolph—He did not say that.

The Hon. SIR FRANK PERRY—He implied it; that is the only implication I could get from his remarks. Later in his speech the honourable member enumerated many works recommended by the committee of which he is a member. He blamed the Government for not proceeding with those projects. Any borrower should feel when he borrows money that at some time he will be able to repay it; otherwise, if he is honest, he should not borrow it in justice to himself and his reputation and in fairness to the people he is borrowing from. I was a little at a loss to realize what the honourable member really desired. A wireless programme this morning gave an account of the activities of the Australian Council of Trade Unions, which is a body that gives its opinions on many matters.

The Hon. K. E. J. Bardolph—Very valuable opinions at times.

The Hon. Sir FRANK PERRY—That may be so, for those who want that type of opinion. Some of the opinions involved shorter working hours, greater pay, greater benefits, and a greater share in the prosperity of the country.

The Hon. K. E. J. Bardolph—Why not?

The Hon. SIR FRANK PERRY—I am not objecting, but I point out that on the one hand we hear a doleful report from the Leader of the Labor Party in this House and from another source we hear of the great prosperity which this country is enjoying.

The Hon. K. E. J. Bardolph—The Leader was speaking for South Australia.

The Hon. Sir FRANK PERRY—Those views were put forward by the A.C.T.U., of which I presume the South Australian trade unions are a part. One of them must be right or both must be wrong, and I think both are wrong. A middle course exists, and if wise judgment is exercised there is no reason for being doleful, nor is there any great reason for trying to upset the economy of the country which has provided and is providing a very good living and a rising standard of living for everybody. I said earlier that when we borrow money we must be satisfied that we can repay it. The Governments of Australia in the past

have adopted certain measures under which the borrowing by Parliaments and Governments is controlled, and have established a sinking fund for the purpose of redeeming the loans that are raised. The Australian Loan Council, which is represented by the Premiers or Treasurers of each of the States and the Commonwealth, has provided £220,000,000 this year for the use of the various State Parliaments, and that amount has been allocated under a formula which has given South Australia a share of £30,385,000.

The Hon. K. E. J. Bardolph—Isn't the present Menzies Government raiding the taxation pool and lending that money back to the States?

The Hon. Sir FRANK PERRY—I will come to that matter in a moment. The amount allocated to South Australia is quite a large sum, and more than the 10 per cent which is South Australia's percentage of population to the rest of Australia. I mention that to show that there is some control over the money that is obtained from Loan and provided for the various States and the Commonwealth itself. In providing this £220,000,000 the Commonwealth proposed to donate to that fund the amount of £30,000,000 from taxation, to which we all contribute, and to obtain new money from loans to the extent of £190,000,000.

It is pleasing to note that at the last Loan Council meeting there was no squabbling. If my memory is correct, at previous Loan Council meetings there has always been a clamour for additional loans and a dispute as to how much should be provided by the Commonwealth, either from revenue or from new Loan money. This year all participants were reasonably satisfied there was no need for great agitation for more money than that suggested by the Commonwealth Government.

Over the past few years this State has borrowed money at the rate of £25,000,000 to £30,000,000 a year. This year it is borrowing £25,000,000 of new money and using some £5,000,000 of accumulated funds. As mentioned by the honourable Mr. Condon, the State debt in 1959 was £324,000,000, an average of £360 a head. It has more than doubled in the last 10 years so we may feel anxious whether we have gone a little too far. Many people are in the habit of buying goods with borrowed money, but it is not a good practice. Other forms of borrowing include hire-purchase, bank advances, mortgages and loans of various types. Hire-purchase finance has increased greatly and at present in South Australia some £32,000,000 is owed by borrowers on

various articles purchased in this way. The growth in that direction has been threefold or fourfold over the last 10 years. We are, to some extent, prepared to mortgage the future and rely on the continuing development of Australia. That is the keynote of the justification for all this excessive borrowing.

The Commonwealth Government gets its money for capital expenditure and development works from revenue, but the States and most private people have to get it from borrowing. Our extensive Loan programmes probably alarm those accustomed to "pay as you go," but the general attitude to borrowing and the use of money has undoubtedly changed over the last 10 or 15 years, due to the hope and feeling that the development of Australia warrants this expenditure. The Loan programmes seem to have the support of the Government advisers, financial authorities and banks. It also appears that overseas investors have similar confidence, as large amounts of money from both England and the United States of America are being invested in Australia. This would not have happened if, after due consideration, overseas investors had not been satisfied that over a period of years Australia would continue to develop, thus making it possible for the interest on that money to be paid, and eventually the capital to be repaid also.

I have reviewed the position somewhat sketchily. It can be conceded that the Loan policies of our Governments are accepted and approved of by both financial authorities and the general public. An examination of our Loan schedules reveals nothing that savours of luxury. Mostly, they are concerned with providing the necessities of life in an age of development. I think the Chief Secretary explained fully the various items of expenditure in the Bill itself and the schedule, and no one is in doubt as to where the Government intends to spend this money. The schedule reminds me of a comment made earlier this session, that Parliament was the authority over the Government and decided all things in connection with the Government's policy. As a humble member of this Parliament, I feel that the Government and the Ministers with their advisers have been closely concerned with fixing the amounts, priorities, and class of work in the schedule. Much time, expense and thought must have been involved in this.

We can only be thankful that such careful attention has been given to it to enable us

as members to approve generally the policy placed before us. I am sure that no honourable member could for one moment say whether the amount allotted to each of these items was justified or accurately estimated or whether it should be spent in one way or another. I think that is the function of government. Parliament controls the government where necessary, but the handling of the problems must be undertaken by members of the Ministry. A large sum of money is to be spent on housing. Through the State Bank and the Housing Trust about £13,000,000 is to be spent. Much of the money allotted to the Engineering and Water Supply Department is associated with housing. The Government is playing an important part in housing the people and, although it has spent this huge sum on housing, private industry has spent about £26,000,000. This includes commercial buildings and factories, but that should be so, because employment must be available for the people who occupy the houses that are built. It is an essential part of our economy.

The Hon. F. J. Condon—Many people are still looking for houses.

The Hon. Sir FRANK PERRY—Much of the lag has been caught up. Many people are building their own houses and institutions are lending money for the building of houses. In the course of time the lag will be taken up, but I think it would be better for us to have a shortage of houses rather than empty houses. The Government retains in the Loan Estimates the accounts of the Woods and Forests Department, but I think the time has come to remove them from the Loan Estimates and have a separate set of accounts. Income from the forests is growing and last year £1,730,000 came from the sale of timber.

The Minister of Railways is handling a department that has spent £33,000,000 in providing rail services, but unfortunately there has been a continued decline in their use because of the change in the methods of transport and the living conditions of the people. Improved forms of transport have resulted in reduced traffic for the railways. Mr. Condon objects to a railway line being scrapped, but I point out that many of the lines would not have been built where they were if we had known that improved forms of transport would be introduced. However, it is inevitable that some small branch lines will be removed and the traffic left to these other forms of transport.

The Hon. L. H. Densley—Do you think that the Transport Control Board should be the body to decide that?

The Hon. Sir FRANK PERRY—Mr. Condon believes that the Public Works Committee is the only body to decide whether or not a line should be closed, but that should be decided by a body acquainted with running costs rather than one that merely deals with public works. Official minds must be flexible enough to change in accordance with the times. The Minister of Railways must be concerned with the position of his department, which this year has been allotted £2,750,000. I should class some of this expenditure as maintenance rather than capital expenditure. I have in mind such projects as ballasting, platforms, stockyards, and so on. The main expenditure will be on diesel engines to replace steam traction, which has been in force for many years. As we cannot do without our railways for long distance hauls, the change from steam to diesel traction is a step in the right direction, bringing the railways up-to-date and lowering maintenance costs. I regret that the efforts of the Government and this department have not resulted in a start on an alteration of the railway gauge from Broken Hill to Adelaide via Port Pirie.

I notice that a large amount has been allotted for expenditure on hospitals, and I have no objection to this, because it is vital that our community's health should be safeguarded. A man's health is of paramount importance to himself and his family, and money spent on hospitals and the improvement of the health of the community should be approved. There has been an amazing development in the erection of schools in the last few years and this year £3,750,000 is to be spent on schools, from which there will be no financial return. Not only the erection of buildings, but the payment of teachers and other expenses associated with the running of our schools are financed from taxation. This age recognizes education as being vital and that equal opportunity must be given to all. Generally, there can be no great opposition to expenditure on education. I have no objections to the class of buildings now being erected as, compared with the old type, they provide better lighting and possibly are cheaper per square.

The Hon. K. E. J. Bardolph—They are not so durable as schools of solid construction.

The Hon. Sir FRANK PERRY—Perhaps not, but if they last 50 years, then the following generation can take care of itself. Ideas



change within 50 years, and I should not like to say that what satisfies the educational requirements of people today will satisfy people 50 years hence.

The Hon. K. E. J. Bardolph—You do not believe that these new type buildings will be standing in 50 years?

The Hon. Sir FRANK PERRY—I do, and that they will still be serviceable. It seems to me that the department is going too far in the teaching of cooking, business training, hobby development and so on. In 1956 there were 662 Government schools with 4,670 teachers and an enrolment of 138,220 children, and the cost to the Government amounted to £48 6s. 9d. a head. At that time there were also 163 private schools with 1,268 teachers and about 20,000 scholars. I do not know the cost for each student, but I believe these schools should be recognized by the Government. Children are sent there for various reasons—some for religious reasons and some because their parents wish them to attend the school they attended. Whatever the reason, however, parents pay to send their children to them and there is therefore a saving to the Government.

I would welcome some inquiry on whether assistance should not be given to these institutions. Mr. Bardolph has advocated this for the last 11 or 12 years and, since investigating the development of private schools, recognizing the reasons why people send children to them, and realizing that other States recognize and assist these schools, I believe that some form of assistance should be given, not towards running expenses, but towards capital expenditure. One could go on for a long time discussing the various proposals in this Bill but, as the Government has my confidence, I am prepared to support the measure. In doing so I express the hope that the works will be fully carried out by the Government and its officers to their credit and to the advantage of the State.

The Hon. C. R. STORY (Midland)—This afternoon we have been treated to two good speeches that have given members food for thought. Mr. Condon started on a high note, perhaps became pessimistic during the course of his speech, but finished on a high note too. There is no reason why most of us should not be pessimistic when considering the financial position of the State and our own finances. Those of us who have toured the country in the last few weeks could not but be apprehensive about our primary industries. However, as has been pointed

out rightly on this and on other occasions, the State's stability is tied up with secondary industry, which is an extremely useful adjunct. I do not think many of us doubt that we would probably be in the throes of a recession due to the decline in wool prices in the last couple of years had it not been for the development of secondary industries. A comparison between the position in 1930-31 and the present will show that our secondary industries have no doubt helped towards our present stability. I am not greatly depressed about mortgaging the future, to use the expression of Sir Frank Perry. I think the generation not yet born will say in 50 years' time that we were fairly long-headed in what we did. Much of the building that has taken place and the roads and bridges that have been constructed will be monuments to the present Government and Parliament for authorizing them. A good illustration of the difference between the Federal set-up and our own as regards finance is the River Murray Waters Agreement, which is a four-way partnership: Victoria, New South Wales and South Australia provide the money for the works from Loan funds, whereas the Commonwealth provides it from revenue, and it seems to me that a little sharing in those things would benefit the States to a large degree.

The Hon. K. E. J. Bardolph—What do you mean by sharing? An equalization?

The Hon. C. R. STORY—Perhaps a little more two-way traffic.

The Hon. K. E. J. Bardolph—An equalization?

The Hon. C. R. STORY—I think that would be very good, too. I think phase No. 2 has been reached in this country. The pioneers suffered certain privations but handed over to us a fairly stable State. Now the population has reached the 10,000,000 mark I think phase No. 2 is commencing or has commenced in recent years. A change of thinking has manifested itself in that a lot more has been done by borrowing in these days, and in borrowing against posterity. Only posterity will be able to tell us whether this is good or not, but while we have the funds and while the development of the State can go ahead and we can bring more people into this country to develop it, we should take the opportunity to continue our development and not stagnate.

I turn now to the Bill and the schedule. This year the State Bank will have £4,700,000 to spend on housing. This, combined with the amount the Housing Trust has to spend,

will mean that considerably more houses will be built. It is not true that there will be more money but fewer houses. The Housing Trust will build 253 more houses out of the money provided and, although no doubt that will not cover by any means the number of houses required, it will assist to a certain degree to house the people coming to this State who have not yet been satisfactorily housed. For loans to producers, £300,000 is provided. Most of the co-operatives function under the Loans to Producers Act, and a portion of this amount will be made available to the Riverland Co-operative Cannery that was established on the Upper Murray last year.

The 1956-57 harvest was very good for fruit growers, but many of them have not yet received payment for their fruit from some proprietary canneries. However, from the industry's point of view it is extremely good that it should have, in this factory, an outlet for much canned fruit. The factory will be expanded this year to take considerably more fruit but, unfortunately, the overseas position is not good. South Africa and California are both in the market and it will not be long before our best market, Great Britain, will commence a quota system and then South Australia, with its proprietary canneries, will be at a distinct disadvantage because quotas will no doubt be worked out on the amount of fruit exported from Australia, and those States with the greater export trade will secure the best quotas. We are at least getting some of the overseas trade through the Riverland Co-operative Cannery, and about 85 per cent of the fruit canned there this year was exported and much of the remainder was of export standard.

The Australian canned fruits industry is in rather a grim position because of the failure of the Queensland pineapple export industry. Pineapples have been dumped on the Australian market at prices comparable with those paid for peaches and apricots. Whereas pineapple was once regarded as a luxury line, at present its price is the same as that paid for other fruits. There seems to be nothing in the foreseeable future that will improve the pineapple position short of the growers' adopting a quota system based on the acreage of production.

The Hon. F. J. Condon—What proportion is exported?

The Hon. C. R. STORY—About 80 per cent, when it can be got away. Mr. Condon referred to the Blanchetown Bridge for which £100,000

is provided in the Estimates for preliminary work. River soundings that have been taken have unfortunately proved that it will not be as easy a job as anticipated earlier, and Mr. Condon's suggestion that the estimate may be a little out will probably prove correct. To complete the bridge at Cadell £60,000 is provided and £65,000 is provided for the completion of the Renmark Avenue bridge. I am interested to see that £50,000 is provided for the Paringa Causeway on the Sturt Highway. This project has been discussed and promised for many years and with its provision, and the four bridges, South Australia will have another link with the eastern States.

A reference has recently been placed before the Parliamentary Land Settlement Committee in connection with a comprehensive drainage scheme at Loxton. This is essential because much of the land planted from 1948 to 1952 is revealing symptoms of extreme seepage. I urge that the matter be regarded as urgent because if we have another season like this we will lose many trees and vines. The State is heavily involved financially in this area and it would be silly not to do the job while there is still time. Spray irrigation was thought to be the answer to seepage, but unfortunately in that type of soil, where clay bands exist and we cannot bore through the coral strata as at Waikerie, the water cannot get away. A comprehensive drainage scheme will be the wisest plan in view of the indirect benefits that will result.

A huge amount is provided for waterworks, but the demand for water, especially in such a year, is colossal. Last week-end I was on Yorke Peninsula where the people depend on water from the pipeline as do people in the northern and mid-northern areas which normally expect to get water from natural rainfall at this time of the year. It is regrettable that in some areas people are not able to get water by turning on taps, particularly in the Murray Mallee where the people are experiencing one of the worst years since 1944 and where they have no permanent water supply. It is impossible for any Government to keep up with the demand for water supply extensions. At Elizabeth another £200,000 is provided for water extensions. While there is a wonderful boom in that area I think some of our outer areas are suffering somewhat as a result. However, that is part of our development and as the pioneers made sacrifices no doubt we must make sacrifices now.

I agree with Sir Frank Perry's suggestion that the craft centres in various high schools

are rather too luxurious. After all, surely a girl can learn to scour a porcelain bowl at home. I do not think it is necessary to teach her that at a high school.

The Hon. Sir Arthur Rymill—It might be more useful to learn it at home.

The Hon. C. R. STORY—Yes. Domestic science is a most essential part of the curriculum, but I do not think it is necessary to have several Mixmasters, as there are still a number of girls who will marry men who cannot afford to buy a Mixmaster, even on the glad-and-sorry system. We are perhaps a little too extravagant in that part of our educational set-up. The Loxton area high school, which is the only one of its type in the State, has been waiting a considerable time for a craft centre. That school is teaching a diploma course as well as the ordinary academic course. Those children who are not bright enough to get either the Intermediate or the Leaving Certificate on the academic side can take a course that enables them to receive a diploma. If a boy is not sufficiently bright in one subject and perhaps passes in mathematics, he can leave school proficient in at least some phase of education.

It has always appeared to me most necessary that everybody who leaves school should be able to do something at least as well as anybody else. The child may be a complete flop in four or five subjects, but if we can make him as good as everybody else in one thing he will not go out with an inferiority complex that leaves him well behind for the rest of his life. I consider that this craft centre idea, and the diploma scheme, is most useful. That school has been held up for some time for this craft equipment which is so necessary, while other places provide a Mixmaster for every five girls, many bowls, and several steam irons. First things should come first, and the most essential things for a good basic education are things that are necessary. I think my friends on the Public Works Committee should look at that matter next time they are making one of these examinations.

The Hon. F. J. Condon—You want the best in your district, don't you?

The Hon. C. R. STORY—I want the best opportunity; I do not actually want the best, but what is best for the children, and I do not know that all these wonderful innovations I have mentioned are so useful. The amount of £14,000 is provided for the Renmark courthouse and for extensions to the police station. This project has been going on for some time,

and the delay is not entirely the fault of the Architect-in-Chief's Department, as the local council has had something to say about a certain design, but I understand that the plans are now under way. Accommodation at that courthouse and the police station is inadequate for the number of people on the staff. For instance, when a police woman has to interview somebody the only place she can do it is out in the backyard or in one of the unused cells, and the position is therefore very difficult.

The sum of £180,000 is provided for the Cadell prison farm. I inspected that farm recently, and in my opinion it is a very useful project. The housing for the warders is well under way; the dairy and staff homes are being constructed; implement sheds are up; the land itself is being prepared for the planting of citrus, stone fruit trees and vines, and a dairy project is being undertaken.

The Hon. F. J. Condon—Who recommends the planting of trees?

The Hon. C. R. STORY—That matter is in the hands of a special committee of which Mr. Tom Miller, the Chief Horticulturist, is the chairman. I am not being super-critical in this respect, because I am not in a position to know exactly what was in the minds of the people regarding what is to happen to the produce. If the produce is to be sent to other Government institutions, I think perhaps the plantings are quite useful, but if it is to be a commercial undertaking I would say that a lot of the varieties are not very suitable for marketing. I would suggest that the growing of strawberries on a commercial scale in that particular area should be seriously considered, as the soil is ideal for this purpose. In recent years a New South Wales firm has been searching for somebody who will grow 500 tons of strawberries, and as it takes a family of five to grow 10 tons of strawberries, I think the Cadell prison farm would be an ideal place for the commercial production of strawberries in order to start this particular industry. The dairy project, I take it, will also supply produce to some Government institutions, particularly hospitals, and perhaps other prisons. The first 60 good conduct prisoners will arrive at Cadell in the next few weeks and commence work.

Since the advent of the single line earth return the Electricity Trust has taken electricity to a large part of the country which previously could not obtain it. Whereas a

scheme previously cost about £150,000, and was therefore out of reach of the average farmer, the group schemes are now costing approximately only £30,000, which makes it possible, with a standing charge of, say, £20 a house, for people to afford to take power on a 10-year guarantee. The two absolute boons for country people are electricity and water. I am very pleased indeed to see the trust going out into the more remote areas, to the bottom of Yorke Peninsula, to the far north, to the South Australian border on the Murray side, and now right out through Karoonda and Pinnaroo. It is very good to see, and I am hoping that with this development the trust in the very near future will be able to reduce the standing charges and perhaps drop another zone and so bring the costs to the country people a little nearer those being paid by the people in the metro-

politan area. One should not be penalised for going a long way from the base and developing the country while others perhaps enjoy more amenities.

I note with some interest that £35,000 has been made available for three new machines for the Printing and Stationery Department. I only hope that these three new machines will enable copies of *Hansard* to appear on members' files a little more quickly than hitherto, because it is difficult to try to keep track of things when *Hansard* is not quickly made available. I support the second reading.

The Hon. JESSIE COOPER secured the adjournment of the debate.

#### ADJOURNMENT.

At 4.21 p.m. the Council adjourned until Wednesday, September 2, at 2.15 p.m.