

COMMONWEALTH OF AUSTRALIA  
JUBILEE CELEBRATIONS 1951

# The Jubilee Train

*South Australia  
1951*



SPONSORED BY THE STATE EXECUTIVE COMMITTEE  
OF THE JUBILEE CELEBRATIONS IN

## SOUTH AUSTRALIA



# *Fifty Years of Progress in South Australia*

By the Premier (Hon. Thomas Playford, M.P.)



**S***OUTH Australia is a young country, its foundations dating back only 114 years. In that time, however, the State has made remarkable progress.*

*Up to the close of the nineteenth century, South Australia was a primary producing State with the emphasis placed on mining and wheatgrowing, but at the beginning of the twentieth century greater attention was paid to secondary industry. The subsequent meteoric rise of secondary industry has been one of its greatest achievements.*

*The twentieth century began with South Australia joining in the Federation of Australian colonies, and we can be justly proud of the part played by South Australian statesmen in bringing this great political movement to fruition.*

*Although not endowed with the wealth of natural resources of some of the other States of the Commonwealth, nevertheless progress in all directions has been a feature of South Australian history since Federation. Extensive water schemes have been introduced, sub-bituminous coal deposits at Leigh Creek are being exploited, wool production has increased 25 per cent, and over the whole field of primary production there has been a substantial increase on pre-war years.*

*During the last decade, employment in South Australian factories is up 75 per cent and production has trebled.*

*Extensive plans have been made for further development in all parts of the State including power undertakings, water conservation schemes, extension of railway and road communication and the like, but it will be some years before many of these schemes are completed. The shortage of materials and labour, common to all States, is at present retarding the progress of many projected schemes.*

*In its early formative years, Governmental assistance played a great part in the development of the State. Stable Government in co-operation with private industry, plus the enterprise and initiative of Government Departments—whose activities are briefly outlined elsewhere in this booklet—continue to plan for the betterment of living conditions for all classes of the community.*

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His Royal Highness, the Duke of York (afterwards His Majesty, King George V.), opening the first Commonwealth Parliament in the Melbourne Exhibition Building, on 9th May, 1901.



# Australia's Jubilee

**A**USTRALIA as a Federation is celebrating its Golden Jubilee this year, the 50th anniversary of its birth. It is 50 years since, by the Federation of individual British Colonies into the Commonwealth of Australia, she acquired the status of a Nation. It marks half a century of imposing growth and development. Truly, as our Prime Minister (Mr. R. G. Menzies) has said, it is not only an occasion for great rejoicing and satisfaction, but also an ideal occasion for national stocktaking.

Actually it is more than 100 years ago since men with vision first dreamed of Federation. Back in the 1840's when the various Colonies, still suffering great growing pains, were hampering each other by restrictive tariff and other measures, there were already thinkers and idealists who foresaw that, with the common links of origin, loyalty to the Crown, and objectives, an eventual union was both inevitable and desirable. Many proposals for the linking together of the Colonies were advanced spasmodically, the new Colony indeed gave a very strong lead, and a loose but incomplete link, the Federal Council, was forged in 1885. But it is generally conceded that it is to Sir Henry Parkes, then Premier of the Colony of New South Wales, credit for initiating the full, Australia-wide movement must be given. Following a memorable speech at Tenterfield in 1889 the forging of the bond of Federation gained ever-increasing impetus that even a number of fairly serious rebuffs could not arrest.

Sir Henry's proposals were placed before an Australian Federation conference at Melbourne in 1890 and this was followed next year by an Australasian Convention at Sydney. A draft constitution embodying the best of both British and American charters was drawn up but failed to be ratified by the individual Colonial Parliaments.

**A**NOTHER decade passed before the advocates of Federation gained sufficient numerical support to approach Queen Victoria, through the Imperial Parliament—and even then Western Australia was still standing aloof. Early in 1900 a delegation from the Colonies, represented by such names as Barton, Deakin, Kingston, Dickson, and Fysh, went to London with a draft constitution for the proposed Commonwealth and after some alterations by the Colonial Secretary (Joseph Chamberlain) it was submitted to the Imperial Parliament.

Events then moved quickly. The Bill was passed by Parliament and on 9th July Queen Victoria gave her assent. On 14th July it was announced that the Earl of Hopetoun would be the first Governor-General of the Commonwealth. Two weeks later the people of the Colony of Western Australia took a hurried vote and decided to join the Commonwealth.

**The Earl of Hopetoun arrived at Sydney at the close of the year and in Centennial Park on 1st January, 1901, proclaimed the Commonwealth of Australia and was himself sworn in as Governor-General in the presence of nearly 100,000 people.**



### *Australia's Jubilee (continued).*

On 20th March, 1901, members of the first Federal Parliament were elected and the Right Honourable William Morris Hughes, sitting member for East Sydney in the present Federal Parliament, was among those elected on that day.

To Melbourne fell the honour of being the first seat of Federal Government and the first sitting of the newly proclaimed Commonwealth Parliament was held in the Exhibition Building. The Exhibition Building on that day, 9th May, 1901, presented a colourful and impressive spectacle as the then Duke of York (later King George V.) opened proceedings before a gathering of more than 12,000 people.

Subsequently, until 1927 when Their Majesties King George VI. and Queen Elizabeth (then Duke and Duchess of York) opened Parliament House at Canberra in the Australian Capital Territory, Federal Parliament continued to sit at Melbourne in the Houses of the Victorian Legislature.

Thus our Jubilee, constitutionally, hinges on two significant dates in Australian history—1st January, 1901, and 9th May, 1901. New Year's Day saw the Royal Proclamation of the Australian Commonwealth and the swearing-in of our first Governor-General. The second date marked the opening of the nation's first Commonwealth Parliament, in Melbourne.

There are many other national days, too, such as 26th January, the day in 1788 when Captain Arthur Phillip unfurled the British flag at Port Jackson, 25th April, to mark the glorious landing of the Anzacs on Gallipoli in 1915, and 11th November when the armistice was signed to end the first World War.

Australia's directive for the commemoration celebrations has come from the Prime Minister himself. It is crisp, comprehensive, inspiring:—

*This is a time in which we should demonstrate our progress in the arts, in learning, in science, in industrial development, and in sport, he said. We must strive to express the determination of the Australian people to work for the development and prosperity of Australia and to make the next fifty years of our national existence even more important than the first fifty. Let us take stock of what has been done, what must be done now and what we must do in the future.*

Great progress has been made in Australia since the establishment of Federation. At first Australia was regarded solely as a great land of pastoral and agricultural development but a marked change was noted after the First War during which its industrial potential became evident. Industrial progress has continued and with the Second War, new industries came into being, others were expanded, and Australia, for the first time, became a large manufacturing country with an export trade in secondary goods.

The necessity of war forced Australia to make aeroplanes, armaments and mechanical vehicles which previously had been imported. Shipbuilding was carried out on a large scale, and also machine tools and delicate optical instruments were manufactured. The newsprint industry was developed. In fact, almost all branches of industry came into being or were intensified.

So great has been the growth of manufacturing industries that, during the year 1948-49, 946 new manufacturing companies were established. The nominal capital of those new companies represented nearly £30,000,000. In the same period, 357 established businesses announced expansion plans at a total cost of more than £18,000,000.

# The Jubilee Train

**A**S a commemoration gesture of this Jubilee Year, the Government of Victoria in co-operation with the Commonwealth Government organized a Jubilee Train which, during the first half of 1951, visited almost all towns linked up with the Victorian Railways system.

The train carried exhibitions of art, famous manuscripts and so on, and included displays of models, diagrams, and other materials illustrating the past progress and future plans of various State and Federal Departments.

**By arrangement between the Victorian and South Australian Governments, and through the active co-operation between their respective Railways Commissioners, on the completion of its Victorian tour, the train was made available to this State.**

The Commonwealth Government exhibits occupying the first three carriages of the train were left intact, but Victorian Departmental displays which filled the remaining seven carriages were replaced entirely by the South Australian exhibitors listed in this booklet.

During its tour of this State commencing on 30th July and ending on 7th October the Jubilee Train will visit 66 country towns connected by the broad-gauge system, and will be open for public inspection in the metropolitan area between 6th September and 12th September.

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## *Australia's Jubilee (continued).*

**W**HILE the story of the industrial development of Australia is a great romance, it must not be overlooked that Australia still leads the world as a sheep-raising and wool-producing country. She grows about one-quarter of the world's wool from approximately one-sixth of the world's total flocks. Selective breeding for more than a century has made her the source of the finest merino wool—more than 75 per cent of her flocks are merino.

Wheat is Australia's principal agricultural industry, and in the year 1942-43 the value of all Australia's farming production was £297,000,000—equal to nearly £39 a head of population. In 1947-48, the latest period available, the figure had grown to £583,800,000, representing £76 a head of population.

Celebrating our 50th anniversary we are now more than 8,185,000 strong and we are still building our population, aided by immigration, more considerably than at any previous period in the nation's history.



# Commonwealth Exhibitors on the Jubilee Train

## ROYAL AUSTRALIAN NAVY.

*Don Duan RAN*  
THE spirit of the Royal Australian Navy is typified by an autographed foresail which has a prominent place in the R.A.N. display on the Centenary-Jubilee train.

*George D. RAN*  
The sail carries the signatures of a number of members of the crew of *Perth*, the Australian cruiser that was lost in action against the Japanese in 1942 in the battle of Sunda Straits. After *Perth* was sunk a party of the ship's company found a boat and tried to escape from Java. They were unsuccessful and, later, were captured, but managed to retain the sail during captivity.

The R.A.N. exhibit in the first carriage of the train carries a sectionalized model of H.M.A.S. *Sydney*, a light fleet aircraft carrier (short-titled "C.V.L.") of the Majestic class. This ship arrived in Australia in 1949 and is the first of two aircraft carriers to be acquired.

In the second compartment is a representation of H.M.A.S. *Condamine*, an Australian built River class frigate, attacking a submarine with depth charges. The R.A.N. already has 12 frigates and intends building six more to modernise and enlarge its anti-submarine force.

## TASK OF THE ARMY.

*Malcolm RAN*  
THE task of the Australian Military is to protect Australia from invasions ; in the event of war with a foreign power, to take offensive action with our allies against our enemies ; to carry out tasks as required in support of the United Nations ; and to assist the community in times of emergency, as, for instance, during bush fires and floods.

The Australian Military Forces consist of the Australian Regular Army, which comprises an infantry brigade group, Regular Army staffs with Citizen Military Forces units, and headquarters and base units required for the control and maintenance of the Army.

In the Citizen Forces are the essential elements of almost three infantry divisions, and two Armoured Brigades.

## THE ROYAL AUSTRALIAN AIR FORCE.

FIFTY years ago most people would have expressed the opinion that controlled flight in a heavier-than-air machine was impossible and, in any case, not likely to be of much use.

Now, fifty years later, our young men move through Australian skies at better than 500 miles per hour in machines built in this country by Australian technicians.

In the R.A.A.F. exhibit, models of R.A.A.F. Station, Point Cook, show how the advancement in military aviation and in aircraft performance have required a continuous expansion of the airfield and base facilities.



Other exhibits show some of the weapons of war employed by the Air Force, a typical aero-engine, some typical radio and electronic equipment, and lastly but by no means least important, some of the equipment used by the R.A.A.F. in meeting Australia's search and rescue commitments under International Civil Aviation Organization (I.C.A.O.) agreements.

## THE FOURTH ARM.

*Dept.*  
**T**HE present Department of Supply can be described as the Fourth Arm of the Services. It is responsible for the supply of war material to the three Fighting Services. It is due to the efforts of Supply that the Navy, Army, and Air Force are supplied with the guns, ammunition, aircraft, Naval weapons, clothing, food, and other equipment which enables them to maintain themselves in the field.

The main divisions of the Department of Supply are Munitions (Ordnance, Ammunition, Explosives, Marine Engine and Ball Bearings Factories), Aircraft Production, Research and Development (including Woomera Long Range Weapons Establishment), and Supply Directorate (procuring agent for all Service requirements, not produced at the Government Munitions, Aircraft, and Clothing Factories).

*Dept. of Supply*

## POSTMASTER-GENERAL'S DEPARTMENT.

*Post*  
**T**HE development of Post Office Communication services in Australia is truly a romantic story, linked firmly with the history and development of a nation.

From the time of Australia's first settlement right down to today, the story is one of dogged determination and loyal service on the part of postal pioneers in every field of communication service. In every way, it is a record of progress and achievement.

Today, the huge organization now known as the Postmaster-General's Department is responsible for satisfying the communication needs of all sections of the commercial, industrial and social spheres by the provision of efficient and modern postal, telephone, telegraph, mail, air mail, and wireless services.

## IMMIGRATION DEPARTMENT.

**A**USTRALIA'S future security and development is dependent upon continued large-scale migration under the successful auspices of the Commonwealth Department of Immigration.

The migration flow has stepped up our population growth during the past few years, and if continued, will enable Australia to reach the target of 15,000,000 Australians in another 25 years. At this rate of increase Australia's population should reach 20,000,000 a century earlier than by normal natural increase.

We must appreciate the contribution migrants are making to our economy and the wide range of jobs they are filling in defence projects, agriculture, industry, and other phases of Australian life.

The Prime Minister's call to the Australian people to be good neighbours to newcomers is echoed throughout the country.

Additional work of the Department of Immigration is the issue of Commonwealth monthly newspapers spearheading the assimilation drive, and literature, posters, and booklets which are distributed overseas to attract to Australia the best migrants offering.

*7*  
*W. G. (Bill) Scrimshaw*



# S. A. Exhibitors on the Jubilee Train

The Government Departments listed in the following pages are all represented on the Jubilee Train with educational displays illustrating the nature and extent of their work. These brief resumes of past progress and future plans have been supplied by the departments concerned.

## THE NATIONAL GALLERY.

### ART IN SOUTH AUSTRALIA.

SOUTH Australia was indeed fortunate to have so many competent and prolific artists in the early days. Although most of them were amateurs, they were sufficiently capable as draughtsmen to make a worthwhile contribution to the pictorial record of contemporary scenes and incidents.

Colonel Light, a man of many parts, produced some excellent sketches that hold their own in any company. Well-handled, they have a charm that does not depend merely on historical associations. Good work was also done by Captain Frome, J. M. Skipper, and Mary Berkeley.

S. T. Gill, who came to South Australia as a young man, was the first artist of professional rank to picture the life and manners of his time, while G. F. Angas, geologist and naturalist, as well as artist, spent some years travelling and sketching in lesser known parts of the State. His publication of "South Australia Illustrated" was of considerable importance in bringing to the notice of the old world the characteristic topography of the new land.

The first artist to picture the aborigines was A. Schramm, a German painter of some ability, and H. J. Johnstone, J. B. Mather, and Louis Tannert, who was the first Curator of the Adelaide Gallery, did good work during the seventies and eighties.

Towards the end of the century James Ashton exerted considerable influence as artist and art teacher, and his son and pupil, Will Ashton was to become one of the most popular of Australia's landscape painters.

Early in this century Hans Heysen, the outstanding figure in South Australian art, began his splendid series of landscapes, and other artists, either born or resident in this State to achieve Australia-wide reputations, are Gustave Barnes, Hayley Lever, Margaret Preston (*nee* Rose MacPherson), Bessie Davidson, Fred Britten, and George Whinnen. The early death of d'Auvergne Boxall in 1943, before he had reached the height of his powers, was a serious loss to Australian art.

Today South Australia can boast of many artists of achievement and promise. Ivor Hele, Nora Heysen, John Goodchild, Max Ragless, Tom Bone, and Gwen Barringer are all well known and need no comment, while among the younger people whose reputations are growing are Ivor Francis, Jeff Smart, Jacqueline Hick, Horace Trenerry, and Noel Wood.

W. Z. Addams

## THE EDUCATION DEPARTMENT.

WHEN the Commonwealth came into existence the Education Department was 22 years old. By 1901 the educational system had become a wide-spread one, but it was confined almost entirely to primary school education. There were 696 primary schools with over 63,000 pupils, but secondary pupils numbered less than 400.

**PRIMARY EDUCATION.**—There are now 660 primary schools, a number smaller than in 1901, but over 400 small schools have been closed in recent years and their pupils are transported daily to centrally situated schools which give them the advantages of life in a larger community. Primary school pupils now number 80,000, and 10 years hence there will be about 125,000. The curriculum has been developed on modern lines and at all the large schools *infant departments* have been established. *Manual training centres* and *domestic arts centres* serve both primary and secondary schools.

**SECONDARY EDUCATION.**—Pupils in secondary schools now number over 13,000. Three-fifths of them attend the 36 *high schools* in the metropolitan area and the larger country towns and a quarter of them the 12 suburban *junior technical schools*. The remainder attend the 14 *area schools* or the 15 *higher primary schools*—country schools at which secondary courses are given in addition to the seven-year primary course.

**TECHNICAL EDUCATION.**—*Trade schools* for apprentices were established by legislation in 1917, the first in Australia. There are now eight trade schools attended by over 2,000 apprentices for part-time training. At the 18 *country technical schools* about 6,000 part-time students receive instruction in such subjects as shorthand, electrical technology, farm mechanics, and dressmaking. The *S.A. School of Arts and Crafts* has about 1,200 students for full-time, part-time, or correspondence courses.

**CORRESPONDENCE SCHOOLS.**—The *correspondence school* provides primary and secondary school courses for some 2,000 children who are unable to attend ordinary schools because of remoteness or physical disability. The Technical Correspondence School established as a result of the Department's participation in the Commonwealth Reconstruction Training Scheme, offers about 150 elementary and advanced courses in general education and in many technical subjects.

**SPECIAL SERVICES.**—The department's *Medical Branch* examines about 20,000 children annually and its dentist attends to children in outback schools. The *Psychology Branch* with its clinic and its 42 opportunity classes caters for children in need of special attention, and it also provides a service of educational and vocational guidance. The *Visual Aids Section* assists the teacher by producing and distributing film strips and sound and silent motion picture films. *School libraries* under the guidance of an organizer have developed strikingly in recent years. The *Building Division* is doing much to provide urgently needed accommodation by fabricating and erecting 120 wooden classrooms annually.

Teachers' salaries and conditions generally have been greatly improved since the war ended. Government expenditure on education for 1951 will be more than 25 times what it was for 1901.



## THE PUBLIC LIBRARY OF S.A.

THE history of the Public Library of South Australia can be traced back through many changes of title to the South Australian Literary Association, which in 1836 provided the nucleus of South Australia's first library.

The Public Library gives free service to people in all parts of Australia, and its books go regularly to readers living as far apart as Mount Gambier and Darwin.

Over 3,000 periodicals and journals are filed in its Periodicals Room, and in the Newspaper Reading Room there are files of every newspaper printed in South Australia, together with a selection of papers published in other parts of the world.

To place its book collection of about 300,000 volumes at the disposal of people living at a distance from Adelaide, and to make it possible for persons living in the metropolitan area to do their reading in the comfort of their homes, the Library has established two lending departments. Of these, the Country Lending Service sends hundreds of books daily by post and rail to country readers, while the Adelaide Lending Service caters for those who live near enough to be able to call and select their books. In both services the books consist mainly of informative works, but novels, plays, and other imaginative books are included if they reach a high standard. The Library is now lending books at the rate of about 400,000 volumes per annum.

The Country Lending Service also sends boxes of children's books to most of the country schools, and it maintains a lending service for individual children living at a distance from Adelaide. For children living in the metropolitan area there is a special Children's Library.

The Library's Research Service handles scientific and technical enquiries, submitted mainly by manufacturers, industrialists, business men, and government departments. In its search for solutions to such problems this department taps the recorded experience of research workers and technicians all over the world. It has correspondents in many foreign countries and it borrows books from other institutions and obtains micro-film copies of articles, reports, etc., which are not available locally.

The Library's exhibits have been selected from its Archives Department, which for a quarter of a century has been the authorised State repository for South Australian historical records, public and private. Included in its immense collection of manuscripts, maps, and pictures are the diaries, letters, and other papers of the explorers, pioneers, and public men whose lives have formed the pattern of the State's history.

### COUNTRY LENDING SERVICE.

All the Library's services are free, the only cost to readers being that those living outside the Adelaide Metropolitan Area have to pay the postal or rail charges on books returned to the Library. The Library pays the outgoing charges. Parcels of three books at a time are sent to country readers, and the books may be kept for a month.

*W. J. Nelson*  
DEPARTMENT OF PUBLIC HEALTH.

**I**NTEREST in public health in South Australia followed the passing in 1848 of the first Public Health Act in England where, during that year, more than 54,000 people died of cholera alone.

The first Health Act in South Australia was passed in 1873. It was described as "an Act to make provision for the preservation and improvement of the public health." In introducing the Bill, the Chief Secretary said that it dealt with all sorts of disagreeable subjects which had already been too long delayed.

The first Health Act provided for the establishment of a Central Board of Health with authority to carry out its provisions. In addition, each town council was constituted a local board of health for the town.

The Act dealt almost entirely with the control and removal of nuisances, though the Central Board was empowered to make regulations to check the spread of "epidemic, endemic, and contagious diseases."

Amending Acts were passed in 1876 and 1884. A fourth Act was passed in 1898 which repealed the previous Acts. It remained in operation till 1935, when it and its Amendments were consolidated into the present Health Act. Under the present Act, the Central Board of Health is "charged with securing the proper and sanitary condition of the State."

Every municipality and district council is constituted a local board of health for its municipality or district. Each local board is responsible for maintaining and improving the health of its area.

In addition to the Health Act, the Department administers the Acts dealing with food and drugs, dangerous drugs, noxious trades, venereal diseases, vaccination, bakehouses registration, and early notification of births.

There are also many voluntary organizations interested in securing and improving the health of the community.

During the last 50 years, South Australia has many achievements to its credit in the field of public health. The infantile death rate has been reduced from 99.2 per 1,000 live births in 1900 to 24 in 1950. This is one of the lowest rates for any country in the world.

The death rate from pulmonary tuberculosis has been reduced from 85 per 100,000 of the population in 1900 to 16.7 in 1950. This is also one of the lowest rates for any country in the world. Other diseases show striking falls. Diphtheria dropped from 2,700 cases in 1921 to 35 in 1950. Typhoid fever has been reduced from 601 cases in 1900 to 4 in 1950.

Over 23,500 septic tank sewage disposal systems have been approved by the Central Board of Health for installation by health conscious South Australians.

Many notable scientific discoveries both in the prevention and cure of disease have been made during the past 50 years. These together with the practice of good public health principles have reduced the significance of many diseases. A few have been practically eliminated.

However, many new problems in public health have arisen and many still remain. But as the problems of the past have been overcome, so we hope to overcome those of the future and open new avenues of progress towards better health.



*Fred Wailes*

## THE S.A. HARBORS BOARD.

IN the early days of the State the only practicable means of communication between various far flung areas was by sea, there being then no railway system, and consequently a series of small outports sprang into existence. Between these and the main deepsea ports fleets of small sailing vessels traded, bringing in primary products of isolated areas, namely barley, wheat, and salt. Many of these ketches are still plying their trade but as time has passed larger coastal vessels, both steam and motor, have made their appearance and have gradually superseded the ancient modes of transport. Coastal and interstate trade, both passenger and cargo is carried on extensively.

### PORTS.

The principal ports are Ports Adelaide, Pirie, Wallaroo, Lincoln, Thevenard, and Whyalla, in addition to which there are some 71 outports equipped with wharves or jetties. All of the ports named are capable of handling overseas shipping.

Port Adelaide, the State's most important port, is the point of admission for the great majority of overseas cargo. It is the general cargo port of South Australia and handles part of the State's primary produce exports. Such are also handled at the other deepsea ports ranging from Wallaroo in Spencer Gulf to Thevenard on the far West Coast.

Port Pirie, next in importance to Port Adelaide, is the site of a large smelting works. It is consequently the point of export for lead and calcines together with a large amount of wheat. Like Port Adelaide, it is connected to the State's general railway system.

Port Wallaroo, also a railway port, is situated to the south of Port Pirie and is another point of export for primary produce.

Port Lincoln is regarded as one of the finest enclosed harbors in Australia. It is connected to the general Eyre Peninsula narrow gauge railway system. The main exports are wheat, lambs, pigs, and frozen meat.

Like Port Lincoln, Thevenard is connected to the general Eyre Peninsula railway system and serves the greater portion of the western part of South Australia. The main trade is the export of grain and gypsum.

Whyalla is a port under private control and from it huge quantities of iron ore are shipped interstate. It is the foremost shipbuilding port in Australia.

### THE FUTURE.

What of the future? The State's increasing industrialization and population lay stress on the need to have South Australian harbor accommodation and port-side development keep abreast of demands to be made upon it. To this general end further extensions are proceeding at Port Adelaide whilst similar provision for Port Lincoln and Kangaroo Island is being actively planned. Included in the exhibit on the Jubilee Train is a master plan for the development of Port Adelaide.

AS IN THE PAST SOUTH AUSTRALIA'S FUTURE RESTS  
ON THE USE OF ITS SEALANES

*J. R. Kim Anderson Inspector of Police  
J. R. Kempsey Sergeant*  
THE SOUTH AUSTRALIAN POLICE.

THE Police Act and Amendments invest the Commissioner of Police with the general control and management of the South Australian Police Force.

For police purposes South Australia is organized into Police Divisions and Districts covering the whole of the State. In addition there are branches of the force set up to deal with special aspects of police work. The Water Police Branch, Traffic Branch, Criminal Investigation Branch, Radio and Transport Branch, Licensing Branch, Special Branch, Women Police, Police Training College, and the Commissioner's staff each perform an important function in the department.

The Police Force is associated with the history of the very early days of the State; the exploits of the mounted police being extremely colourful. Although from 1840 onwards the force expanded in relation to the needs of the increasing population, it is in the last 50 years that it has seen the greatest development. In the year 1900 the strength of the police service totalled 341. Today, the overall strength of the force has passed the 1,000 mark.

In the last 15 years the South Australian Police Force, in common with other police forces in the Commonwealth and other countries, has become increasingly dependent on science as an aid to the successful detection and prevention of crime. Officers who are specialists in photography, finger-printing, ballistics and hand-writing examination and other scientific subjects are indispensable in a modern police force. Frequent conferences are held between police experts in all States of the Commonwealth and an elaborate system of co-operation has been introduced between the various States. In 1948 radio was introduced into the force in South Australia making wireless communication with other States and mobile radio patrols in the metropolitan area possible.

The increased road traffic in recent years has brought greater problems for the police force. The Government is conscious of the important part played by the police force in the life of the community. It is aware of the responsibility imposed on the police to control traffic and minimize the toll of the road. Well worn transport has been almost entirely replaced by a modern fleet of vehicles. New and fast motor cycles have been added to the equipment of the Traffic Branch and the purchase of more machines is planned. Police buildings are being adapted and modernized to meet 1951 conditions.

As South Australia progresses so will the force be expanded to meet the increasing needs. Every day will bring fresh demands on the resources of the department; those demands will be met willingly and efficiently.

#### THE POLICE FORCE AS A CAREER!

The Police Department is looking for suitable youths and adult men who are willing to make the Police Service a Career.

If you are interested, write to the Commissioner for details or call and discuss the matter with the Recruiting Officer.

REMEMBER! the Police Service offers interesting work, security, liberal leave and pension benefits, good conditions and pay.



*L. Barber*

## ARCHITECT-IN-CHIEF'S DEPARTMENT.

WHEN George Strickland Kingston was appointed as South Australia's first Colonial Engineer, and Inspector of Works, in 1839, it was probably not foreseen that he was initiating a department which was to play a tremendous part in the development of the State, and one which would grow into the large organization now known as the Architect-in-Chief's Department.

Since those early days, when such buildings as Government House (East Wing), the Adelaide Gaol, the Police Court, then built as a Supreme Court, and the Old Mounted Police Barracks, were erected between 1840 and 1855, the department has grown tremendously. It now employs a staff of 650, consisting of qualified Architects, Engineers, Surveyors, Town Planners, Draftsmen, Building Inspectors, Works Inspectors, skilled and unskilled tradesmen on the technical side, and Accountants, Clerks, Typists, Telephonists, etc., on the Administrative Staff.

The function of the department is the design, construction, and maintenance of Public Buildings, which include schools, hospitals, police and court buildings, and certain residences.

It is not generally realized just how much skill, knowledge, understanding, and patience are required to design a building.

Firstly, the surveyor measures the site, takes levels, and suggests the location of the building. He then passes this information to the architect, who prepares sketch plans. When the design has been finally approved by the Department, an approximate estimate is made by departmental quantity surveyors. If the amount exceeds £30,000, the project is required to be submitted to the Public Works Standing Committee for approval. Following this approval, working drawings and details, specifications, and bills of quantities are prepared, and Public Tenders are called for, to carry out the work.

The successful tenderer then signs the contract and building begins. During the building operations, departmental building inspectors watch progress and check the construction. Payment is made progressively, and a final payment is made on the completion of the job, winding up the contract.

The present building programme of the department is vast. For the current year £1,283,000 has been spent on building, including £705,000 for schools, £288,000 for hospitals, £86,000 for police and court buildings, and £204,000 for other Government buildings.

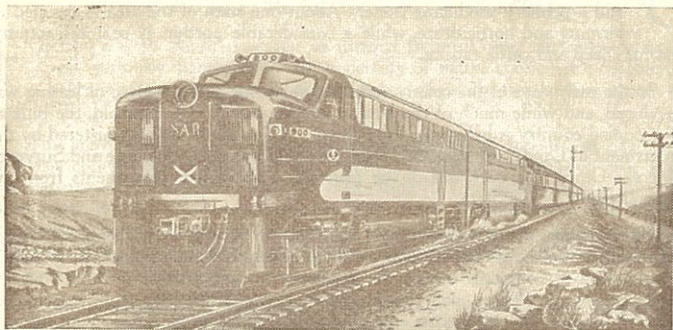
Major works now under construction include a number of primary schools; the new Glenelg-Brighton high school; a new nurses home at Parkside Mental Hospital; a new nurses home and a new boiler house at the Royal Adelaide Hospital; and stage 1 of the new Western Districts Hospital, which includes the Maternity Section, and the nurses home.

By the extent of works now being planned, the vast scale of the building programme seems certain to continue for many years. A new hospital and nurses home is being designed for Mount Gambier, whilst the completion of Western Districts Hospital, and large scale additions to the Northfield Division of the Royal Adelaide Hospital, the Northfield Mental Hospital, and the Dental Hospital are being planned. In addition to this, the department plans to accommodate 62,000 school children in primary, secondary, technical, and area schools by 1963.

*Henry's*

*C. D. Buck*

## SOUTH AUSTRALIAN RAILWAYS.



**F**OLLOWING a period of amazing activity during the latter half of the last century, South Australia by the year 1900 possessed 1952 miles of railways forming an extensive system from Oodnadatta in the north to Mount Gambier in the south.

During the first 20 years of the present century, 1,079 miles of developmental railways were constructed principally on Eyre Peninsula and the Murray Lands. Since 1920 a further 250 miles have been built, excluding the railways from Port Pirie to Port Augusta and from Oodnadatta to Alice Springs, both of which are operated by the Commonwealth Railways.

In 1923 a very large programme of reconstruction was undertaken which has had far-reaching effects on railway transportation in this State. New and much heavier locomotives were introduced which increased the maximum axle loads from 12 tons to 24 tons and truck capacity was increased from 16 tons to 50 tons. These greater loads required a general strengthening of the track structure, including the replacement or strengthening of bridges throughout the broad gauge system. It was necessary, also, to reconstruct and lengthen station yards to handle the increased train loads. The Islington Workshops were reconstructed and new locomotive depots were provided throughout the system. At the same time 210 miles of the western system north of Hamley Bridge were converted to broad gauge, a new jetty was built at Wallaroo and the present Adelaide Railway Station was constructed.

During the last war the railways were called upon to move a greatly increased traffic and since that time, with the rapidly growing economy, still greater tonnages of goods have been moved in spite of difficulties arising from inadequate supplies of material and manpower and the arrears of maintenance incurred during the war.

The department, in an effort to make up the leeway, at present has in hand a heavy programme of work including houses for the staff, the provision of new locomotives and rolling stock and the broadening of the gauge in the South-East. The railways form the backbone of our land transportation system and must be continually maintained and developed if they are to carry on their work effectively.

*H. H. Schumacher*

*Henry's  
Board  
J. H. Schumacher*



## DEPARTMENT OF LANDS.

**D**ESPITE remarkable industrial progress in recent years, South Australia is still a primary-producing State. About one-sixth of the area is devoted to farming and horticulture, while a considerable portion is pastoral country used for sheep and cattle raising.

In the early days of the colony, land was sold, but later a system of leasing was introduced, and while much of the land in settled areas is now freehold, the bulk of the occupied country is held from the Crown. These lands are administered by the Department of Lands, which under earlier titles of Crown Lands Office and Surveyor General's Office, has been one of the principal government departments from the commencement of the State.

Its functions cover a wide range, such as the survey, subdivision, allotment, and administration of all agricultural, pastoral, and town lands, apart from freehold, the operation of irrigation works, the development and provision of holdings for ex-servicemen, as well as such lesser known responsibilities as the Vermin Act, standard weights and measures, and photolithographic work. For many years it administered advances to primary producers now handled by the State Bank. Associated with the department is the South-Eastern Drainage Board, responsible for the drainage of fertile lands in the South-East, and now commencing operations on a further large tract of country.

To meet the needs of an increasing population seeking land in the early part of this century, a closer settlement policy was adopted involving the repurchase of many large estates for subdivision and allotment in smaller holdings.

After World War I., farms, dairies, and fruit blocks were purchased for ex-servicemen, and substantial advances were made to establish these men as primary producers. With the same object, the development of irrigation schemes and reclaimed swamps along the River Murray was undertaken by the Irrigation Department, which was amalgamated with the Department of Lands in 1931.

The scheme for settlement of ex-servicemen from World War II. aims to avoid faults of the previous one. Over 360,000 acres in safe rainfall areas in the South-East and on Eyre Peninsula have been purchased for sub-division. This area, with 300,000 acres of Crown lands on Kangaroo Island and 10,000 acres for irrigation from the Murray will be developed by the department, using Commonwealth funds, before allotment.

Agricultural research has now shown the potential value of lands hitherto considered unsuitable for settlement because of soil deficiencies. Plans are now under consideration for developing some 1,250,000 acres of such land in the upper South-East, and about 60,000 acres in southern Yorke Peninsula.

Surveys play an important part in land settlement, and by the purchase of the latest photogrammetric equipment, the department plans to take full advantage of modern aerial survey and mapping technique.

*Oscar R. Boyce*

## WOODS AND FORESTS DEPARTMENT.

### STATE PINE FORESTS IN SOUTH AUSTRALIA.

**F**ORESTRY in South Australia, as distinct from all other States in Australia, was seriously handicapped by a paucity of native species of a commercial value, and the attention of Parliament was drawn to this as long ago as the year 1870.

This may be said to have been the commencement of forestry in this State. Plantings commenced in 1876 and have continued without interruption ever since. The department is therefore, this year, celebrating its 75th anniversary as an active forest organization. This remarkable foresight, aided by sympathetic and valuable co-operation from successive governments, has now resulted in South Australia's possession of the largest comparatively compact area in Australia suitable and available for the growth of *Radiata* pine.

Unless unforeseen circumstances occur, its easy establishment, phenomenal volume production and general utility of its timber will result in this species continuing to form the bulk of South Australia's softwood forests.

The growth of the South Australian softwood venture can be seen in the following figures of total areas planted:—

	Acres.		Acres.
1909 .....	1,823	1919 .....	7,205
1929 .....	34,755	1939 .....	87,847
1950 .....	108,744		

(Figures shown as at the 30th June, in each year.)

At the present time, in the South-East of the State, a total area of approximately 73,163 acres is planted, exclusive of firebreaks, out of a total area of approximately 110,000 acres of forest reserve south of latitude 37° at present deemed plantable.

It is confidently expected that the ultimate perpetual yield from South-Eastern forests will be of the order of 300,000,000 sup. ft. of log timber annually (to 4in. diameter); in other words, that the total growth of these forests will approximate 1,000,000 sup. ft. of timber per day.

The value of the sawmilling industry which has developed from the State's forestry policy is indeed considerable.

Few timbers have the same wide range of uses. *Radiata* pine is in common use in South Australia for—

House framing and roofing timber, flooring, weatherboards, matchboards, second fixings, and joinery.

Furniture, corestock, a large number of manufactured goods, such as brushware, household equipment, etc., cases for fruit, dairy produce, and manufactured goods.

Veneer plywood and match sticks.

The manufacture of all types of paper, cardboard, wallboard, etc.



*D. L. Edmund*

## THE DEPARTMENT OF AGRICULTURE.

IN the course of the 50 years since Federation, the Department of Agriculture has grown from very small beginnings to become an organization which provides a wide range of services to the farming community and to the various primary industries concerned with agricultural and pastoral production.

It was not until the early 1900's that an organization resembling the present day Department of Agriculture came into being. Until then the department consisted chiefly of the staff of Roseworthy Agricultural College which was opened in 1885, the only officers stationed in Adelaide being the General Secretary of the Agricultural Bureau, and a few inspectors.

In 1902 Professor A. J. Perkins was appointed Secretary for Agriculture, and from then on the department gradually expanded its activities in the fields of advisory, research, and regulatory work.

An important milestone in the development of the department's advisory services was the appointment in 1927 of district advisers stationed in country centres for the purpose of visiting farms, lecturing to farmer's meetings and giving "on the spot" advice on agricultural problems.

In later years the advisory services were strengthened by appointing further specialist officers as advisers on sheep husbandry, pig husbandry, poultry keeping and weed control.

A realization of the need for educating the rural community to combat soil erosion led to the appointment in 1941 of a Soil Conservator. This was followed by the appointment of further soil conservation officers, and this work has become one of the most important of the department's activities.

### FUTURE DEVELOPMENT.

In rural production today the general emphasis throughout the State is on the increasing use of livestock in the settled areas. To meet this new situation the staff of the department will be strengthened by the appointment of three officers to undertake investigations and reinforce the advisory services in animal production.

One of the responsibilities of the Department of Agriculture is to see that the legislation relating to noxious weeds is adequately administered. To this end it is proposed to appoint five additional Field Officers, who will be Inspectors of Weeds and will be stationed in country districts.

A tremendous impetus to the development of the South-East of this State has been given by the War Service Land Settlement Scheme. Many new problems associated with crops, pastures, and livestock will need the closest examination on the part of the department. To this end it is intended to establish a Regional Centre of the department at Naracoorte.

It is widely recognized that everything possible should be done to keep country youths satisfied and willing to take up life on the land; and at the same time to inspire as many city youths as possible to adopt the country way of life. With this end in view the government has approved the establishment of Young Farmers Clubs and proposes to sponsor the development of a Rural Youth Movement. The Department of Agriculture will be represented on the Council and, it is anticipated, will take a prominent part in the organization and establishment of the clubs.



## THE ENGINEERING AND WATER SUPPLY DEPARTMENT.

THE department is the authority for the supply of water and sewerage services in South Australia. It carries out construction works for other organizations and is at present actively engaged on the engineering works for the Loxton and Cooltong irrigation areas and the drainage work in the South-East. The nine locks between Wentworth, Lake Victoria storage, and the barrages on the River Murray have been built and maintained by the department for the River Murray Commission. Leigh Creek coalfield was developed by the department and later transferred to the Electricity Trust. Another activity is the construction and maintenance of roads in the outlying areas of the State.

The development of water resources over the last 50 years yields a story of vigorous progress. With no permanent rivers other than the Murray and with a comparatively low rainfall in all but for a few highland areas the problems of water supply in both urban and rural areas are not easy. In the last 50 years 10 reservoirs have been built and eight of these serve country areas.

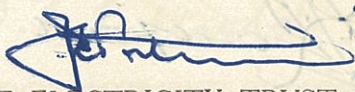
South Australia has now a water supply system that is almost unique in the extent that it serves rural lands. With limited supplies precluding open channels, 7,200 miles of pipes now spread over a large part of the State taking the opportunities for mixed farming to many country areas. Advanced knowledge and techniques make the steel main laid above ground an economic means of conveying large supplies of water and this system is being widely used. Water from the Tod Reservoir is taken North through Eyre Peninsula with such a main and in the last decade water from the Murray has been taken as far as Whyalla. This main also contributes to the supply to many places on route, both by augmenting existing water storages that had been overtaxed and by allowing extension to new areas. Clare has been supplied in this way and an extension to Jamestown is approved as is a scheme to take water to extensive new areas on Yorke Peninsula. A new project in hand is the additional water supply for Adelaide by a large diameter pipeline from the River Murray.

Underground supplies are not overlooked and a number of towns are supplied by pumping from bores. The latest development is the exploitation of saturated sand beds such as occur in places on Eyre Peninsula. The Uley-Wanilla Basin provides water of good quality and this basin is now being developed by a number of bores to augment the Tod Reservoir supply.

Sewerage services in South Australia have to date been developed mainly in the metropolitan area. The system has kept pace with the growth of Adelaide and for this alone is outstanding in Australia. Waste is dealt with at two modern treatment works and at a sewage farm.

During the recent war small treatment works were installed for several service establishments and these added greatly to the hygiene of the areas. Since then a plant was designed and built to serve Leigh Creek coalfield and it is planned to extend these facilities to many country towns as soon as conditions of material supply and labour allow.





## THE ELECTRICITY TRUST OF SOUTH AUSTRALIA.

THE supply of electricity in South Australia has developed at a remarkable rate, from a small beginning a little over 50 years ago, to the present large system which supplies nearly all the power requirements of this State.

Power was first supplied from Nile Street, Port Adelaide and afterwards from the Grenfell Street Power House of the Adelaide Electric Supply Co., until about 1925, when the Osborne "A" Power House took over the whole public supply of electricity for the metropolitan area of Adelaide.

However, Osborne "A" station eventually reached its limit, and in 1947 the new Osborne "B" station began to supply power for the rapidly increasing demand from the metropolitan and country areas.

Even the large Osborne "B" station will soon not be able to keep pace with the growing load; so a new station is being built at Port Augusta, where Leigh Creek coal will be used, and the power will be sent to Adelaide by two 200-mile transmission lines operating at 132,000 volts. A smaller station is also being built at Port Lincoln, to supply power to parts of Eyre Peninsula.

While these power stations are being built and enlarged, the transmission lines are continually being extended to serve more of the State; so that now these lines cover areas about 250 miles North to South and about 200 miles East to West.

The operation and development of the whole system is a big responsibility, and occupies about 3,800 employees, using 900 vehicles of all types for communication and the transport of materials.

As for the future, it is found that the present rate of growth will require the capacity of the power stations to be doubled about every six years. Not only is population increasing, but new applications are continually being found for electricity, both in industry and the home. Therefore this faithful servant is being given more and more of the tasks that have to be done to improve our standard of living; and the Trust will do all it can to ensure that this servant is available when and where it is needed.

Electricity Trust exhibits on the Jubilee Train show some of the many aspects of the power supply system, including diagrams of the process of using coal to produce electric power, together with views of the Leigh Creek coalfield from where a substantial amount of this coal is obtained.

Other drawings show some of the power stations, including diagrams of their methods of operation, while included in the display is a model of the new Port Lincoln station.

The Trust's transmission lines to the various parts of the State (both present and proposed) are shown on a detailed map, and the exhibit also includes a model of the well-known "Stobie" pole which has been used, in one form or another, for nearly all the transmission lines.

Other exhibits serve to illustrate the outstanding progress that has been made this century in the use of electricity for both power and lighting.

*W. Robert*

## HIGHWAYS AND LOCAL GOVERNMENT DEPARTMENT.

At the beginning of the century, although there were 3,600 miles of main roads, at least one-third were not metalled. They were not laid out on a State-wide pattern, and frequently did not even join up, one with the other. They served each local area only as people had no desire to travel far from their own town, in which their main interests were centred.

The roads were maintained by the district councils with some financial assistance from the Government. With the advent of the motor vehicle, councils were unable to meet the extra wear on macadam roads and some of the more important roads in and around the metropolitan area were reconstructed by the Government. The use of motor vehicles increased at such a rate that further measures were necessary and in 1926 the Highways Department was constituted to take over the general control of all main roads.

The receipts from motor vehicle taxation were wholly used for road purposes to which was added a proportion of the customs and excise duties on petrol. A State-wide road system was designed, and arterial highways were modernized at the rate of over 100 miles each year. Funds were made available to district councils for improvement of secondary main roads in the country. Over 500 sizeable bridges were constructed and many more smaller structures.

Exclusive of the amount spent by district councils from their own funds, Governmental expenditure on roads for the first 10 years of the century averaged about £94,000 per annum. In 1920 it was about £260,000 and for the year 1950-51 it had risen to £3,000,000.

The main road system now totals nearly 8,000 miles; additional sections are being reconstructed each year and added to the 2,500 miles which the department maintains directly, with its own forces. The work of construction and maintenance entails the use of over 300 major items of mechanical equipment and 840 men are employed. These figures are considerably below normal requirements to meet the increasing demand for modern highways.

Cessation of construction during the war, resulted in a large backlog of work to be dealt with, and the difficulties associated with the post-war period have prevented these arrears being overtaken as speedily as is desirable. Nevertheless considerable progress has been achieved in connection with access through sparsely populated areas, including timber country and rural development in districts which have hitherto been inaccessible. Roads to serve soldier settlements and new housing areas have also received attention.

In the near future, more than 200,000 vehicles will be using the roads in South Australia and this traffic will require the provision of dual highways where heavy traffic is concentrated, and improvement to many miles of main roads in the country areas. To provide for safe and speedy transport a long-range plan is in operation, to secure land for future widening, deviation, and improved alignments to avoid costly resumptions in later years. With the increased weight and frequency of heavy vehicles stronger pavements will be required on the arterial highways carrying this traffic.



*S. Henry*

## THE DEPARTMENT OF MINES.

THE Department of Mines of South Australia was constituted in 1893. Its main purpose was and still is to promote the proper development of the mineral resources of the State which are regarded as the raw materials of industry to be exploited in the public interest.

The department maintains close co-operative relationships with all the State government departments, the C.S.I.R.O., and the University of Adelaide. It is only during the last six-seven years that it has been greatly enlarged. At the 31st December, 1950, the salaried staff was 140, weekly paid employees 340, making a total of 480. The total expenditure for the 1949-50 financial year was £447,636.

The mineral production in South Australia in 1950, valued at £4,791,011, was an all time record and the grand aggregate of production, since the discovery at Kapunda of the first mineral, copper, in 1841 to the end of 1950 is £110,565,674.

South Australia occupies a place of distinction amongst the States of the Commonwealth in regard to her mineral resources. Her copper was the first base metal mined in Australia and it maintained a dominant position until the closing of the Wallaroo-Moonta mines in 1923. Her iron ore gave shape and substance to the idea of steel works in Australia and the deposits in the Middleback Ranges are adequate to provide the Commonwealth with iron and steel products for many years to come. More recently her abundant resources of non-metallic minerals are being intensively developed and her coal, whilst low grade and limited in quantity, shows promise of making a very valuable contribution towards the power requirements of her growing industries.

The rapid expansion of industry has intensified the search for an ever widening range of raw materials. Practical assistance is being continuously rendered by the Department in locating deposits favourably situated and having properties which will most nearly meet particular specifications necessary for special uses. Clays for bricks, refractories, tiles, and tableware; gypsum for plaster products; dolomite and magnesite for refractories; pyrite for sulphuric acid and fertilizers; limestone for cement and building stone and barytes for paint manufacture, are just a few of the minerals which have been successfully developed.

Water supply will always be a prime necessity to human existence and development and the department co-operates very closely with the Engineering and Water Supply Department where geological problems and information are involved. Special reports are prepared on the geology of dam sites and reservoir catchment areas. Reports on underground water supplies tell the driller or landowner what kind of rocks underlie his land, in which of them water is likely to occur, and at what depths they will be found. Each year about 200 and more reports are prepared in response to requests from Government Departments, companies and individuals who hire departmental boring plants. The Boring Branch also constructs several hundred bores each year.

The results of the department's work are showing that the State has very valuable resources which, if used intelligently and judiciously, will assure to the State a prosperous and productive future both for her primary and secondary industries.

R. Dale

## FISHERIES AND GAME DEPARTMENT.

FIFTY years ago the marketed value of South Australia's fishes was approximately £50,000. Known production figures for 1950 indicate that the value exceeded £460,000. However, the greatest advance has been made within the past 15 years because in 1936 the value stood at only £216,000.

Fifty years ago whiting, snapper, butterfish, and Murray cod were the usual fish marketed. Today these fish are still among the leaders but they are closely followed by gar, snook, mullet, ruffs, salmon, and callop. The greatest rise in production is seen with crayfish due to the exploiting of the huge American market. The 1,000,000 lb. production of 1940 was almost trebled in 1950, and brought us a quarter of a million dollars.

During the half century many attempts were made to can or bottle fish and crayfish at various centres but only two canneries, one at Port Lincoln which commenced operations 11 years ago and one at Woodville North that opened only two years ago are still operating today. Development has been made possible by utilizing fast, reliable, refrigerated transports, adopting efficient sharp freezing methods at outports, and the introduction of fillets of fish prepared at those outports.

The most significant fact is that the number of persons engaged in full-time commercial fishing has increased but slightly during the last 15 years. The biggest increase is in part-time operators.

Shortly, the first large diesel-engined vessel equipped with all the modern navigational, safety, and fishing devices will come to South Australia. This one vessel which will adopt purse seining is expected to increase our fish production vastly.

South Australia has a long way to go to attain a place among the great fish producing countries of the world; in truth we are today the smallest fish producing State in the Commonwealth.

Besides purse seining and beach netting on a greater scale some trawling also could be done here, especially in the Bight. Trawling produces a table fish and that implies the use of freezers and costly insulations for holding the product right up to the moment of using by the housewife. So we look rather to the canned fish as the more important future product of South Australia. The fish that could be canned by us are sardines and tuna in particular. We could also produce fish meal with which to feed our domestic animals and poultry. South Australia's demand for fish meal is very great and cannot be satisfied by the two small fish meal plants one at Dry Creek, the other at Port Lincoln, that have been utilizing the residues from the trade since 1939.

It will be seen that there is room for considerable expansion in our fishing industry, and that the wealth latent in our seas may compare favourably with that being won from the land. Given the necessary finances for the essential canning, freezing, and reducing plants, and for the building of large vessels equipped with modern gear for the capture of pelagic or surface swimming fish and given also the men with sufficient interest and skill, our fine gulfs and extensive ocean waters will be found capable of sustaining a fishing industry on a much larger scale than they do now with the very limited and relatively primitive gear in use.



# STATE EXECUTIVE COMMITTEE OF THE JUBILEE CELEBRATIONS IN SOUTH AUSTRALIA.

Chairman : The Premier (Hon. T. Playford)

Deputy Chairman : Mr. G. T. Clarke, M.P.

## Committee

Lord Mayor (Mr. A. C. Rymill)  
Professor John Bishop  
Mr C. H. Bright  
Mr. L. S. Clarkson  
Professor J. G. Cornell  
Sir Lloyd Dumas  
Brig. T. C. Eastick  
Miss Ruth Gibson  
Mr C. M. Griggs

Mr. K. T. Hardy  
Mr. K. A. Macdonald  
Mr. S. McKee  
Mr. C. L. Ryan  
Mr. C. R. Sutton  
Miss H. Thomson  
Mr. P. W. Trevorrow  
Mr. C. C. Wicks  
Mr. H. Williams  
Mr. H. D. Winterbottom

## State Executive Officer

Mr. A. J. Baker

## Assistant

Mr. V. T. Brauer

## JUBILEE TRAIN COMMITTEE.

THE following special committee was appointed to make all arrangements in connection with the Jubilee Train's South Australian Tour :—Mr. G. T. Clarke, M.P. (Chairman), Mr. A. J. Baker (State Executive Officer), Mr. J. T. Ashton (Government Tourist Bureau), Mr. F. Martin (S.A. Railways), Mr. H. Malkin (Architect-in-Chief's Department), and Mr. V. T. Brauer (Assistant S.E.O.). The committee subsequently engaged Mr. R. de L. Holmes to act as Administrative Officer on the train.

## JUBILEE TRAIN FEATURE.

A feature of Victoria's Jubilee Train was a Puppet show conducted by Mr. J. F. Ley, who is attached to the Victorian Council of Adult Education. Mr. Ley was engaged by the S.A. Jubilee Committee to accompany the train in this State, and his Puppet show will undoubtedly be an added and most popular attraction to thousands of children who will view the train during its tour.

## AN ACKNOWLEDGMENT.

The State Jubilee Committee places on record its grateful appreciation of the generous assistance given to it by the S.A. Railways Commissioner, and Officers of his Department, in organizing the visit of the Jubilee Train to this State. The planning of the itinerary, in itself, involved a tremendous amount of detailed work by specialized officers of the S.A.R. In this, as well as in other matters connected with the train, the S.A.R. co-operated most willingly, and without the Department's able guidance and assistance, the train's visit would not have been made possible.



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