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in all directions. At this stage in the State's history liberal political and social sentiments, a broad and far-sighted outlook, and a firm faith in the certain evolution of both city and country are more than ever indispensable to useful statesmanship. Without such qualities of mind, heart, and imagination—qualities to which South Australia and its capital owe their very existence—politicians and municipalists may seriously hinder in various ways the preparations which should be made to provide for the enlarged needs incidental to a greatly increased and continually growing industrial and business community.

A critical period in the history of Adelaide has begun, and there is grave reason to fear that—unless prompt measures shall be devised to avert such a misfortune—serious blunders will be perpetrated in connection with new public buildings which will shortly be added to the city's architectural display. The facts and considerations outlined by a special contributor in *The Register* to-day are of much importance, as affecting the appearance and prestige of the State capital for centuries to come; and wisdom dictates that the decisions concerning them shall be the outcome of careful deliberation by a competent board of experts authorized to investigate the matters as a whole. The half-finished Parliament Buildings, the North-terrace Railway Station, the Government Printing Office, Government House, "Education Block," and the Destitute Asylum premises, and the lands attached to them, are under review; and drastic changes are in contemplation. Hitherto, however, they seem to be looked at as separate and independent units, instead of as forming parts of one harmonic scheme which deeply concerns the welfare and stately beauty of the principal avenues of Adelaide. In the circumstances, the letting of the contract to extend the Government Printing Offices on its present site is regrettable. Not only is the location of those premises one of the most valuable in the city, but it is almost certain that before long it will be incomparably more useful in connection with railway developments than it can ever be in its existing capacity. Printers' workshops can manage with any healthy position in or near to the city; but the North-terrace Station is a fixture, and the rapid growth of the railway traffic—a rate of growth which will be accelerated with the construction of new railway systems—will soon render imperative reforms and extensions of railway accommodation in the capital to meet the convenience of traders and passengers. The enlarged Government Printing Office may prove a costly incubus, if the suggested circular railway for the metropolis should be approved. In any case, the building will be more or less an anachronism, in its close proximity to the completed Parliament House; and its removal would be heartily welcomed by the public if the vacant space were utilized to improve the approaches to the half-hidden railway station. The time must come, however, when the city will have to be provided with a second railway depot; for it is impossible that the existing arrangements can be so improved as to satisfy the people, when Greater Adelaide shall spread over the whole of the fertile lands to the foothills eastward.

WHY NOT LOOK AHEAD?

Disposition of Public Lands.

Confusion Worse Confounded.

[By a Special Correspondent.]
Men in public positions need vision. Put plainly, it is the art of looking past your nose. In some directions South Australia can point to magnificent proofs of long-range prudence, and she can just as easily indicate pitiable shortsightedness. Col. Light had vision and imagination when he planned Adelaide and gave it dignity and grace and spaciousness so that people have honoured the capital with a royal title—the Queen City of the South! Col. Light, indeed, had the fine outlook. There was distance in his horizon with rare beauty in his design. He not only gave Adelaide its symmetry, but decked it in the robes of city gardens and park lands. He surely could never have dreamed of alienation; and the division of these idyllic spots, unfortunate, if inevitable, is only another instance of the supremacy of the utilitarian spirit.

—The Keypoint.—
But even Col. Light with all his admirable prescience probably did not see far down the vista of years to the present. An outlook of seven decades is a mighty sweep of the imagination. The founder of Adelaide could hardly have estimated the future development of South Australia to the extent that has been proved, although it is certain that his great intellect had a telescope on it. Back among the mists of South Australia's history it can scarcely be conceived that a fully adequate view was taken of the one central factor in industrial and commercial expansion. That is the chief railway station with the associated policy of traffic exigencies and expansion. The problem of 1913 is at North terrace, and the engineers are wrestling with it to-day. More than the railway station itself is involved in a consideration of this State's marvellous and dramatic growth. Nothing apparently is happening to arrest it, and the difficulty at present will be a more acute complexity in the future. The station assuredly is the keypoint, but, adhering to the railway depot is the contemplation of the disposition of our public lands and the relation to the problem of the educational buildings on North terrace—of Government House, of the Government Printing Office, the City Baths, and the extension of Parliament House. Those are points the authorities will not overlook—if they have vision.

—How Far?—
Are these things being overlooked? There are developments that appear to destroy the favourable affirmative. The projected enlargement of the Government Printing Office has come as a sharp blow to citizens who all along have condemned the monopoly that a workshop has enjoyed in one of the most conspicuous and valuable sites of the city. If £30,000 is to be spent on the Government Printing Office it is pertinent to enquire just how far the responsible Minister or his officers have looked ahead. Surely, not very far. North terrace is not always going to be the only railway station, and the idea of having at Victoria square a great central terminal with its lines radiating from the city, is exceedingly attractive, and not at all in the clouds. The planning of the park lands seems to lend colour to that scheme by providing striking possibilities of approach to a railway depot in the dead heart of the capital.

—What About the East?—
And more than that, too. Greater Adelaide is no dream. If it is, then some very admirable men have dreamed it. Greater Adelaide is coming, and, like London itself, Adelaide will be lost in those busy and important communities which to-day are springing up and growing under its fostering care. But, wherever the centre of the city might be, the centre of the city's traffic and transport must be the railway station. The matter has to be thought out, not in the cramped conception of meeting immediate difficulties, but in the full-reined prescience of a wise outlook. We are doing the right things at Mile-End with our elaborate freight yards, and that very enterprise is forcing home the necessity for a second railway station. With the rapid development of State and city, the need to divide may be shown to be just as commendable as in the earlier days was the need for concentration. So, with the duplication of our terminal railway depots and the strong probability of the utilization of the south park lands, there is associated the apparently inevitable, though undoubtedly engaging scheme, of a circular railway system for Adelaide and its healthy and thriving suburbs. The position to-day is bad enough in all conscience, and we must fervently hope that out of the chaos order will come. There are outlets north, south, and west. But what about the east?

—Certain as the Sunrise.—
The policy of the ostrich will not do here. The railway experts cannot shut their eyes to it. Think of all that country which lies contiguous to Adelaide itself, extending to the foothills of the Mount Lofty Ranges, and through them to fertile valleys and plains that stretch away to the magnificent waterway of the Murray. What about all that? It is certain as the sunrise that one, if not more than one trunk line, will have to be built in that direction. The enormous potentialities of South Australia are such that we actually annex provinces in our own territory now-a-days. That is what we have done on the west coast, and are doing in the Murray areas. Even now we do not know South Australia. It is odd, but it is true. Not more than 10 years ago the whole of the produce of the country east of the Murray could have been brought away by one train in a year. To-day 4,000,000 bushels of wheat is being exported. Go there yourself, and you shall not tell where the cultivated land is. The day is coming when more cereals will be dispatched from the Murray country than is now sent from the whole of South Australia. What about the railway demands for that great business? Now is the time to think about them. It is forecast that the outlet will be by way of the Victor Harbour line and the hills railway, but it is not by any means an ambitious contemplation that Adelaide eventually must be linked up with this increasingly productive country by an independent eastern system.

—Bigger Bodies and Bigger Limbs.—
Very well. To all intents and purposes how are the railway authorities arranging to meet these undoubtedly great developments? It all comes back to the consideration of the central railway station and the problems that to-day are associated with. Men in public positions need vision. The decision to spend another £30,000 in the equipment and extension of the Government Printing Office, which ought to be removed from its present site as quickly as possible, hardly provides vision in this instance at any rate. North terrace is a problem itself with all those educational institutions—the Public Library and the University—reaching out for room in which to accommodate bigger bodies and bigger limbs. Commerce and industry grow. So do arts and science and education. You must not cramp those things any more than you must cramp and squeeze a railway station, which has to receive all the traffic of a prosperous State. Directly the future policy of railway enterprise demands attention, it introduces the large and pressing question of the disposition and utilization of our public lands. It may happen that the University will have to be removed from North terrace, and the matter of a penny or a twopenny tramfare, if that splendid seat of learning can be lifted into a more generous sphere, may be dismissed from consideration.

—Where the Land Pinches.—
North terrace is a problem. The time has come for a wise planning out of that part of the city which lies contiguous to the Railway Station and to Parliament House. That is where the land pinches, and the sinking of £30,000 into the Government Printing Office will make it pinch tighter. The legislative buildings are to be completed. The dilemma of to-day is largely the product of yesterday. We found Parliament House where it is, and the Railway Station, and Government House, the Government Printing Office, the City Baths where they are now. In this imposing gateway to the city we have beauties of landscape that ought to be utilized and not desecrated. Very well, then. Let us finish Parliament House in such a form that this marble edifice will lend dignity, not only to the building itself, but to the place in which it stands. If we have not the long vista of Bourke street in Melbourne to give the same arresting elegance as in the case of the national Parliament, which crowns the hill at the end of that thoroughfare, we have at least a conspicuous central position, and the Government is going to make the initial mistake by adopting a design with a long, low, unbroken facade, which is out of tune with the noble harmony of the original conception. The building and the site both demand treatment which shall be refined without being too ornate. The imposing note need only be sustained because it is already in the structure itself.

—A Costly Obstacle.—
But the worst feature—because it can now be avoided—is the proposal to extend the Government Printing Office. The expenditure will simply make a more costly obstacle of it. It is at present a log across the stream, a stream of growing traffic, which must flow as a growing tributary of the main course out among the foothills and through the ranges to the