

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

TUESDAY, 27 OCTOBER 1959

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Mr. SPEAKER (Hon. A. R. Fletcher, Cunningham) took the chair at 11 a.m.

SCREENING OF FILMS

Mr. SPEAKER: I wish to inform hon. members that the Minister for Labour and Industry has arranged for a 45-minute programme of films, including "Key to Progress", to be screened in the Legislative Council Chamber at 6.30 o'clock this evening. Hon. members are invited to attend.

QUESTIONS

LOCAL AUTHORITY ALLOCATIONS, ROADS MAINTENANCE ACCOUNT

Mr. DUGGAN (North Toowoomba—Leader of the Opposition) asked the Minister for Development, Mines, and Main Roads—

"Will he give details of the individual amounts paid to local authorities other than the Brisbane City Council (£112,175) in disbursements of £214,025 from the Roads Maintenance Account during the year ended June, 1959?"

Hon. E. EVANS (Mirani) replied—

"I lay upon the Table of the House statement setting out the information asked for by the Honourable Member."

Whereupon the hon. gentleman laid the statement on the table.

ORE FOR IRON AND STEEL INDUSTRY IN QUEENSLAND

Mr. COBURN (Burdekin) asked the Minister for Development, Mines, and Main Roads—

"(1) Has he seen the article appearing in 'The Courier-Mail' of October 22, 1959, in which it is stated, inter alia, 'A proposal to send iron ore from Cape York Peninsula to steel works in New South Wales is being investigated on the spot by the Development Minister?'"

"(2) If so, will he assure the House that any exploitation or treatment of iron ores in Queensland will be done in Queensland for the benefit of Queenslanders and, particularly, at Bowen, where all requirements for the establishment of a sound steel and iron industry are available?"

Hon. E. EVANS (Mirani) replied—

"(1) Yes. However, I am not aware how it was stated that I was to investigate the proposal on the spot, as at the time I left Brisbane I was not aware that there was such a proposal. My visit was made at the invitation of, and with, the Chief General Manager of the prospecting company to see at first hand what was being done, and every facility was given to me to do so."

"(2) No such assurance is necessary as I am satisfied that, quite apart from other considerations, the likely tonnage to be proved at Iron Range will be far from sufficient to warrant consideration of an industry based thereon. In such circumstances it would be desirable rather to encourage a practical test of a bulk sample in a blast furnace to determine the potential of the very limited tonnage of iron ore there."

SOOT NUISANCE, MACKAY POWER STATION

Mr. GRAHAM (Mackay) asked the Minister for Development, Mines, and Main Roads—

"In view of the serious inconvenience and discomfort that is being experienced by the residents of Mackay who live adjacent to the Mackay Power Station due to the excessive soot nuisance emanating from the power station, will he have immediate investigation made through the Regional Board to see if this persistent nuisance can be abated?"

Hon. E. EVANS (Mirani) replied—

"The matter has been receiving my attention and the hon. member for Whitsunday has raised the matter with me on a number of occasions. The position is that the emission of grit and soot became apparent when the last two boilers, which are fitted with spreader stokers, were installed about four years ago. Last year it was decided to alter these boilers fairly considerably in order to increase their output, and one of them is actually out of commission at present undergoing reconstruction. As a part of the programme, alterations are also being made to the gas-cleaning equipment and it is confidently expected that a considerable improvement will take place. Standard-grit collecting gauges have been installed throughout Mackay for some months and the deposits found in them are being examined and analysed regularly. By this means the sources and nature of the air pollution in the city will be thoroughly checked, so that proposals may be formulated for further abatement of the nuisance."

SALE OF LAND, LAZARET, PEEL ISLAND

Mr. GUNN (Wynnum) asked the Minister for Public Lands and Irrigation—

"In view of the transfer of the patients from the Lazaret at Peel Island, will he inform the House if it is the intention of the Government to make the land available to the public for residential purposes and, if so, when the necessary surveys will be completed and the allotments offered for sale?"

Hon. A. G. MULLER (Fassifern) replied—

"The matter of the best use to which Peel Island may be put in the public

interest following the closure of the Lazaret is now the subject of investigation by myself and other Cabinet colleagues. The hon. member may rest assured the Government is anxious to see that the Island's potentialities are realised to the full as early as practicable."

TWO-WAY RADIO ON PASSENGER BOATS

Mr. GUNN (Wynnum) asked the Treasurer and Minister for Housing—

"With reference to my question of November 28, 1957, relating to the installation of two-way radios on boats licensed to carry fifteen or more passengers, will he inform the House if the Government has made any movement in this direction?"

Hon. T. A. HILEY (Coorparoo) replied—

"Draft amendments to the Motor Boat and Motor Vessel Regulations are now being dealt with. These include a provision that the Marine Board may require any motor boat or motor vessel used commercially within a harbour to be provided with two-way radio in charge of a qualified operator. The matter of providing for such requirements on small seagoing vessels operating commercially, irrespective of whether or not such vessels carry passengers, is under consideration. Many of the seagoing passenger-carrying launches in the tourist trade are already equipped with two-way wireless as are some of the cargo vessels."

HEALTH MENACE, ABATTOIR WASTE MATTER, BOHLE RIVER, TOWNSVILLE

Mr. JESSON (Hinchinbrook) asked the Treasurer and Minister for Housing—

"(1) Is he aware that the abattoir waste matter flowing into the Bohle River near Townsville tends to be a health menace and problem and that a number of residents in the area have made numerous complaints of illness, particularly amongst small children, to the Townsville City Council?"

"(2) Will he advise what action has been taken to bring relief to the people in this locality?"

Hon. T. A. HILEY (Coorparoo) replied—

"The discharge of effluent into the Bohle River from the meatworks was investigated by the Department of Harbours and Marine early this year following complaints regarding the malodorous state of the river. It was not represented at that time that there was any undue hazard to health. Arrangements were made whereby the pipeline at the meatworks was to be extended to locate the point of discharge of the effluent approximately three miles downstream of the works whence it would be taken out to sea on the ebb tide. When this extension is com-

pleted it is expected that the nuisance now being created will be relieved. This matter is being followed up with the Harbour Master in Townsville."

COMALCO AND ESTABLISHMENT OF ALUMINIUM INDUSTRY IN SOUTH ISLAND, NEW ZEALAND

Mr. A. J. SMITH (Carpentaria) asked the Minister for Development, Mines, and Main Roads—

"(1) Has his attention been drawn to the news item in 'The Sydney Daily Telegraph' of October 22, 1959,—'Wellington (N.Z.), Wed. An Australian businessman said today, his company may invest "tens of millions of pounds in New Zealand." The money would be invested to establish an aluminium industry in the South Island. The businessman is Mr. D. J. Hibberd of Melbourne, a director of Consolidated Zinc. Mr. Hibberd said today he was optimistic at the prospects of establishing an aluminium industry in New Zealand. "This industry would be the biggest project my company has undertaken," Mr. Hibberd said. "It would mean an investment of tens of millions of pounds." Mr. Hibberd today flew from Invercargill to the rugged mountain country around Lake Manapouri?"

"(2) Is he aware that there is tremendous hydro-electric potential in the Lake Manapouri area which Mr. Hibberd is reportedly inspecting at the present time on behalf of Consolidated Zinc?"

"(3) Is he also aware that Consolidated Zinc owns a controlling interest in Commonwealth Aluminium Corporation Pty. Ltd. with the right to appoint a manager?"

"(4) Does he consider that the statements attributed to Mr. Hibberd suggest that the ultimate treatment of bauxite produced at Weipa by Comalco may take place in the South Island of New Zealand?"

"(5) If this occurred, would it not represent a serious breach of the agreement between the Government and Comalco that the full processes of treating bauxite and producing aluminium would be carried out in Queensland?"

"(6) Will he give the House a definite assurance that Comalco will be required by the Government to fulfil all its obligations under the terms of the agreement?"

Hon. E. EVANS (Mirani) replied—

"(1) The news item mentioned is not in the issue of the "Sydney Daily Telegraph" of October 22, 1959, I have. I presume it was in a different edition."

"(2) I have heard of hydro-electrical potential in various parts of New Zealand."

"(3) No. Consolidated Zinc owns only half interest in Commonwealth Aluminium Corporation Pty. Ltd., and has the right to appoint the chairman."

"(4) No. In the first place, Clause 18 of the agreement with Comalco prohibits the removal of bauxite from this State (except to the Australian Aluminium Production Commission at Bell Bay, Tasmania) unless the consent of the Governor in Council is first had and obtained. Secondly, Clause 7 requires that the treatment plant to reduce bauxite to alumina shall be within Queensland. Thirdly, Clause 4 (c) requires the Comalco Company to periodically investigate the economic possibility of constructing and operating within Queensland a large-scale enterprise for the conversion of alumina to aluminium and to furnish the results of such investigations to assist my Government to determine whether such large-scale enterprise is or is not economically possible, whilst Clause 16 provides that if the Minister, at any time after 20 years from the date of the Agreement, is satisfied that such a large-scale enterprise is economically possible in Queensland or elsewhere in Australia or its territories and so advises the company, then the company shall either commence construction within the specified period and complete such construction within the period specified or surrender to the Crown one-third of its proven bauxite. It is well known that an integrated aluminium industry would have immense advantages over its competitors, as nowhere else in the world is there an integrated industry, that is, the mining of bauxite, its treatment by chemical processes to alumina and the smelting of the alumina to aluminium, using extraordinarily large amounts of electricity which must be cheaply generated, in the one locality. Comalco originally aimed at an integrated industry at Weipa. It unsuccessfully drilled there, at heavy expense, for petroleum or natural gas on which to base the large power house required to smelt to aluminium. The company then carried out investigations overseas as to the economic possibilities of using nuclear power at Weipa and satisfied itself that at least for the present such an aluminium smelter could not be economically based thereon. The company next investigated hydro-electric possibilities in New Guinea, which is not so far distant. Then it turned its attention to the economic possibilities of the Blair Athol coal-field, where it acquired options and carried out drilling which proved over 240 million tons of coal, but realised that a large power station at Blair Athol involved a lengthy transmission line to a coastal site to which alumina from Weipa would be brought. It is now drilling at Nebo in the hope that opencut coal in large quantities much nearer to the coast may be located."

"(5) The bauxite must be reduced to alumina in Queensland. Any removal of bauxite from Queensland without the approval of the Governor in Council would be a breach. The other part of the question is answered by (4) above."

"(6) The company up to date has fulfilled all of its obligations under the agreement, and in expending £1,400,000 up to the present has spent considerably more than the sums required to be expended by Clause 15 of the agreement. It is now employing 41 men at Weipa in addition to drillers at Nebo, chemists at Cockle Creek and Harbour Consultants overseas. My Government will require that the company fully complies in the future also with all its obligations under the agreement."

ONE-WAY STREET PLAN FOR INNER BRISBANE AREA

Mr. KNOX (Nundah), without notice, asked the Minister for Labour and Industry—

"Has he seen the 'Telegraph' report of 23 October, wherein it is stated that 'the City Council has won a reprieve over the new one-way street plan that would have cost it £80,000'? Does this correctly set out the situation?"

Hon. K. J. MORRIS (Mt. Coot-tha) replied—

"Yes, I have seen and read the statement, and comment as follows: Some reports may be said to be 'not quite correct.' This one could not, even with the most generous goodwill in the world, be said to be in that category. The only way to describe it is to say that it is utterly untrue.

"Whether or not the 'Telegraph' newspaper is responsible for the form of and statements in the report I do not know, but it certainly has not, so far as I know, sought to discover the truth of this matter from my office. The simple facts were set out in a letter from me to the Lord Mayor three weeks ago, and I now quote extracts from that letter—

'I am quite unhappy to read the front page article in today's "Telegraph". I realise that reporters frequently misquote comments and delight in causing trouble between Governmental and City Council authorities. However, the text of an item in the mid-day news is very similar, so it would appear that two different reporters have the same impression of what you said.

'It would, of course, be quite easy for me to make this statement to the Press and so increase a public controversy. I am afraid, however, sufficient harm has already been done by today's statement. I would therefore appreciate your comments hereon.

'I must, however, add that the time factor on this matter is as follows. The Traffic Engineer discussed the proposed plan with Messrs. Binns and Dann, City Council Transport Department executives, on 10 September last, after which

the Secretary to the Traffic Commission circulated it to all members of the Traffic Commission on 22 September. It was discussed at a Traffic Commission meeting on 30 September, when a final decision was postponed at Mr. Slaughter's request, until a further meeting which was arranged for 9 October, but unfortunately, the Press was advised of the proposal during the intervening period. In the light of this, I cannot see how you can claim that the City Council has been presented with "almost a fait accompli".

'You are further reported to have said—

"Mr. Leitch had told the Transport Department of the plan, but the department's request for details so that it could be considered at policy level had not been complied with."

'I fail to see how this statement can be regarded as in any way correct or factual, and can only reiterate that today's newspaper comment cannot, as far as I can see, be justified.'

"I again wrote to the Lord Mayor on 8 October asking him to refer my letter of 6 October to his colleagues to assist them to know the facts which, because of statements made by them, I assumed they did not know.

"If the Lord Mayor is correctly reported in the 'Telegraph' of 23 October, and suggests that he has persuaded the Government to defer the plan for one-way city streets, then he is making an incorrect statement, because no decision had ever been made on this matter.

"I repeat, this was a proposal referred by the Traffic Engineer to the Traffic Commission for consideration, and City Council officers had, and always have had, an opportunity to accept the plan; make suggestions for its variation, or reject it altogether. I have refrained from entering any public controversy on this matter to save the City Council spokesman from appearing ridiculous, but the statement of 23 October cannot be permitted to remain unanswered."

PAPERS

The following paper was laid on the table, and ordered to be printed—

Report on the Creation, Inscription, and Issue of Government Inscribed Stock for the year 1958-1959.

The following papers were laid on the table—

Order in Council under the Police Acts, 1937 to 1958.

Regulations under the Primary Producers' Organisation and Marketing Acts, 1926 to 1957.

Regulations under the Stock Acts, 1915 to 1959.

Fifty-ninth Report of the Bureau of Sugar Experiment Stations.

Report of the Southern Electric Authority of Queensland for the year 1958-1959.

Orders in Council under the Southern Electric Authority of Queensland Acts, 1952 to 1958.

HIRE-PURCHASE BILL

COMMITTEE

(The Chairman of Committees, Mr. Taylor, Clayfield, in the chair.)

Clause 1—Short title, etc.—

Mr. CONNOLLY (Kurilpa) (11.19 a.m.): I direct attention particularly to sub-clause (5), which provides that the hirer shall have a right in equity in or in respect of the goods comprised in the hire-purchase agreement based on the amounts paid. I desire to draw attention to the fact that this sub-clause represents an addition to the model Bill, which was worked out by the interstate conferences of the Ministers concerned and their advisers and to make a comment that has some general validity in relation to the Bill.

It is true that the Bill is based on a model Bill prepared on the basis of interstate negotiation in conference. By and large the model Bill has been followed by the Government's advisers. The framework of the model Bill has not been altered. I think it proper to say that all the advantages of the model Bill have been incorporated in the Bill before the Committee. But where the provisions of previous Queensland legislation giving protection to the hirer appeared not to be included in the model Bill it was thought right to abandon nothing by way of protection to the hirer included in the old legislation but to ensure that that protection continued in the new Bill. This provision that the hirer shall have a right in equity in proportion to the amount of his payments puts beyond any doubt the power of the Supreme Court to intervene, for example, by injunction, in any case where its jurisdiction is invoked by the hirer.

That provision was included in the old legislation. I draw the Committee's attention to the fact that it was also included in this Bill, as a departure from the model Bill, to ensure that the hirer lost no wit of protection he had under the old legislation by reason of the passing of this Bill.

Mr. DUGGAN (North Toowoomba—Leader of the Opposition) (11.22 a.m.): I realise the reason the hon. member got to his feet. He drew attention to a departure from the model Bill that was agreed to by the various State ministers in conference. In his general review of the contents of the Bill the Minister said that many anticipated

suggestions could not be agreed to because they would upset the uniformity of legislation in the various States. But now in the first clause we have an indication of a departure. Admittedly it is a departure for the better nevertheless it is a departure from the idea of approaching this legislation on the basis of obtaining uniformity. That is the point I want to raise at this stage. We intend to raise various matters later on when I hope the Minister will not adopt the attitude that because of the desire to achieve uniformity our suggestions cannot receive favourable consideration. A precedent has been established in Clause 1. Among the circulated amendments we find nine or ten further alterations to the Bill which obviously are a departure, if not in principle, at least in detail, from the provisions of the model Bill. I thank the hon. member for Kurilpa for giving me the opportunity to state here and now that whilst uniformity is desirable in legislation affecting all parts of the Commonwealth and all people of the Commonwealth, the hon. member's speech justifies our asking at a later stage that the Minister accept our suggestions, without trying to negative them with the argument that they would defeat the desire to have uniformity.

Hon. A. W. MUNRO (Toowong—Minister for Justice) (11.24 a.m.): The point made by the Leader of the Opposition is well taken. In moving the introduction of the Bill I pointed out the very high degree of uniformity that had been attained amongst the various States. However, I also pointed out that in a number of respects we had departed from the terms of the model Bill if we considered it was right to do so. Therefore I assure the Leader of the Opposition that I will not resist any amendments purely on the basis of lack of uniformity with what has been done in the other States. At the same time I warn the hon. member that I will not accept any amendment unless he can demonstrate it to be the right thing.

Clause 1, as read, agreed to.

Clause 2—Interpretation—

Hon. A. W. MUNRO (Toowong—Minister for Justice) (11.25 a.m.): I move the following amendment:—

“On page 4, line 17, after the words—

‘Period of’

insert the word—

‘the.’”

This is purely a verbal amendment. The words used throughout the Bill are “Period of the agreement.” The word “the” is inserted to satisfy an inadvertent omission.

Amendment (Mr. Munro) agreed to.

Hon. A. W. MUNRO (Toowong—Minister for Justice) (11.26 a.m.): I move a further amendment—

“On page 4, line 39, after the word ‘amount’

insert the words and brackets—

‘(not including the terms charges).’”

“Simple interest” implies that it is interest chargeable upon principal only. The words proposed to be inserted will ensure beyond any possible doubt that the term ‘amount’ will not be read as to include ‘terms charges.’

Amendment (Mr. Munro) agreed to.

Clause 2, as amended, agreed to.

Clause 3—Summary of proposed hire-purchase transaction to be given to prospective hirer—

Mr. HANLON (Ithaca) (11.28 a.m.): I notice that the required form of this return set out in sub-clause (2) (e) shows a variation between the requirement of the actual agreement and the requirement in the first schedule. I understand that the tabular form as required does not coincide with the general type of agreement that is regarded as practical in most circumstances. I do not think there is any ground for argument. I think the Minister might point out why they require this particular order in the agreement, and if so, then why the same tabular form is not required in the Schedule.

Hon. A. W. MUNRO (Toowong—Minister for Justice) (11.29 a.m.): I appreciate the hon. member's raising this point. This is a matter that caused us a considerable amount of concern during the course of our discussions with representatives of the other States. It is true that the sequence of the items set out in Sub-clause (2) (e) of this clause is different from the sequence of the items set out in the first Schedule. The reason for that is that the first Schedule was designed as a statement in the simplest possible form to give the basic information which should be in the hands of the hirer even before he signs the hire-purchase agreement. That is the whole purpose of the first Schedule. But when we come to the provisions in Clause 3 (2.) (e) we have a different background, and there it was necessary to set out the details of the transaction with a greater degree of particularity.

After the uniform Bill had been drafted, certain representations were made to me to the general effect that this difference of the sequence could cause some inconvenience to the persons required to make out the first schedule and to prepare the agreement in conformity with Clause 3. We have overcome that difficulty to a certain extent, because, if I may for the purpose of this explanation refer again to the first schedule, I point out that in it there is a departure from the terms of the model Bill in that certain of the items are marked “(a)”, and at the foot of the first schedule this note appears—

“The sequence of the items marked ‘(a)’ in this form may be rearranged if desired provided that the sequence of items not so marked is unchanged.”

The degree of flexibility imported into it by the note partly meets the point raised by the hon. member for Ithaca. I also point out

that there is nothing in sub-clause (2) (e) of Clause 3 to state that all the items must be set out in the sequence in which they are set out in the sub-paragraph. Clause 3 (2) (e) merely requires that the various items shall be set out in tabular form. It is true, in regard to some of the items, that the sequence is more or less dictated by the fact that certain totals and sub-totals are required to be shown. Nevertheless, I emphasise the point that there is nothing in Clause 3 (2) (e) to say that all the items set out in that paragraph shall be set out precisely in the sequence shown there.

Mr. Hanlon: Then it would be possible to put the deposit, (ii), from the second item to the sixth item?

Mr. MUNRO: Yes, it would be possible to vary that and depart from the sequence of this clause.

I am grateful to the hon. member for Ithaca for raising the point. It is very important to meet the convenience of companies which have to deal with these forms and agreements, and the Committee will follow from my explanation that we have imported into the Bill a degree of flexibility in this respect that is not incorporated to such an extent in the model Bill.

Mr. CONNOLLY (Kurilpa) (11.33 a.m.): I propose to go on to deal with a fresh matter.

The CHAIRMAN: The Leader of the Opposition has an amendment.

Mr. CONNOLLY: Now that I have the call, I think I could deal with certain points. There are three departures from the model Bill in Clause 3, all in the interests of the hirer, and I think they are worthy of comment.

Sub-clause (3) (a) provides that instalments under a hire-purchase agreement are to be of equal amounts payable at equal intervals of time. The reason will, I think, be obvious, and it appears strange that such a provision is not in the model Bill. If a person is induced to enter into a hire-purchase agreement because the early instalments are of a smaller amount, he may commit himself beyond his resources, and, when the instalments rise to a large amount, he may have to forfeit his interest in the goods and suffer repossession of them. I understand the technique is known as "ballooning payments." That technique is undesirable because it lulls an imprudent and inexperienced person into a sense of security, a belief that he is able to meet his commitments under the agreement, and a year after he has entered into the agreement and has had the goods in his possession he may find that he cannot meet his commitments and the goods are then repossessed. It is wiser to avoid that position by providing that the instalments shall be of equal amounts at equal intervals. Sub-clauses (5)

and (6) provide two sanctions against the owner, against the finance companies, if the requirements of this clause as to the form of the agreement are not carried out. I want to say that they are strong sanctions indeed and provide a right of action which can be taken. That is indeed a real protection. If the agreement is not in writing, Sub-clause (6) of the clause before the Committee provides that it shall not be enforceable by the owner and that all right, title and interest of the owner in the goods the subject matter of the hire-purchase agreement shall cease. That is to say, the finance company cannot enforce the agreement. Sub-clause 5 provides that if there is any other breach—

Mr. POWER: I rise to a point of order. Is the hon. member in order in discussing Clauses 5 and 6?

Mr. CONNOLLY: I was referring to sub-clauses 5 and 6. The hon. member for Baroona has not looked at the Bill because there are six sub-clauses in Clause 3.

The CHAIRMAN: Order! I think the hon. member for Baroona was under the same misunderstanding as I was. The hon. member for Kurilpa did not emphasise the fact that he was dealing with sub-clauses of Clause 3.

Mr. CONNOLLY: Sub-clause 5 of Clause 3 provides sanctions for the failure of the finance company to carry out the agreement. Whilst an agreement might be in writing it might not set out all the matters required by the court, and should that happen here again there is a form of sanction in the interests of the hirer. The terms charges, in other words interest payments, are struck out. The sub-clause goes further and provides that the terms charges might be set off by the hirer against any amount due to the finance company. If the set-off is not sufficient he might recover the amount of the terms charges against the finance companies by action.

Mr. DUGGAN (North Toowoomba—Leader of the Opposition) (11.37 a.m.): It might be expedient if I moved an important amendment on this clause to save hon. members becoming confused. I move the following amendment:—

"On page 8, after line 10, insert the following paragraphs:—

"Nothing in paragraph (e) of subsection (2) of this Section requires the matters specified in that paragraph to be set forth in a hire purchase agreement in the order in which they are mentioned in that paragraph.

(3) Regulations may be made from time to time by the Governor in Council prescribing all matters and things authorised or permitted to be prescribed by this section."

Following on that we have sub-clause 3 which says that every hire-purchase agreement shall provide certain things. The Minister was kind enough in his reply to the hon. member for Ithaca to say that the purpose of this particular clause was to see that the matters were set out in detail. I think it was made abundantly clear that we all thought that the object was to make the terms and conditions plain to the hirer, and consequently any steps towards that end would be welcome. We thought that these things would be set out but there seems to be some unnecessary rigidity in regard to the sequence in which these things should be set out. In reply to the hon. member for Ithaca the Minister said that there was no reason why these things should be set out in the chronological sequence listed in the Bill.

I am very glad to get from the Minister his assurance that there is the degree of flexibility that we desire. However, I suggest to him that by accepting my amendment he will put the flexibility beyond doubt. I should like him to accept the amendment, because that will endorse our opinion that there is need for a further degree of flexibility than is now present.

Whenever the legality of an enactment is tested, those who are charged with interpreting the law are not concerned as much about what was said in Parliament as with what the Act itself prescribes. It is the judge's interpretation of the law that determines what the position really is. I have every respect for the Minister's ability, but if there is any doubt at all those who are charged with the administration of the Act may in due course find that the provision is challenged at law.

The Minister has said that he has received some representations on this matter. There is no doubt that those representations came from the companies, who are vitally affected. I do not think they could come lightly to the Minister and ask for a provision unless they thought there was a real need for it. An employee of a company selling goods in country areas may be many miles from the company's nearest office. He is concerned only with selling goods and probably would not be as qualified as a clerk in the office to make calculations as quickly and correctly as the circumstances dictate. The Bill contains very heavy penal provisions, and it would be quite easy for someone to make an honest mistake. Although in itself it may be a trifling sum, it automatically attracts a penalty of £200.

The Labour Party wants clearly specified the name of the company, the obligations that the hirer enters into, and details of how the initial price is computed. The suggested provision has been taken from the Tasmanian Act. It is obvious that the Tasmanian Government have found it necessary to provide the measure of flexibility

that we are seeking. I am also credibly informed that the provision may be embodied in the legislation of other States.

On the subject of uniform legislation, I can recall that when the Wheat Stabilisation Bill was introduced emphasis was placed on the desirability of having uniformity to make it constitutional. The same circumstances do not occur in this case, therefore, I suggest that on this occasion we should not stick strictly to the model Bill. One other State has already done so, and, as I say, I have reason to believe that other States are contemplating a provision similar to the one that I have outlined. It takes away none of the rights and privileges of the hirer, and I respectfully suggest that the Minister might accept it.

I turn now to the matters raised by the hon. member for Kurilpa. I do not think there is any need for histrionics on the insertion of sub-clause (6). The hon. member says that it strengthens the Bill.

If any fly-by-night hire-purchase company is so foolish as to enter into an agreement without the obligation being in writing, that company deserves all the punishment it gets. No company would inspire confidence if it was prepared to enter into a financial transaction where the obligations were not clearly stated and understood, or, at least, where the hirer had not accepted his obligation by signing a document.

Mr. Coburn: It would be immediately suspect.

Mr. DUGGAN: My word! Does the hon. member know anyone who would do it? The very people the Bill is designed to protect are, in the first place, the hirers and, in the second place, the smaller companies, perhaps because they are small and have not been able to build up reserves for the protection of their assets; they are therefore more vulnerable to risks and to repossessions. If they enter into agreements of that sort, the sooner they go out of existence the better. However snide any of them might be, it is beyond my comprehension that they would enter into such an agreement, so all the great heroics about what the Bill proposes to do on that go for naught. It proposes to do nothing and the time of Parliament should not be wasted on the matter.

If the Bill affords legal protection of the right of the hirer who comes into possession of goods he has signed for and has entered into an obligation for, I suppose it does some good; but I cannot imagine any company conducting its financial transactions on the basis I have been discussing. I hope the Minister will accept the amendment.

Hon. A. W. MUNRO (Toowong—Minister for Justice) (11.48 a.m.): The point raised by the Leader of the Opposition was very fully considered both by the interstate conferences at the time of the original drafting of the model Bill and subsequently when the suggestion was before me. He gave as his reason for moving the amendment that it might tend to avoid confusion. I suggest it would be much more likely to cause confusion and I will explain why. I have already said, in reply to the hon. member for Ithaca, that there is nothing in sub-clause (2) (e) to say that the various items shall be set out in the agreement in the sequence in which they are set out in the Bill. The sub-clause does require that the various items shall be set out in tabular form. The need for that is very important. Our objective is to make the particulars clear to the hirer and that will not be achieved if they are not set out in tabular form.

The important part of the amendment is that nothing in the paragraph shall require the matters specified in it to be set forth in a hire-purchase agreement in the order in which they are mentioned in the paragraph. In explaining his amendment the Leader of the Opposition said that what he wanted was that there should not be a requirement that they be set out in the sequence. If the purpose of the amendment is to make it clear that the items are not required to be set out in the sequence in which they are mentioned in that paragraph, the amendment is not necessary because there is nothing in the paragraph to say that the various items shall be set out in that sequence. But if the hon. member's purpose is wider, it possibly could be read into it that they are not to be required to be set out in that order, which might raise some doubt as to the effectiveness of the requirement that they should be in a tabulated form. Rather than simplifying the position I think the acceptance of the amendment might introduce an element of doubt. The Leader of the Opposition has raised the matter of uniformity. It is true that the proposed amendment is based on a provision somewhat hurriedly inserted in the Tasmanian Bill, but so far as I am aware, up to the present time at any rate, it has not been incorporated in the law of any other State.

Mr. Power: That is no argument against it.

Mr. MUNRO: No, but the mere fact that it has been incorporated in the law of one State—a very small State whose trading operations are remote from Queensland—is not a very powerful argument. The point has been very carefully and fully considered. I am not able to accept the amendment.

Mr. DUGGAN (North Toowoomba—Leader of the Opposition) (11.52 a.m.): I have some difficulty in following the Minister's reasoning. Perhaps he is

being perverse. I defy him or the parliamentary draftsman to find any suggestion in the amendment to delete the tabular form. I do not care how he approaches the subject, the amendment contains nothing that could be construed as reposing in the hands of those who draw up hire-purchase agreements an opportunity of preparing this information in anything other than tabular form. The Minister admits that there should be some flexibility in permitting people themselves to vary the sequence. He said that quite openly.

Mr. Munro interjected.

Mr. DUGGAN: Legal opinion I have received differs from the Minister's. If there is difference of legal opinion why does the Minister not come clean? Is it because it was a Labour Government or because it was a small State that introduced this principle that he is not prepared to accept my amendment? As the Minister has admitted the desirability of doing it, why can we not agree?

Mr. Munro: I have not admitted the desirability of doing it. I made it very clear that it could have the effect of confusing the issue rather than simplifying it.

Mr. DUGGAN: Let us get back to the first point I made—the desirability of it. I should be happy to amend my statement and say that the Minister has admitted the right of these people to vary the sequence of these things. If he admits the right to do that, and if they think they would like to exercise that right, and if on the advice of their own legal officers they consider that the way the Bill has been drafted they may not be permitted to do it, why does he not accept my amendment? I am not representing any particular vested interest in this matter. Later we propose to move an amendment that will reduce rather drastically the proposed interest rates, therefore we are not merely representing hire-purchase companies. But after all, they have about £50,000,000 of outstandings in the State at the present time. They provide employment for many people. They provide the opportunity for many people to get goods they otherwise could not. In the main, the responsible section of the hire-purchase trade are reputable people whose views I think are entitled to be taken into account. The fact that the Minister has accorded the right of interview generally is an indication that he considers that they have points of view worthy of consideration. I do not think they would put forward their points of view capriciously.

They only put them forward when they consider there was some justification for doing so. The Minister said that the proposed amendment could cause confusion, but the hon. gentleman did not say in what way

it would cause confusion. If some of the lawyers get up and use their eloquence to try and tell the Committee that there is an opportunity for different interpretations my suspicions will be confirmed very much indeed. I notice two of the legal gentlemen opposite seem to be going to rise to their feet. If they do not do so I shall be equally happy. The Minister has not advanced one reason other than the fact it could be construed as being confusing. The Minister has not said in what way. The hon. gentleman said only one State had done so. His own amendment will not be included in the Bill of any other State. We will be in the paradoxical position that somebody in New South Wales or Victoria will say, "We do not propose to introduce this because Queensland is the only State that has made that departure." The Minister stated that the fact Tasmania has put it in is a reason why it should be rejected, but the hon. gentleman has put in provisions in this Bill that are divorced entirely from the provisions of the model Bill in the other States. I think, in view of the Minister's own assurance that he should accept the amendment, and not in a spirit of perverseness condemn and reject it.

Question—That the paragraphs proposed to be inserted in Clause 3 (Mr. Duggan's amendment) be so inserted—put; and the Committee divided—

AYES, 18

Mr. Baxter	Mr. Jones, A.
" Clark	" Lloyd
" Davies	" Mann
" Davis	" Marsden
" Donald	" Power
" Duggan	" Smith, A. J.
" Graham	
" Hanlon	<i>Tellers:</i>
" Houston	Mr. Gunn
" Jesson	" Thackeray

NOES, 32

Mr. Beardmore	Mr. Morris
" Chalk	" Müller
" Coburn	" Munro
" Connolly	" Nicholson
" Dewar	" Nicklin
" Evans	Dr. Noble
" Ewan	Mr. Pizzey
" Gaven	" Rae
" Harrison	" Ramsden
" Hart	" Roberts
" Herbert	" Tooth
" Hewitt	" Windsor
" Hiley	" Wordsworth
" Hooper	
" Loneragan	<i>Tellers:</i>
" Low	Mr. Ahearn
" Madsen	" Knox

PAIRS

Mr. Dufficy	Mr. Richter
" Byrne	" Jones, V. E.
" Wallace	" Anderson
" Keyatta	" Gilmore
" Burrows	" Bijelke-Petersen

Resolved in the negative.

Progress reported.

At 12.2 p.m., in accordance with Standing Order No. 307, the House went into Committee of Supply.

SUPPLY

RESUMPTION OF COMMITTEE—ESTIMATES—

THIRD AND FOURTH ALLOTTED DAYS

(The Chairman of Committees, Mr. Taylor, Clayfield, in the chair.)

ESTIMATES-IN-CHIEF, 1959-1960

DEPARTMENT OF RAILWAYS
GENERAL ESTABLISHMENT

Debate resumed from 22 October (see p 870) on Mr. Chalk's motion—

"That £2,294,020 be granted for 'Department of Railways—General Establishment'."

Hon. G. W. W. CHALK (Lockyer—Minister for Transport) (12.4 p.m.): Towards the conclusion of this debate on Thursday last the hon. member for Bundaberg mentioned a contract I had referred to at Bundaberg some time ago for the repair of a number of locomotives. I believe the hon. member may have left the Committee with the impression that there was possibly some doubt as to the method of letting that contract. On Thursday evening I explained briefly that I was aware of this particular arrangement which had been entered into by the Labour Government in 1952. I could not answer the hon. member for Bundaberg that evening as to whether such an arrangement had been made by a Labour Cabinet, and I gave an undertaking to have some inquiries made to clarify the position for the guidance of hon. members. I now want briefly to outline what I believe to be the position. A memorandum was prepared by the Commissioner on 31 October, 1952, addressed to the then Minister for Transport, the present Leader of the Opposition. The Commissioner reported that there was an ever-growing number of steam locomotives in need of repair and it appeared to him that the Railway Department workshops were not in a position to cope with the ever-increasing number. It was stated that although some work had been let to firms like Evans Deakin, Bundaberg Foundry and Walkers Ltd. there was still a number of locomotives urgently in need of attention. Consequently the Commissioner recommended to the Minister that consideration be given to a further amount of work being let outside the Railway Department. Negotiations took place with the Commonwealth Engineering Pty. Ltd. That firm explained to the department that it was not geared for the type of work required to be undertaken but that it was prepared to make its contribution towards the development of the State if the units were urgently needed. It was prepared to install certain equipment and make additions to its building if a contract was entered into by the department for a number of locomotives over a

period of years. After discussions the number of locomotives agreed upon was 33 during the first three years and 20 for each of the following seven years. In all the number of locomotives to be repaired was 173.

My only reason for bringing this matter up this morning was to reply to the hon. member for Bundaberg and to say that the memorandum bears this endorsement—

“Approved of by Cabinet on 3.11.52.
J.E.D.”

The initials “J.E.D.” appear at the bottom and I assume they are the initials of the Leader of the Opposition. I thought that I should clarify the position so that there would be no doubt in the minds of hon. members that that particular obligation was entered into with the full knowledge of those who accepted the responsibility of Government at that time.

I draw attention to a statement that appeared in “The Courier-Mail” this morning under the heading of “Rail Shortage ‘costly’ in the West—Graziers need more wagons.” The statement is attributed to Mr. W. A. Gunn and was the result of a meeting of the United Graziers’ Association cattle committee.

It is true that at times there is a shortage of cattle wagons, and emphasis was placed upon that matter by previous speakers. However, I indicated on Thursday evening last that we had decided to order a further 100 cattle wagons to meet what we regard as the present demand.

It should be made clear to those who may be misled by Mr. Gunn’s statement that the transport of cattle is entirely a seasonal undertaking. I believe that during the recent cattle season the Railway Department was able to meet all the requirements of the meatworks concerned. We have in our files letters from certain meatworks expressing appreciation of the service rendered to them by the department during recent months, with particular reference to the increased speed and the greater numbers that can be hauled following dieselisation.

I believe I am correct in saying that as a general rule the meatworks have not experienced very much difficulty. However, we have had the added difficulty of meeting the demand for meat for the American market. That demand arose particularly at a time when meatworks requirements were also at their peak. I do not deny that in some instances we experienced difficulty in providing all the trucks required at a specific time. On the other hand, as is pointed out in the Commissioner’s report, during the past 12 months we handled an all-time record number of cattle for Queensland.

At the present time, some northern and central meatworks are closing down early because of the non-availability of stock suitable for their requirements, which brings me to the point that I want to make. The

department has slightly more than 1,200 cattle wagons. We have, as I said, been able to shift a record number of stock during the past season, and we are getting another 100 wagons. There is an economic limit to the number of wagons that the department can handle. We all know that the movement of stock is seasonal, consequently we find ourselves for some five or six months of the year with large numbers of cattle wagons not turning a wheel. That is not in the best economic interests of the department. We realise, of course, that as a common carrier we must have enough cattle wagons to meet the demand. When the demand is heavy we must have as many wagons as we can carry economically, but at the same time we cannot overstock with one type of unit and in that way tie up finance to the detriment of the department’s overall finances.

A good deal has been said by grazing interests about penalty rates. I realise that the department’s weekend operations involve penalty rates, and the consignor who must have his stock moved at the weekend has to meet those rates. That is something that has exercised my mind greatly since I have been Minister, and I am not particularly averse to one proposal if it can be made workable, that is, the possibility of an overall freight rate. In other words, it may be necessary to increase slightly the cost of moving stock on week days to counterbalance the abolition of weekend penalty rates. That would iron out the freight problem so that no grazier would have to face up to the hardship of paying penalty rates at the weekend. On the other hand, if we did not move stock at the weekend we could run into many troubles because of the long hauls involved. Many wagons could be tied up from Friday evening till Monday morning.

I believe the industry does not want it. It wants the stock taken to the market as quickly as possible and when the market is favourable. So what was published in this morning’s “Courier-Mail” is not quite correct. The department has done what it can to meet the demand. True, with dieselisation we have been able to haul stock much greater distances and, in some cases, reduce the running by 24 hours. Stock may be moved from point A to point B without a stop. That has contributed greatly to the increase in the number of stock handled by the department.

I know other hon. members want to speak on the Estimate so I shall give them that opportunity now. I shall deal with one or two other matters later on.

Mr. A. J. SMITH (Carpentaria) (12.17 p.m.): The Government have been subjected to criticism by Communist interests all over the State for their policy of giving rail freight concessions to Mt. Isa Mines and other big organisations. Recently, in the debate on the Financial Statement the hon. member for Brisbane, too, attacked the Government for helping Mt. Isa Mines with freight concessions. I have in my possession a very important document, which I propose to read.

The true story of the freight concessions to Mt. Isa Mines and other companies or organisations has never been told. The only way I can put this document before the people is to read it from the floor of the Chamber and have it incorporated in "Hansard". I sincerely hope that it will come to the notice of the people of the State, the industrial unions and others, and particularly to those who have heard the attacks of the members of the Communist Party and their friends. The document is dated 14 March 1957. It was edited and published by the hon. member for North Toowoomba, now Leader of the Opposition, when he was deputy Premier of the State and Minister for Transport, and it reads—

"The Government's Case
for
Concessional Rail Freights

"In the past twelve months, the Queensland Labour Government has been made the target for a continuous campaign of unjust and unmerited criticism by certain sections of the Labour movement because of its refusal to legislate for three weeks' annual leave for all workers in the State.

"Such refusal is conditioned by the fact that the prohibitive cost involved would be crippling to the economy of the State and the welfare of the workers themselves, not because of hostility to the principle of three weeks' annual leave.

"By means of continuous agitation and plausible but shallow propaganda, a considerable body of industrial unionism is being misled on this important issue. Advocates for the three weeks' annual leave repudiate the Government's well-founded contentions, and have asserted that the cost of an extra week's annual leave could be financed without difficulty by abolishing the rail freight concessions made to wealthy companies and to the meat, wool and sugar industries.

"Agitation for the abolition of the Government's concessional freight rates on rail transport, particularly in respect of Mount Isa Mines Ltd. and other companies, is based mainly on two fallacious assumptions which are not only inaccurate but irrelevant because, as will be shown, they have no relation to the basic economic problems involved.

"Protagonists for the three weeks' leave argue in the first place that the circumstances which warranted the granting of the concessions when the respective enterprises were in their infancy have, in view of the present earning capacity of these undertakings, ceased to exist.

"In the second place, it has been contended that the revenue derived from the application of the prescribed classification rates would considerably assist the Railway Department in arresting the drift in its finances, and would have obviated the recent increases in freights and fares.

"Sound Economic Basis

"There is a sound basic reason and justification for quoting special rail haulage rates. They serve a twofold purpose—they encourage the establishment of industries and they secure for the railways the transport of goods which would not otherwise be conveyed by rail at all, because the ordinary rail charges would make it an uneconomic proposition for the owners of the goods.

"Another factor governing special rates is the active competition offered the railways by alternative means of transport. For example, more than 2,000 contracts cover the transport of consignments at special rates to compete with coastal shipping, on the understanding that the persons or firms concerned, undertake to consign all their goods by rail.

"By quoting reduced rates, the Railway Department has also succeeded in diverting considerable tonnages of goods from road transport. This is good business for the railways. The cost of carriage of other goods is thereby lessened, because the overhead costs and charges fixed regardless of the volume of traffic are spread over a greater tonnage of goods, with consequent gain in revenue.

"Copper Freight Concession Benefits
Prospectors

"Copper ore is railed to Mount Morgan Mines Ltd. at a reduced rate, but the benefit of this concession is not enjoyed by the company. It is a concession to the prospectors, most of whom would not be able to carry on economically if they were forced to pay normal rates.

"A special rate is given for the conveyance of coal to Mount Morgan, but the company is only receiving a similar concession applied to other industries which have to haul coal over a long distance.

"Mount Morgan Mines Ltd. also obtains a concessional rate for the carriage of pyrites, principally to Pinkenba for the manufacture of superphosphate and sulphuric acid. Had this not been done, the railways would not have secured the traffic because the company made it clear it would not be an economic proposition to pay classification freight rates.

"The only concession enjoyed by the sugar industry is a special rate for the transport of molasses from mills for export. As the mill authorities contended it was more economical to allow the molasses to run to waste than pay the ordinary freight rate, the railways have gained traffic which otherwise would have been lost.

"Meat and Wool Freight Concessions

"Rail concessions were granted to the meat and wool industries for very sound economic reasons and the Queensland Labour Government makes no apology for them. The welfare of the State is closely associated with these two great export

industries. To assist the meat works to market their products overseas, reduced rates were granted for the carriage of chilled and frozen meat from the respective meatworks to ports for shipment. Although the overseas market subsequently improved, existing conditions are causing some concern to exporters and do not justify a review of these charges. To enable the railways to retain wool traffic by rail to Brisbane, against the competitive threat of road transport or haulage by rail to Sydney, reduced rates operate for the haulage of wool from certain places on the southern line.

"Misconception over Mount Isa Freights"

"Criticism of the concessions given Mount Isa Mines Ltd. shows a complete misconception and lack of understanding of the economic factors involved in the company's operations, and the industrial benefits that have accrued to the State by the establishment of this great mining industry in an isolated region over 600 miles from the coast.

"An article in the *Building Workers' Journal* on 19 November, 1956, attacked the rail freight concessions given Mount Isa Mines Ltd., and put up the specious argument that abolition of these concessions, valued at £646,556, would more than offset the estimated cost to the Government of the three weeks' annual leave.

"No sensible realistic argument can be adduced against the practical encouragement given the company in the early stages of exploitation of the mineral resources of Mount Isa. Prices then being obtained on the world market for zinc and lead were very low, and normal freight rates for the long haulage of coal and coke to the mine and the movement of the mine's products to the coast would have been crippling.

"Active development began at Mount Isa in March 1924, but production did not actually commence until July, 1931. On 8 February, 1928, reduced rates were quoted to the Mount Isa Company for the transport of zinc and lead bullion and lead concentrates from Mount Isa to Townsville, and for coal and coke railed to Mount Isa from Collinsville and Bowen respectively.

"In 1933, these charges were reviewed. The new scale of rates applied on a sliding basis, varying in accordance with any rise or fall in the market price of the metals. As a result of the rises in the values of lead and zinc after the war, the rates were again reviewed in 1947, the new scale representing increases of 37.8 per cent. in the rates for coal, coke, and zinc concentrates and 37.2 per cent. for lead bullion.

"These charges have been varied by a percentage increase from time to time, consequent upon general increases in railway freights.

"The same principle was adopted in respect of the freight charges on blister copper. Special rates also apply on coal railed from Blair Athol because Collinsville Mines were unable to meet completely the needs of Mount Isa Mines on limestone from Cloncurry and on steel and iron grids and store goods railed from southern centres in competition with coastal shipping to Townsville.

"Rebates allowed through the Chief Secretary's Department off the freight charges on machinery, housing materials, and pipelines were gradually reduced from 1952 and have now been entirely eliminated.

"New Approach Needed"

"A point that needs to be emphasised is that the establishment of so large an industry at such a great distance from the coast necessitated an entirely new approach to railway freights. Prior to the establishment of the mine, the carriage of commodities such as silver lead bullion and zinc concentrates was non-existent and for that reason, the goods rates prescribed for them had no real application.

"Apart from the bulk commodities on which concessional rates apply, there is a considerable tonnage of higher rated consignments and a very large volume of traffic to other consignees in the town.

"Not only does the Railway Department benefit from the application of increased freight rates when metal prices rise but the charges are raised following increases in railway freight rates generally.

"A Fallacy Exposed"

"The argument that the application of concessional rates to Mount Isa Mines has reacted to the financial disadvantage of the railways is completely fallacious. This is proved by the fact that during each of the last three years, the return on capital invested from these sections of line over which the bulk commodities are carried has been 11 per cent. By comparison, the return for the operation of the whole of the Queensland railways was in 1953-1954 equal to £1 8s. 7½d. per cent. on capital invested; in 1954-1955, it was equal to 14s. 11d. per cent.; and in 1955-56, the working expenses exceeded earnings by £2,565,063.

"It has been pointed out to the Government that any increase in rail freights on Mount Isa products would have the effect of increasing the cost per ton of ore mined. This would mean that the company would have to leave more low-grade ore in the mine which would normally be available for production.

"Thus, it is obvious that an increase in freights would have the ultimate effect of reducing the volume of railway traffic and jeopardise the employment of railwaymen.

"How the State has Benefited

"Critics of the Government completely ignore the considerable benefits which have accrued to the State as a direct result of its encouragement of the establishment of Mount Isa Mines. It is strange that men who are members of the Labour Party and who profess concern for the welfare of the State and its people fail to recognise the major achievement in decentralisation of which Mount Isa is an outstanding example.

"Here is a flourishing town with a population of 8,000 that has grown solely as a result of the operations of the Company.

"The significant fact which cannot be dismissed by captious critics is that these operations have resulted in the large scale promotion of employment, not only at the mine, but in other callings and industries from which large supplies of coal, limestone, and timber are drawn, as well as the Railway Department which is being called upon to move progressively increasing tonnages both to and from Mount Isa.

"Community Obligations

"Another factor which should not be lost sight of is the extensive community obligations shouldered by the company. The Queensland Government, which means the Queensland taxpayer, is relieved of these responsibilities. The company has constructed roads, provided water and electric power supplies, and undertaken an extensive housing project. It has provided such amenities as a baby clinic, public library, swimming pool and sports oval and has also contributed substantially towards the construction of the new hospital, in addition to subsidising the salary of doctors and nurses.

"Profits Issue Irrelevant

"Critics of the rail concessions to Mount Isa Mines have emphasised the large profits made by the company. The issue on the known economic facts is irrelevant.

"The Government has no interest in defending the accumulation of large profits by business enterprises, but in justice it should not be overlooked that the Mount Isa company paid no dividend to shareholders until 1947. In the period from 1924 to 1947, an outlay of many millions of pounds was made by the company for the development of the mine.

"The Government, which has closely scrutinised this aspect of the Company's operations, has established that the return to shareholders over the life of the company would not have been any greater than would have been the case had they invested in Government bonds. A substantial portion of the profits have been ploughed back in the expansion of the industry, and in effect, have become an investment in the 'advancement of Queensland'.

"Increase Productive Wealth

"The large scale expansion planned by Mount Isa Mines Ltd. will substantially increase the productive wealth of the State. As a result of the greatly augmented goods traffic, the railways inevitably must share in the general benefit.

"No Government worthy of the name, least of all a Labour Government which has as its primary concern the welfare of Queenslanders, would be so foolish as to discourage and frustrate such expansion by exacting increased freight charges.

"There is indeed ample evidence that the abolition of these and other freight concessions at the present juncture would have a serious retarding effect upon the State's economy. Unquestionably, concessional rates have contributed materially to the establishment of industries in distant centres, thereby increasing employment and the economic security of the people in those regions.

"Conversely, their discontinuance would cause a serious deterioration in railway revenue; would create unemployment in the industries affected, including those which have received an impetus in development by the operations at Mount Isa; and as a conclusive and inevitable result, would cause a grave decline in the State's productive wealth."

That is the end of the quoted document. Now let me proceed with my own remarks.

The railways, irrespective of Governments and policies, have played no small part in the development of the huge Mt. Isa mineral field, with great advantage to the State. I warn railwaymen of the danger of interfering with rail freights. I ask them to assist the department in every possible way, as they have done over the last 30 years, to keep this trade for Queensland. Just over the border in the Northern Territory the Commonwealth railway line operates in conjunction with road transport, and concessional fares and freights are allowed on that line in order to attract business from the Queensland Railways, business to which the department and Queensland railway workers are entitled.

Mr. Roberts: And which is their bread and butter.

Mr. A. J. SMITH: Their bread and butter. I appeal to railwaymen to endorse the article that was written, edited and published on 14 March, 1957, by the then Deputy Leader of the Labour Government, now the hon. member for North Toowoomba, when he held the portfolio of Transport. He dealt accurately with the industrial position and the effect of granting three weeks' annual leave, and set out fully the facts as to concessional rates granted not only to the Mt. Isa company, but to other industries in Queensland. The Communists are advocating the destruction of that system. I am led to believe that Opposition

members are now speaking in accordance with the policy of the Communist Party. In an article published by the Communists as late as 16 September, 1959, they used the words of the hon. member for Brisbane in the Budget debate, the heading of the article being "Mt. Isa Railway Scandal." The Communist Party does not lose an opportunity to attack the Mt. Isa company and other industries of the State. Despite the article published by the Leader of the Opposition when he was Minister for Transport, Opposition members now seem to support the agitation of Communists not only in Queensland but throughout Australia. Let us not get on side with those persons in their effort to wreck the economy of the State. Let us assist industry as much as possible, and let us in that way try to keep every railwayman in work. The infiltration of road transport is having a serious effect on employment in the railways. In a supplement to the Sydney "Daily Telegraph" of yesterday readers were told of the mechanised advancement of Australia. A page of that supplement was devoted to a big road unit. The prime mover hauls three or more semi-trailers. It operates between the Northern Territory railhead at Alice Springs, the Northern Territory and the north-western part of this State. Railwaymen have to be protected from this form of competition. We read in the newspaper this morning that shipping companies are building ships at the Evans Deakin shipyard to carry semi-trailers. The trailer will be taken to the wharf in Brisbane and placed on the vessel, and unloaded at Rockhampton, Mackay, Townsville or Cairns, where it will be picked up by a prime mover and hauled to its destination. Is that something we must look forward to in the protection of railway employees? At all times I am out to do my very utmost to keep railwaymen in work in this State. The position has been forced upon the Railway Department by the Commonwealth Government who have been starving Queensland of finance. That Government are granting rail concessions on freight from Adelaide to Alice Springs. Goods then come by road transport across to Mt. Isa, into the Mary Kathleen field and Cloncurry.

The Mt. Isa Mines community store at Mt. Isa closed down at the end of June last. It had served virtually the whole of Mt. Isa for the last 30 years. In its place a co-operative store started by employees of Mt. Isa Mines had only been operating for a fortnight when it was preparing a claim upon the Railway Department for between £60 and £100 for breakages, short supply and non-delivery of goods. Mention has been made that this new business may give consideration to the transferring of its business to Adelaide to get its goods over by rail and road transport. I warn the railwaymen of this State that they must do everything they can to hold trade in the State. There may be somebody in the department sabotaging the acts of the good railwaymen. I suggest that the Minister put it up to

the railway men that there should be a 100 per cent. delivery of goods, that there be no breakages in goods delivered and that there be no pillaging of goods. It is most important that this be brought to the notice of railwaymen. There are thousands who joined as cleaners, clerk or porters and have served a lifetime in the Railway Department. They want to see the railway system progress; they do not want to see it sabotaged by some person who is perhaps not interested in the job and does things detrimental to the future of the department. The Minister might make his own inquiry. I repeat my appeal to every railwayman to hold what he has got, to hold his job against the inroads of road transport, shipping and air transport. The transport of goods by air is increasing rapidly. I should like to see all people return to the railway. We have a good service, air-conditioned trains in the north, south, east and west, second to none in Australia. I have had discussions with prominent men from overseas who have travelled on the Sunlander, the Westlander and the Inlander who have told me they have not travelled in better trains elsewhere. With the reconditioning and strengthening of the line from Townsville to Mt. Isa we will have the best railway service in north-west Queensland. I appeal to railwaymen to put their shoulders to the wheel and help maintain our railway system against the infiltration that is taking place by the Commonwealth Government's system of concessions. That Government offers concessions to tradespeople and others in the North West with pamphlets and circulars that have been sent out. They will transport motor cars from Alice Springs to Adelaide for virtually nothing. Circulars are continually being sent out to business people and others offering cheap freight rates on the co-ordinated road-rail service from North-west Queensland to the Northern Territory and Adelaide.

I am now trying to help the Minister to overcome the difficulties that face him. As a representative of the Far North-west, it is my duty to bring these matters forcibly to his notice and to point out how the interests not only of the Railway Department, but of the railwaymen themselves are being affected.

Mr. GRAHAM (Mackay) (12.41 p.m.): Although I did not intend to refer specifically to Mt. Isa in this debate, after hearing the mouthings of the hon. member for Carpentaria I am forced to question whether he represents the workers of Mt. Isa or the Mt. Isa company. I did not hear what the hon. member for Brisbane said in another debate on concessional freight rates to Mt. Isa Mines Ltd., but in view of what has happened over the last few years I agree that the time has arrived when the Government should take some heed.

We admit that all Governments are responsible for helping industry to establish itself. When Mt. Isa Mines Ltd. decided to

establish an industry at Mt. Isa, the Government of the day acted correctly in granting them substantial freight concessions. However, times have changed and the Government's policy must also change. Mt. Isa Mines Ltd. has now grown from a comparatively small company to one of immense wealth. Confirmation of that can be gained from "The Courier-Mail" of 21 October, wherein it is said that the mine at Mt. Isa is now worth £100,000,000, and the capital of the company is £10,000,000, consisting of 5s. stock units. Between 1949 and 1958 the company paid out £12,315,000 in dividends and at 30 June last its disclosed reserves totalled £18,810,000. Its undisclosed reserves are estimated at £50,000,000.

The hon. member for Carpentaria, who claims to represent the working class, is putting up a case to save the company a lousy £640,000 a year, which could mean a good deal to the Government. It would not hurt the company now to pay full freights. Why should the taxpayers of Queensland subsidise the shareholders of Mt. Isa Mines Ltd.? The hon. member claims to be a Labour man, yet he wants the taxpayers to carry the baby for the capitalists of Mt. Isa. The company has received all that it is entitled to from the taxpayers of Queensland, and from now on it should pay for everything it gets. We want to establish industries in Queensland, yes, but let us give concessions only where they are merited. Mt. Isa Mines has hundreds of millions of pounds behind it and is well able to meet its expenses.

Mr. A. J. Smith: The same concessions have been given to Mary Kathleen.

Mr. GRAHAM: I know that. They have been given to other organisations, too. One has only to read the Commissioner's annual report to see that concessions have been given to many concerns. The hon. member for Carpentaria would do well to change his outlook on politics.

Q.L.P. Members interjected.

The CHAIRMAN: I ask the hon. member for Carpentaria to restrain himself. His interjections are reaching the stage where they amount to heckling.

Mr. GRAHAM: Thank you very much for your protection, Mr. Taylor, although I do not need it.

The CHAIRMAN: Order! It is not a question of whether the hon. member for Mackay needs protection or not: it is a question of keeping order in the Chamber.

Mr. GRAHAM: The Commissioner's report is comprehensive and very interesting in every detail. As a former railway man, I find much of interest to me in it. One disturbing factor is that we have shown a large deficit in railway working. Interest charges are one of the biggest bugbears to the department but, disregarding them, the excess of working expenses over

earnings was £1,257,919. I could refer again to the fact that the concessions given to Mt. Isa are partly responsible for that loss. But the Queensland railways, like those of every other State, are meeting with such competition from other forms of transport that it is surprising that the loss was not even greater. I am amazed that the Government are prepared to allow other forms of transport to make such inroads. I do not say there is no retaliation but in my view they should make a greater effort to meet the competition. In every walk of life today demands are made on the Government for concessions but they should stand firm and not accede to all requests. The railways are a State instrumentality and they should be made to pay if at all possible. Recently the hon. member for Merthyr said they cannot be made to pay. That may be so in some respects but we should still try to balance the budget. If we give out concessions hell, west and crooked to everybody who makes a demand, the railways will never pay.

In view of what has happened in the past and what is going on today, the railways are doing a very good job. I pay the Minister the compliment of saying that under his administration the railways are still giving to the people of the State a very reliable service, helped along by the co-operation of railway employees. Some very fine men are in the department. They are ever ready to co-operate with the Government and to give of their best to try to make it pay. I assure the hon. member for Carpentaria that the railwaymen have no need to pull up their socks. Their co-operation and their loyalty to the Government are undoubted. They are as much concerned about the department as the hon. member for Carpentaria claims to be and they have given good service over the years. If anyone wants confirmation of that he has only to refer to the war years. They made a fine contribution to the war effort and, despite all the attacks made upon them, they are still giving great service to the people of Queensland. Unfortunately the introduction of dieselisation and other factors associated with mechanisation have caused a reduction in the number of employees. Because of the greater efficiency and bigger loads hauled by diesel locomotives I suppose the reduction is only to be expected. In the last 12 months the number of railway employees has been reduced from 29,093 to 28,794. The Railway Department employs the greatest number of Government employees in the State. We hope that the number employed will not be reduced any further because already there is too much unemployment in Queensland.

The Minister is basking in the reflected glory of the achievements of his predecessor. I do not say that he is looking for that kudos or asking for the honour and glory because it must be admitted that much of the progress evident in the department today has flowed from the previous administration. Dieselisation and air-conditioned trains were introduced in the regime of the Labour Govern-

ment. Dieselisation is being introduced into the railway systems in all States. Diesel locomotives have greater traction power, are capable of hauling greater loads and over all cost less to maintain than steam locomotives. Probably within the next few years all States will have complete dieselisation of locomotives. Because of their introduction train mileage throughout the State has increased, an increase that is necessary in an expanding State to provide for the greater demands being made. Although there has been an increase in train mileage there has been a loss in passenger traffic, one of the greatest factors in the department's loss of revenue. It is a problem the Government, particularly the Commissioner and his staff, will have to face up to. For instance last year the railways carried nearly 13,000 fewer first-class passengers on country journeys—138,000 in 1958 compared with 125,000 in 1959—with a consequent drop in earnings from £637,000 to £589,000. No doubt the main reason for the loss in passenger traffic was air travel. More people than ever before are using the airways. If the department wants to increase its first-class passenger traffic it will have to improve facilities to encourage people to travel by train. The airway companies are doing everything possible to encourage people to travel by air. In extensive advertising campaigns they draw attention to concessional fares, how plane travel is quicker and cleaner and offer other inducements to the travelling public. Many people are prepared to travel by rail but because of lost time and perhaps unsatisfactory conditions in railway refreshment rooms they are turning to the air lines with the result that the Railway Department is losing a good deal of revenue. Even with the improvements that have been made by way of better services, better carriages and the use of diesel engines there has been a falling off in suburban passenger traffic. That could have been brought about by the improvement in tram services and in the increase in motor traffic. The reduction in passenger traffic means a considerable reduction in revenue.

Mr. Low: Do you suggest that fares and freights should be forced up?

Mr. GRAHAM: No, I should be the last to suggest that but I would point out that the airways companies have increased their freights and fares, and there has been no great public outcry against them. There is no reason why the Railway Department should not increase its freights and fares if the losses are becoming too great. The provision of better conditions and the increases in the basic wage have added considerably to expenditure, and, if necessary, the department should increase its freights and fares. I do not advocate it, but if it is necessary the Government should not hesitate to do it. The air companies had no hesitation in increasing charges in order to maintain their dividends.

If we are to attract custom we must improve our service. The Commissioner should give consideration to improving the service on the air-conditioned trains to the North. I cannot speak regarding the trains that run inland from Rockhampton to the West, but I can speak from experience of those running to the North. The hon. member for Mulgrave referred to the matter, and I agree with what he said. The service to the North could be improved considerably. Not sufficient consideration is given to the comfort of passengers. Trains run late too often in the North. Even those running to Mackay are frequently an hour or two hours late. The Commissioner should see why trains that arrive at Rockhampton on time are always late getting out of Rockhampton, and late at Mackay. I know that sometimes they can pick up time between Rockhampton and Townsville. The people are dissatisfied with the service and are continually complaining about trains being late. Mail trains are frequently held up at sidings. Sometimes the delay is unavoidable, but much of it is occasioned by the lack of co-operation between roster clerks. The men who control the trains from Maryborough to Bundaberg and Bundaberg to Rockhampton do not give enough consideration to mail trains. Frequently mail trains have to wait on sidings for eight or nine minutes and arrive at their destination hours late. The Commissioner should see that mail trains to the North arrive on time.

There are ways and means of improving the service. A considerable amount of time is lost, for instance, at the Rockhampton platform because of the unloading and loading of roadside. Instead of remaining at the platform for 25 minutes, as provided in the schedule, the train is frequently held there for up to 50 minutes. The Commissioner should consider the suggestion put forward recently by the hon. member for Keppel for the use of container units. Each parcel would then not have to be handled separately at Rockhampton. The goods could be loaded in the container unit at Roma Street, and the container removed at Rockhampton, where a fresh container could be loaded into the van, containing roadside for stations from Rockhampton north. That would reduce considerably the time taken in loading and unloading roadside. When 241 Down arrives at the Rockhampton platform, 24 or 25 porters under the supervision of the foreman unload the luggage van, but the work takes a considerable amount of time. Consequently the train is late in leaving Rockhampton and it gets further behind schedule as it goes north.

The Commissioner should try to instil into roster clerks the need to keep trains running on time. Quite often the mail train is held at a siding to allow another train to pass. If those delays were overcome the travelling public would appreciate it.

Airways provide a tourist-class service. They are continually trying to devise ways and means to encourage more people to use air services. The Government should consider running a fortnightly tourist-class rail service to Cairns. The train could travel in daylight hours, with overnight stops at such places as Bundaberg, Rockhampton, Mackay and Townsville. During the fortnight that the tourists were occupying the train they could be provided with meals by the railway refreshment rooms. That type of service would encourage more people to use rail services. Tourists like to see as much of Queensland as possible, but they cannot do that by spending a fortnight at Mackay, Townsville, Bowen, Proserpine, the Islands, or somewhere else. A tourist train with seven sleeping coaches would be necessary. In the fortnight spent on the train arrangements could be made for 24-hour stops at places such as Bundaberg, Rockhampton, Mackay and Townsville, and the Tourist Bureau could arrange bus services so that the train travellers could see the scenic attractions of each area.

It is somewhat distressing to learn that so much money is being lost by railway refreshment rooms. The fault is not inefficiency. In Mr. Whittaker the Government had a very capable man, and the staff could not be faulted. The waitresses are a fine body of experienced girls and the manageresses of most rooms are efficient, but the public do not patronise the service, and with the heavy overhead the loss last year was £45,000. It might present some difficulties but virtually any problem can be solved if approached in the right way.

There should be some re-arrangement of the buffet car system on the northern service. The buffet car which is attached at Bundaberg serves three meals before being detached at Mackay. The price of meals is a deterrent to railway passengers because a charge of 7s. is made for breakfast and 7s. 6d. each for lunch and dinner. Those charges may be all right for those who can afford to pay, but there are many travellers who cannot afford 21s. 6d. a day for meals.

A trial might be given to the provision of a snack bar in the buffet car so that travellers may get a cup of tea and a snack as well as liquor at various times. Passengers can buy a bottle of ale, whisky or wine during the luncheon hour, but when the meal is over further liquor cannot be got. Passengers have to spend at least two days and two nights on the journey to Cairns and a bar for the provision of liquor would be an encouragement to travellers. At present only the three main meals are catered for and travellers have to rush off the train at Gladstone, Rosedale, Bundaberg, Rockhampton and St. Lawrence to get refreshments.

(Time expired.)

Mr. NICHOLSON (Murrumba) (2.22 p.m.): I add my congratulations to those already tendered to the Minister on the manner in which he has carried out the duties of his portfolio. He has really applied himself to the task of trying to rectify an unfortunate position that the railways of Queensland have been put into by the introduction of road transport. However, I shall not develop an argument along those lines except to say that road transport has had a devastating effect upon railway finance. The Minister, by the co-ordination of rail and road services, has done quite a deal towards the rehabilitation of the railways. In his opening speech he said that railway employees had seen the writing on the wall and realised that their future rested entirely in their own hands, and that if they were prepared to give to the public the service the public required their future was assured. He also said that if railway employees were inclined to treat the loss on the railways as a mere bagatelle or a joke, their future was still in their own hands. The majority of railway employees realise that they must put their best foot forward so that the railways can compete with road transport. The Commissioner stated in his report that he deplored the loss of passenger traffic. In some instances he blamed the introduction of fast aerial services. I agree wholeheartedly. In my opinion, the only answer to fast air transport is fast transport by the railways. I quote the example of the interstate rail service between Brisbane and Sydney via Kyogle. Admittedly there was a falling off in the number of passengers on that line due mainly to speedy air services, but it is now making a come-back. The service has been speeded to such an extent that it is now possible to leave Brisbane at 4 p.m. and, after a pleasant and comfortable trip, arrive in Sydney early the next morning. You can then do a day's business in Sydney and leave for Brisbane the same evening, thus losing only a few working hours. Most of the travelling is done at night, and it is a really comfortable journey. I have had the pleasure of travelling on that service and I have nothing but praise for it. The number of stopping places has been reduced—perhaps a few more could be eliminated—and in that way people have been encouraged to use the service.

Previous speakers have recommended a speeding-up in the timetable of the "Sunlander." I agree, but in addition to the long-distance trains some attention must be paid to the challenge of the motor-car by speeding up suburban rail services as well. I point out that much of the loss in suburban services is caused by running trains comprising eight or 10 carriages. On the Petrie and Sandgate lines particularly, I have often seen trains of six or eight carriages carrying only about 20 or 30 passengers. That represents waste, not only in the wear and tear on carriages that carry no passengers, but on the fuel used to pull them. I advocate

that in the off-peak hours on suburban lines, thought should be given to the introduction of fast rail motor services.

I refer now to my own area of Redcliffe. Road transport has made inroads into the railway service mainly because the railways have not given the public the service that they desire. In these matters, I always try to engage in constructive criticism. In passing, I think the Leader of the Opposition will agree that when he was Minister for Transport I always offered criticism that I regarded as constructive. The railways, being a state instrumentality, must always be prepared to carry some losses, but unfortunately over the years the losses have grown astronomically. At least some part of the loss has been due to the poor service given by the department. Some 3,000 people travel to Brisbane daily to work from the Redcliffe area alone. Many come by private car and many by the co-ordinated service. In off-peak hours some join the Hornibrook Highway co-ordinated bus at Redcliffe, buy a ticket to Sandgate and, instead of joining the railway at Sandgate, board a Black and White bus for Brisbane. That is mainly because they are dissatisfied with the railway timetable or with the time it takes to travel from Sandgate to Brisbane by rail. Recently, through circumstances beyond my control, I have been forced to use the co-ordinated service, which has given me an insight into what some of the people of the area have to contend with. No-one has any complaint about the bus timetable. Normally it takes half an hour at the most to travel from Scarborough to Sandgate. I take the 9.20 bus from Scarborough and board the train at Sandgate and I arrive at Central at 5 minutes to 11. Most of that time—the hour—is taken up between Sandgate and Brisbane.

Many off-peak passengers are womenfolk travelling to the city to shop and they object mainly to the soot and dirt in the carriages. I have not the slightest doubt that all the carriages are cleaned overnight and that they start out in the morning clean, but with coal-fired steam engines and with dust flying up from the ballast along the line, the seats become very dirty in no time. Naturally the ladies are loth to soil their good frocks so they use the bus. The introduction of a good, fast rail-motor service between Sandgate and Brisbane, to connect with the Hornibrook Highway buses at off peak periods, would answer some of the criticism of the railways from the people of Redcliffe.

Mr. Duggan: Don't you agree that electrification would help greatly?

Mr. NICHOLSON: I am coming to that. Rail service is the best means of transporting masses of people quickly and easily but it must be speeded up. The Minister would be well advised to apply himself to the completion of the quadruplication scheme, one section at a time, to give at least some people the

benefit of the service as quickly as possible instead of doing a little here and a little there piecemeal and not having any one section in use. In my view that would be tackling the problem in the right manner. Sydney and Melbourne provide ample evidence that electrified suburban railways are the best and fastest means of transporting people to and from the metropolitan area daily. I have no fears about stating my mind. The electrification of the suburban railway system is most desirable. The only point that arises, of course, is whether we can get sufficient money to do it. That has been our cry and the cry of previous Governments—cries that have been justifiable.

I realise that nothing can be done in the near future but as a distant project consideration must be given to the establishment of a new railway service, if possible an electrified service, to the city of Redcliffe. The most practical route would mean an extension through the Bald Hills area using a projected road bridge across the Pine River. The bridge could be constructed as a rail-road traffic bridge. Land in the area to be traversed by the railway line could be far more cheaply resumed than most of the land along the Sandgate route which is heavily built on. I urge an investigation of the potential of Redcliffe as a city, including a census of the number of workers travelling between Redcliffe and the city of Brisbane, with the establishment of a rail connecting link between Redcliffe and Brisbane as a long-range project.

I was very pleased to learn of the introduction of refrigerated rail wagons that are so essential for the carriage of perishables in a tropical climate. Schools in western areas are now able to take advantage of the Commonwealth Government's free milk scheme. The hon. member for Gregory has been one of the chief advocates for the introduction of refrigerated wagons. I know how much the western people appreciate the new service. They have shown their appreciation by writing to the Minister. The Rockhampton Chamber of Commerce passed a resolution expressing their wholehearted support for the department's move to co-operate in the supply of milk by rail to central-western towns. They have expressed to the Minister their congratulations on this great and essential move. Undoubtedly there are many more who appreciate the refrigerated wagons even though they have not expressed their approval by word of mouth or in writing. The Minister received a letter from the Blackall Shire Council, which is worth placing on record. It reads as follows:—

"I have been directed to convey to you the sincere appreciation of the Chairman and Members of the Blackall Shire Council for the refrigerated wagons provided for the conveyance of pasteurised milk from Rockhampton. The quality of the units far exceeded our expectations and we are proud that you have honoured our community with such a fine service.

The community is now receiving a product which they were previously denied, and there appears every indication that the present demand will increase for milk in this area."

Not only is the railway department providing a service for the people with the refrigerated wagons but it is also doing a great service to the dairying industry in making available to the south-western areas a commodity of which at times there was a glut on the market.

I think that the provision of new rail-motors is long overdue. I shall not go into details, but I am disappointed in their carrying capacity and speed. I understand that the Department is replacing many of the lighter rails with 82lb. rails, therefore, despite the narrow gauge the railways could carry much faster traffic, particularly with rail-motors. In New Zealand, where I spent some time about two years ago, I had the pleasure of travelling on their fast rail-motor service, which is second to none in the southern hemisphere, if not in the world. They have 82-passenger rail coaches which, if I remember rightly, are Italian Fiats. I am not advocating that we go out of our own country to purchase these rail coaches, but I do believe that we should build a similar type of coach and rail-motor. In New Zealand the distances travelled are comparatively short, but some of their 82-passenger coaches are used on runs of 100-120 miles at a speed of 60 to 65 miles an hour. The service is so greatly appreciated that it is making inroads into the road service. I believe this fast rail-motor service is the solution to our problem of losing passengers to motor transport. We have to answer the challenge and the only way to answer it is by speeding up our rail service. Wherever possible we should use diesel-electric motors because besides providing a faster service they overcome the trouble of soot and cinders which have adversely affected the railway service in the past. I am a little disappointed at the small carrying capacity of the new rail-motors and their maximum speed of 50 miles an hour. If the maximum speed is 50 miles an hour, the average speed would possibly be 35 miles an hour. That is not fast enough for suburban trains, or trains running between Brisbane and Kilcoy and Brisbane and Southport. I again ask the Minister to consider the potential for development of the city of Redcliffe and the need in the future for a rail link with that area. I suggest the introduction of faster and cleaner trains on the shorter runs, particularly during all off-peak periods on suburban lines. I realise it would not be possible to run such a service in peak hours, because 12 rail motors would be required to do the job now done by a single train, but faster suburban rail traffic will help greatly to offset the effect of other forms of transport, including private cars whose owners will carry passengers, whether they are able to do so under the law or not.

Mr. MARSDEN (Ipswich) (2.46 p.m.): I travelled to Brisbane this morning on the 7.30 a.m. train from Ipswich, drawn by one of Duggan's diesels. When we reached Bundamba my attention was drawn to one of the H wagons at Bundamba. It contained rubbish and bones of dead beasts. I was not affected by that sight, but for the information of hon. members I should like to place on record this statement chalked on the side of the H wagon—"Passing Parade of dead railwaymen. Victims of bad bosses and low wages."

Those words reflect the feelings of 90 per cent. of Queensland railwaymen. Under this Government they have a feeling of insecurity, and that applies particularly in railway workshops and certain other departments. The Minister admitted to me some time ago that he still has his spy at the Ipswich railway workshops. He has to accept responsibility for the acts of his administrators. Only yesterday the bandsaw mill at the Ipswich workshops was closed down, and that sort of thing is happening continuously. Materials are in very short supply. As a matter of fact I understand that if certain things are required at the Ipswich workshops they have to be obtained from Cribb and Foote.

Last year stocks of goods were reduced by over £1,000,000 in an effort. I understand, to balance the Budget. For 1958 the Vote for Stores, Fuel and Contingencies for Ipswich Railway Workshops was £1,847,947, compared with £1,238,240 this year, a difference of £609,707. I do not know what the position will be during the next financial year. Many men now employed will be on the scrapheap. As a matter of fact the staff of the Ipswich Railway Workshops is 200 fewer than 12 months ago. The Minister has denied that the department is sacking men, but tradesmen who die or retire are not being replaced. The Government have employed a few labourers.

Mr. Thackeray: They are not being replaced in Rockhampton, either.

Mr. MARSDEN: I am speaking of Ipswich only at the moment. The number of apprentices is 50 per cent. below the number last year. Fancy closing a sawmill because there are no logs! Twelve months ago the Minister issued an order that three mills in the Ipswich workshops were to be closed but all credit must be given to the chief mechanical engineer, who fought to keep them open. Logs were not coming in because suppliers can get better prices from outside the Railway Department. Suppliers can get a better price from Hancock & Gore, and, in fact, they are given better consideration by outside people than by the department.

Mr. Jesson: And have to wait six months to get paid.

Mr. MARSDEN: That is so. For three or four months now coal-owners have been endeavouring to get a reduction in the rail

freight on coal. Under pressure from the Country Party the Government increased the right of individuals to cart their own goods free from 15 miles to 25 miles. That occasioned some concern to coal-owners, and much coal is now carted by road. The revenue received by the Railway Department from the Ipswich and Rosewood districts last year was £1,181,943, considerably less than the figure for the previous year. At present from 800 to 1,000 tons of coal are being transported to Brisbane by water.

Mr. Ewan: Are you opposed to that concession given to them?

Mr. MARSDEN: Coal can be carted down here for 10s. a ton less than that charged by the railways. Negotiations have been going on for some time and some coal-owners in the Ipswich district propose putting on 10-ton vehicles to cart their coal by road to Brisbane.

Mr. Ewan: Up to the 25-mile limit.

Mr. MARSDEN: If the hon. member knew the district he would know that most of the coal comes from Bundamba, which is less than 25 miles from Brisbane.

Mr. Ewan: Are you opposed to that move?

Mr. MARSDEN: Of course I am. I am not worrying about the coal-owners or coal consumers, but the workers in the department who will be displaced.

Mr. Chalk: That is why you led a deputation asking for the 25-mile limit to be extended to Ipswich?

Mr. MARSDEN: I did not. That is another matter. The point I make is that there are millions of pounds tied up in coal wagons, railway lines, stations and equipment to provide for the haulage of coal from Ipswich to Brisbane. The Minister is permitting this sort of business to go on and only last Thursday he said that we must get more customers and more support from the railways. The managing director of William McQueen & Co. is a relation of mine and he told me that if there is no settlement shortly he will put on diesel trucks to cart coal by road and it can be done at a cheaper rate than that charged by the department today. There are so many different rates applying that one has to be a Philadelphia lawyer to know really how much it costs to bring a ton of coal by rail from Ipswich to Brisbane. Thiess Bros. have been given a special rate for the conveyance of coal from Gibihi to Gladstone for export to Japan. The reason specified for the special rate is assistance to industry. The only industry being assisted is Thiess Bros. Not more than a dozen or so men would be employed on the Kianga coalfield, whereas over 2,000 men are employed on the Ipswich coalfields.

A long list of special rates appears in the Commissioner's report. The coal-owners in the Ipswich area want a lower rate but it is being denied to them. The Minister is

running a risk of losing £900,000 a year in railway freights. Coal from the Ipswich area would represent the most profitable haulage that the railways undertake. They simply have to haul it from the tunnel shaft to Doboy or some other point in Brisbane. The freight is 1s. a ton, yet Thiess Bros. are given a special rate of about 2d. a ton mile from Gibihi to Gladstone Jetty.

There is another matter that I want to raise.

Mr. Low: You should thank the Minister for getting under way plans for the new Ipswich railway station.

Mr. MARSDEN: The hon. member should have a look at it. It is only a suburban platform. I suppose it is purely coincidental that people leaving it walk straight into Cribb & Foote, in which I understand the Treasurer is a shareholder. We will be back on the Government benches before the new railway station at Ipswich is finished.

Mr. Herbert: You would never build it when you were in office, so that it will never be built.

Mr. MARSDEN: The baby from Sherwood speaks up. The department is building a new platform at Ipswich for suburban traffic only. Some of Cribb & Foote's property had to be resumed to do it.

I wish to say something now about the economy board that was set up by the Minister. Recently there was a regulation strike by the shunters at Ipswich and the experts from the "Marble Bar," as the third floor of the Commissioner's offices in Adelaide Street is referred to, went up to see what they could do. They took away an engine and put off a shunter, and within a week there was chaos. Since then Hancock Bros., the largest sawmillers in the State and very good customers of the Railway Department, have had to wait every week for their logs. They are unable to obtain their supplies. I must admit—and I give the Minister credit—they met him and I think the matter was adjusted 75 per cent. to their satisfaction. If the department sent out men who had experience in the various parts of the State, I am sure that would be more satisfactory.

Mr. Power: They call them the razor gang.

Mr. MARSDEN: I have heard them called worse than that. They hide behind trees and posts and snoop on the employees. Most railway employees live in fear today. Hon. members know what I mean.

On deputations we have always found the Minister very sympathetic. Representing the Ipswich and Bremer electorates we of the A.L.P. met him some few months ago in his office and he gave us a very attentive hearing. We all went away happy. We thought, "We are right; we must be." We waited two months. The result—scrubbed! Every request we had made was wiped. I think the Minister was genuine.

Mr. Walsh: You give him the benefit of the doubt.

Mr. MARSDEN: I give him the benefit of that doubt. I believe he was over-ridden by his administrative officers.

What a wonderful train service those people have who live between Roma Street and Corinda. They even hold up Ipswich trains so that they can be on time. For 60 years it has taken an hour and 20 minutes to get to Ipswich and it still does, sometimes longer.

Mr. Herbert: Have you seen the good stations we have out there, too?

Mr. MARSDEN: The previous Government drew the plans for all that.

Mr. Herbert: You built that thing at Taringa; that is all you did.

Mr. MARSDEN: I believe the public servants and the railway salaried officers are supreme because they appear to regulate the trains to the near suburbs while those who travel beyond Corinda, to Darra, Wacol and other stations on the line to Ipswich, receive very scant consideration.

Mr. Chalk: Are you running the Public Service down now? You do not think they are good administrators?

Mr. MARSDEN: Oh now, that is a leading question.

Mr. Chalk: That is what you said.

Mr. MARSDEN: I say they are receiving favoured treatment from the railways. There is no doubt about that. So are the salaried officers of the Railway Department. They all live in the Sherwood electorate.

Mr. Chalk: They are a bad lot too, are they?

An A.L.P. Member interjected.

Mr. MARSDEN: Oh, they travel by train all right—at quarter rates.

Mr. Jesson: That is their only reason for travelling by train.

Mr. MARSDEN: Yes, and then they complain. If you barge in on their compartment they are very sour because you take their seat.

Mr. Lloyd: Reserved seats, too.

Mr. MARSDEN: Oh yes. They toss you out.

It is about time someone in authority—that is, the Minister—removed from the minds of railway employees the fear that is engendered in them at present regarding security of employment and security of tenure.

Mr. Chalk: Tenure? They are landholders now?

Mr. MARSDEN: They had many advantages, many privileges, and with what is going on at the present time they do not know where they stand. I look to the Minister to remedy that. He is not a bad "bloke." I knew him when he was a bit of a lad up there at Rosewood. He was a printer's devil. Since then, of course, the Minister has become respectable—he has become a Tory. I guarantee that when he was a boy he thought the Labour Party was the best party even though he only got 10 bob a week and keep. I have nothing further to say other than again to appeal to the Minister to alleviate the feeling of discontent in the railway service.

Mr. GAVEN (Southport) (3.5 p.m.): I rise to refer particularly to an important matter concerning my electorate about which I shall deal later. In the dying stages of any debate it is very difficult to speak without repetition, but I shall try to avoid it as much as possible. A perusal of "Hansard" will show that in the nine and a-half years that I have been in Parliament I have always hesitated to level any criticism at the Minister in charge of the Queensland Railways or his officers because I have always realised the railways portfolio to be one of the toughest and most difficult. Any hon. member, irrespective of which side he sits on, could spend half a day hurling criticism at the railway administration, departmental officers and employees generally, if he so desired. We must all recognise that in this vast State of 670,000-odd square miles we have 6,436 miles of railway line that were built with the prime purpose of opening and developing Queensland. It cannot be denied that the railways have played a very important part in the State's development. Unless the railways are supported they cannot help the State to develop. Even though the Minister and some of his officers may already have halos around their heads because of the praise heaped upon them in the course of the debate, without any equivocation I say that the Minister has done an excellent job of work in the two years that he has been charged with the responsibility of administering this huge and difficult department. From the Commissioner down his officers have done their best to assist him in a most difficult job. The Minister spoke words of wisdom the other day when he made it clear to all concerned that the Queensland Railways were facing a crisis, that they had to meet the challenge from air, road and sea transport. Many speakers have said that to win the fight we have to put aside the archaic ideas and practices established over the years. We have to give passengers a cleaner, faster, better service. That is very easy to say but very hard to give effect to. Mention has already been made of people ruining good suits and dresses when travelling by trains. Railway transport is cheap but people would rather pay more for a cleaner and faster service. For many years the train to Southport was

known far and wide as the "Southport Stinker." People refused to use the service because of the risk of having holes burned in their clothes, because carriages were filthy, and coal and dust was showered upon them. Then we got the "Duggan Diesel." We were very pleased with the changed service. Immediately the diesels were put on the people patronised the service very well. But within a few months we were only getting one diesel service instead of half a dozen. At the present time if you travel from Coolangatta to Brisbane or Brisbane to Coolangatta you very often have to travel on an old coal train. The people will not ride in these trains. Under Section 92 of the Commonwealth Constitution people operate road transport services and thousands and thousands of passengers are carried to Brisbane. We know that the motor car presents a challenge to our rail passenger service. If I could get a fast rail service to the metropolitan area I would prefer to travel that way than to take a car. It would be cheaper. With a car I would have to pay a parking fee for the day and then find transport from where I parked the car to the place where I wanted to do my business. If we wish to face up to the situation we must give a fast, clean service to the people to get their patronage. I move around amongst the cattle men and attend cattle sales, and I recall years ago that every beast that was sold at the saleyards or at a clearing sale was driven to the nearest railhead and put in an I.C. or K wagon. What do we find today? In order to avoid double handling the cattle are driven into a crush and onto a road transport and there is only one handling. We will never resolve our problems by talking about the £36,800,000 spent on the railways. We know it costs us a loss of £4,500,000 a year to run them. It was never intended that the railways should show a profit; they were created to provide service and help to develop the vast areas of the country. Let us not talk about figures if we want to find an answer to the question of what we shall do in the future. The whole system must be revolutionised and a clean, fast service provided for the people. The Minister has stated that a contract has been let for 10 or 12 new fast diesel motors to Commonwealth Engineering Qld. Pty. Ltd. at Rocklea. I hope that when the Minister gets them that one will be put on the South-coast line, and if the people support it, that another one will be put on. If the people do not support it the Minister will have done his best.

Mr. Baxter: Is there still one on the run?

Mr. GAVEN: There is none at the moment.

Mr. Davies: The Minister is not very sympathetic.

Mr. GAVEN: I cannot say who is sympathetic to whom. I say what I want to say; that is my form always. I think there is something wrong with the financial set-up in

this country when we cannot borrow or find sufficient money to build a railway from Townsville to Mt. Isa for the purpose of developing that part of the State. In 10 years under the Colombo Plan the taxpayers of Australia have found £32,000,000 towards helping the underdeveloped countries. We found £32,000,000 for that purpose but we cannot find a few million pounds to build a railway to serve the great coal, metal and mineral producing area of Mt. Isa. There is something wrong with the financial set-up in this country if that money cannot be obtained. I noticed from the Estimates that Queensland Railways pays over £600,000 a year to the Commonwealth Government in payroll tax. Queensland, the Queensland Railways and Queenslanders generally are getting a particularly raw deal from the Commonwealth Government. We owe it to the Australian taxpayers to have a searching investigation into how these millions are being spent for the improvement of underdeveloped countries in other parts of the world, particularly when in Queensland fewer than 1,500,000 people are struggling to develop this great State and cannot get a few million pounds to rebuild the railway from Townsville to Mt. Isa.

Mr. Baxter: The Federal Government.

Mr. GAVEN: The other Federal Government were just as bad. All Federal Governments have given and are giving this State a raw deal.

I turn now to a matter that affects my own electorate. I thank the Minister for the interest he has shown in this matter. Over the years the residents of Coolangatta have wanted the railway line shifted from its present position. Hon. members with a knowledge of Coolangatta will know that the main street, Griffith Street, goes through the town and over the border. On one side of the street Coolangatta has a fine row of shops, and on the other the undistinguished Queensland-Coolangatta-Tweed Heads railway. The people have for years asked that the line be shifted far enough from the western edge of Griffith Street to allow of the building of a row of shops on that side. On various occasions I took the Commissioner and the Leader of the Opposition, when he was Minister for Transport, to Coolangatta to meet the people and the Council for the purpose of discussing this matter. On every occasion we were informed that the railway line would never be shifted as the work would be too costly. The present Minister has met the local authorities, representatives of the Progress Association and the Chamber of Commerce, and I understand that in the near future something is to be done about altering the alignment of that line, thus giving the people the opportunity to develop their town and make the main street even more attractive than it is at present. I understand the Minister has the full co-operation of his colleague, the Minister for Main Roads, and that it is the Government's intention to move the

line, widen Griffith Street and throw open the land for the building of shops. The townspeople will then be able to go ahead with development and make the town more attractive than it is at present.

I have never been in favour of tearing up the railway line. When a railway service is available to a town, it should not be discarded. It should be retained, because, if the service is lost, it might be very difficult to get it back in the future. The line runs to Tweed Heads, and the people of that town are grateful for the service. With the development we can visualise in the future, this rail service could be extended and connected with Murwillumbah. Coolangatta would then be a very important place in the rail link being used by tourists from North Queensland and from the South. In the not distant future we may have a deep water port at Tweed Heads. That is a further reason for keeping the rail service to Coolangatta.

This town is recognised as one of the outstanding tourist resorts in the southern hemisphere. If the line is extended to Murwillumbah, and Tweed Heads is developed as a deep-water port, Coolangatta will increase greatly in importance, both in the tourist trade and otherwise. I understand the Minister has in mind the introduction of legislation later this session to allow of the realignment of the line. If he introduces that legislation, he will have performed a very worthwhile act in the interest of my area.

I understand that two other hon. members wish to speak on these Estimates, so I shall conclude at this stage by saying that in my opinion the Minister has worked harder than any other Minister of the Government. At all times he has done his utmost towards rehabilitation of the Queensland railways.

Mr. Hanlon: Are they still running that line out onto the street at Southport?

Mr. GAVEN: I do not wish to enter that controversy at present except to say that it was found desirable and has been accepted by 98 per cent. of the people because they know that Southport will be the better for it. If somebody wanted to put a railway line outside the front fence of the land owned by the hon. member, I know he would not like it, but personal considerations have to go by the board when it comes to a question of what is beneficial for the whole area.

In paying my tribute to the Minister I also pay my respects to those who work under his control, the stationmasters, engine-drivers and fettlers on the Queensland railways. They work hard and do a good job. We have to do away with the old archaic coal trains if we are to win passengers back to the railways. The challenge is before us and we should alter our idea to provide a fast clean and good service to the people.

Mr. LOW (Cooroora) (3.22 p.m.): I congratulate the Minister, the Commissioner and his staff on the splendid job they have carried out because there is no doubt as hon. members have said his is one of the most difficult portfolios. To his onerous task the Minister has applied himself well indeed. He has under his jurisdiction the Department of Railways, and the Department of Transport and their ramifications are extensive. From a perusal of the salaries set out in the Estimates I should say that the Minister is underpaid. The Commissioner for Railways receives a salary of £4,674, the secretary to the Commissioner £3,754, and the Minister himself £3,702. Although he does not receive the same remuneration as those gentlemen our thanks go to him for a job well done. He has made a splendid effort in the savings he has been able to effect for the department. He has endeavoured to obtain as much business as he can for the railways because every £1 lost by them means £1 less for the provision of schools and other amenities.

During the term of office of the Government we have experienced a remarkable period of industrial peace. There has been no real industrial upset. As a matter of fact, most railway employees go to work in motor-cars, something which indicates an improved standard of prosperity, a feature of which we can be proud. I know that many railway workers associated with carpentering and painting gangs working on the near North Coast travel to work by car on Monday and return home on Friday afternoon.

Whilst curtailing my speech to enable the Minister to make brief reply to some of the points raised during the debate I want to refer to the visit of Her Royal Highness Princess Alexandra. The section of line used by her during her visit was between Gympie and Nambour. Her train passed right through my electorate. My wife and I had the privilege and pleasure of extending a welcome to her at Nambour. That part of her journey was the only one in Queensland on which she travelled by train, and the Minister can take full credit for the arrangements that were made. Thanks to the assistance of the Commissioner and Mr. Dinsmore, who was appointed by the department to make the necessary arrangements, everything went off very well. The Princess told me at the civic reception in Station Square, Nambour, that the trip from Gympie to Nambour had been exciting, wonderful, and very comfortable. She said also that she was very pleased to have had the opportunity of travelling on the Queensland railways during her visit to this State. I am sure that the Minister will be very pleased to hear that.

Realising that the Railway Department played an important part in the visit of Her Royal Highness, I had some photographs taken of her arrival at Nambour. The stationmaster there, Mr. Ryan, who is a

brother-in-law of the hon. member for Burdekin, and his wife did everything possible to make that part of the Princess's journey enjoyable, while the local authority, the citizens, the fruit-growers, and other primary producer organisations joined with the department in decorating the Nambour railway station for her arrival. I have here a photograph showing the decorations, which the Premier described to me in a letter as outstanding.

I have also a photograph of one of the new diesel engines drawing the Royal train into the platform at Nambour, while a third photograph shows Her Royal Highness being helped off the train by the conductor. I hand those photographs to the Minister with my compliments for inclusion in the department's records.

I wish now to deal with passenger transport on the railways. Although the Minister has done a remarkably good job in bringing new carriages into use, we on the North Coast between Brisbane and Gympie are looking forward to improved passenger transport facilities. I am sure that they would return to the railways much of the business that they have lost to other forms of transport. Most of the carriages on that section are at least 50 years old and the lighting is very bad and, although there has been considerable track improvement in recent years, the timetables have not been speeded up to any degree. When new rail motors become available, I suggest that consideration be given to the Brisbane-Gympie section. No rail motor is used on the section from Brisbane to Yandina, and the old one on the Yandina-Gympie section can be referred to only as a rattle-trap or a "tin hare." There is room for improvement in the passenger facilities of the rail service between Brisbane and Gympie. When that improvement comes about railway revenues will increase.

I suggest to the Minister that he consider issuing daily return tickets at concessional rates. In the past, return tickets have been available but the fare has been calculated at the single rate both ways. The concession would attract a good deal of business, too.

I have many other comments to make, but, as the Minister wishes to reply fully to all the speeches that have been made, I will conclude with a plea. Everyone knows that the pineapple industry is going through an extremely bad time. For many reasons we are producing more pineapples than we know what to do with. When I was associated with the railway department some 14 years ago we had a scheme whereby the grower could send fruit to the consumer in any part of the State for 1s. a case. Towards the end of the Labour Government's term the scheme was abandoned and freight was charged at the ordinary "A" class rate with a minimum. Recently the Railway Department announced that it would take fruit from point to point, at, I think, 4s. a case. I have studied the concessions listed in the

tables and I agree with every one of them. The railways should have the right to issue special rates because of road or shipping competition, or to secure traffic or to assist industry. It is under the last heading that I make a special appeal to the Minister. To assist the industry I ask him to allow the department to transport fruit—pineapples in particular—from grower to consumer in any part of the State for 1s. a case.

Mr. Power: Do you suggest that that should apply to all fruit?

Mr. LOW: I say, give it a trial with the pineapple industry, which is going through a difficult period, and, if it works, there is no more deserving industry than the fruit and vegetable industry.

Mr. Power: Apples and oranges are 8s. a dozen in town today.

Mr. LOW: Fruit is vital to health. The success of the milk scheme for school children has been remarkable. It is costing £500,000 a year to provide milk for those children. If we can provide fruit for the people it will greatly improve their health, too.

Finally, the costing system of the Railway Department is wrong. Remembering all the people, the organisations and the various other Government departments that lean on the railways for assistance in transport, I suggest that if the Railway Department were paid for all the services rendered it would be far better off financially. Therefore, the railways are doing a much better job than the figures show. In the circumstances I congratulate the Minister, the Commissioner and his staff on a job well done.

Hon. G. W. W. CHALK (Lockyer—Minister for Transport) (3.35 p.m.): In closing the debate let me say that I sincerely appreciate the thoughts expressed by all hon. members. It is true that some have voiced appreciation of the efforts of the Commissioner, his staff and myself on the administrative side of the Railway Department. On the other hand, a certain amount of criticism has been tendered by other hon. members. But I am always willing to listen to constructive criticism. After all, it is only by an expression of opinion by all hon. members, irrespective of their political outlook, that we can hope to administer the affairs of any department in the interests of the majority of the people. I think I can say that taken as a whole the Government or the department have been called upon to answer for very little on this occasion. Most of the matters brought forward referred to a particular district, a particular hon. member, or a problem that has been handed down over the years that cannot possibly be overcome in a short time. It will be admitted by most that in the last 12 months the department has done a reasonably good job. Changes have taken place. Changes

in many instances, have been brought about by conditions over which no Government have any control, some of them because of difficulties associated with certain provisions of the Commonwealth Constitution. Such difficulties cannot be overcome in a matter of weeks, or even months. The department must do more than bask in any sunshine that might be in evidence now. We have a job to do. Because we have a job to do it is essential from the ministerial point of view, from the general administrative point of view, and from the point of view of every employee, to ensure that this great department continues to give full-time employment to present permanent employees and others who may join the department in the future, and that the service to the community will give the people a feeling of confidence and satisfaction in the department.

The hon. member for Carpentaria dealt at length with Mt. Isa Mines and the contribution made by the industry firstly to the revenue of the department and secondly to the growth and development of that portion of the State. However, he was taken to task by the hon. member for Mackay who asked whether the hon. member for Carpentaria was speaking in the interests of Mt. Isa workers or was he concerned only about Mt. Isa Mines Ltd. I believe this: that the contribution made by the hon. member for Carpentaria was not made with the object of bolstering up Mt. Isa mines or advocating the cause of the employees of Mt. Isa Mines, but was purely for the purpose of advocating the development of that part of the State which is so important to Queensland. The hon. member referred to the statement prepared by the Leader of the Opposition when he was Minister for Transport in 1957. I think that document was a fair approach to the whole issue.

Mr. Power: That is the time he opposed the three weeks' annual leave.

Mr. CHALK: That is the point I am leading up to. It was a document prepared for a specific purpose. The introductory remarks set out the implications from the financial point of view to the Railway Department if the three weeks' annual leave was granted. The hon. gentleman dealt with the concessional freights that are available not only to Mt. Isa Mines but to other industries within this State. I believe that the hon. member for Carpentaria had every justification for bringing the matter before this Chamber because although I do not know the outlook of the Leader of the Opposition at the present time, that document appears to me to give a very fair approach to the whole issue.

The hon. member for Mackay is now advocating a considerable increase in freights as far as Mt. Isa is concerned. Let us look at the real situation in relation to this matter. In the southern division during the past 12 months, eliminating interest,

the loss was £3,427,453; in the central division there was a profit of £740,830; but in the northern division—and this is very important—there was a profit of £1,428,704. That is a clear indication that by movement by large trains of mass quantities at rates fixed on a fair basis the northern division is making a very considerable contribution to the earnings of the department. We must do all we possibly can to encourage this mighty industry to expand to its utmost. After all if we are to see the development desired by all hon. members then we must do all we can to make certain that Mt. Isa ploughs back into its own industry some of the profits it makes. That is what it is doing today. As a result of the tremendous developmental programme that is taking place it is pouring something like £40,000,000 back into the mines. The State is asked to find something like £29,000,000 for a special railway. Mt. Isa Mines will have to increase the output to provide the extra supply and they are putting back £40,000,000 for machinery for the development of the mine. I believe it is true that the present Leader of the Opposition believed in 1957 that Mt. Isa must be given the concession that applied previously. If you study the balance sheets of the company and the number of employees there is very little difference in the position when that document was prepared compared with today.

Mr. A. J. Smith: Today they are voicing the policy of the Communists.

Mr. CHALK: That is the point I was leading to. Today there is an evergrowing demand at Mt. Isa by certain adverse elements to upset this mighty industry which is doing so much for Queensland. I was astounded at the statements of the hon. member for Mackay who claims to be a conscientious railway man. Queensland needs development, and, if the right lead is given, I think we will see vast changes at Mt. Isa and ultimately the rebuilding of the Townsville-Mt. Isa line, which all hon. members, I think, support for the advancement of North Queensland. I think it will eventually become a reality and will benefit the Railway Department and the State financially.

The hon. member for Mackay spoke of the continuous loss of time at Rockhampton by the northern-bound Sunlander. He pointed to some causes of the delay, but in the short time available to me I asked departmental officers to give me figures for stops at Rockhampton from 12 to 26 October. On only two occasions was the train held beyond the normal 35 minutes, and on each occasion the delay was not brought about by the causes mentioned by the hon. members for Mackay and Keppel. They blamed the delay in unloading, but in fact on those two occasions the train was held for passengers travelling to Rockhampton on the western line. If people from the Central West want to go to the Far North and the train is a little behind schedule, the department has to decide

whether the Sunlander should be held to enable them to catch it. If the train is allowed to proceed, the department would fall down in the general overall service. Although the delay may cause inconvenience to passengers on the Sunlander, the department in holding the train is at least endeavouring to give overall service for the general public.

Mr. Baxter: You are honouring an obligation.

Mr. CHALK: I appreciate the interjection of the hon. member for Norman. The department has an obligation to give service and it is difficult in those circumstances to know just what should be done.

The attack by the hon. member for Mackay on roster clerks was quite unwarranted. If he was a roster clerk I doubt whether his decisions would be any better. Those officers are provided with all the information available at a particular time, and I am sure in 99 per cent. of instances their judgment is sound. No railway employee, whether in the highest or lowest grade, would try to upset the service. Employees at all times try to give the best possible service.

The hon. member for Murrumba referred to the co-ordinated service between Redcliffe or Scarborough and Brisbane. I point out that the 9.20 a.m. bus from Scarborough arrives at Sandgate at 10.5 a.m., the journey taking 45 minutes. The connecting train leaves Sandgate at 10.10 a.m. and arrives at Central at 10.49 a.m., the journey taking 39 minutes. Contrary to the submission of the hon. member, the train trip takes 6 minutes less than the bus trip. At times I agree that the train may be late and inconvenience may be caused. Probably the Railway Department is the butt of criticism that should be spread over the whole co-ordinated service.

The hon. member referred to electrification. The Government are proceeding as fast as possible with quadruplication. I mentioned in the Chamber last week that when we can see we are getting towards the goal of quadruplication it will be the responsibility of the Government in power to decide whether or not electrification will become a reality. We must ensure that the people in the suburbs of Brisbane are catered for and I can see only too well that with the growth of population, the location of many of our bus terminals and the fact that we have several river crossings which are causing congestion within the principal streets of the city, rail transport is the only thing to get us away from many of the bottlenecks. Until the Government are absolutely faced with the responsibility of making a decision we cannot go beyond a certain planning.

I was somewhat amused at the remarks of the hon. member for Ipswich, but we know

him very well. I am inclined to use a racing term in regard to his remarks because he apparently came into this Chamber determined to have a tote ticket. He criticised firstly the 25-mile limit. He and his colleague the hon. member for Bremer, were faced with a demand from Ipswich and other business houses who employ large numbers of men, for an extension of the 15-mile limit. Industry in Ipswich was finding itself unable to compete with industry in Brisbane because of the 15-mile limit which brought Ipswich industry into competition. The hon. member supported the clamour for an extension but today he is prepared to argue on behalf of coal-owners because it suits him. There is a responsibility so far as the coal industry is concerned. We have to remember that there are a number of mines situated within the 25-mile limit and that there is a vast coal area outside the 25-mile limit. If industry is going to grasp at this extension for the purpose of enabling mines within the distance to build up their orders they are going to sound the death knell of the mines outside the limit. The Government and the Coal Board have asked that the coal-mining industry discuss the problem. It is not a question of the Railway Department giving extra freight concessions but one for the industry to decide whether it is prepared to come to some amicable arrangement whereby the whole of the coal industry will benefit. The mining interests on the other side of Ipswich will find themselves outside of the 25-mile limit and consequently the interests situated at Bundamba will be able to get the whole of the coal orders. I do not think that is right and I have asked the industry to look into it. If the hon. member for Ipswich is prepared to have a tote ticket on the question he is falling down in the responsibility entrusted to him as the hon. member for the area. Let him put forward the full case and give all the facts associated with it.

I was amused to hear him say that employees in the Ipswich railway workshops were going round in fear. The Government have done a great deal to assist railwaymen. I have many letters on the files from railwaymen thanking the Government for having removed some of the practices that operated to their disadvantage in days gone by. One in particular came to my mind as the hon. member was speaking. Only recently we installed 25 electric hot-water systems at the Ipswich railway workshops, and we have received letters from the men thanking us for our action. They sought them from the previous Government in vain for years. Yet the hon. member is critical of us!

The hon. member for Ipswich spoke also about what was happening in the sawmilling section of the workshops. It is true that I asked the Chief Mechanical Engineer to give me some figures on the operations of the sawmill. Although I agree that it is a very

important part of the workshops, everything possible must be done to have it operating on an economical basis.

The hon. member spoke also about the Ipswich railway station, and said that the platform had been placed near a certain business undertaking. How small can the hon. member be? The people of Ipswich are very thankful both for the new platform and for our assurance that we will proceed with the new railway station. The platform has been placed so that there will be an entrance to the east side of the city. The new station will be on the west side of the city. Everything possible is being done for the development of the city, not one particular business undertaking as the hon. member would have us believe.

The hon. member for Southport referred to the main street of Coolangatta. For many years there has been some agitation by business interests in Coolangatta for the removal of the railway line so that business houses could be built on both sides of the main street. I visited the area and, after giving the matter due consideration, I am prepared to recommend to my Cabinet colleagues that the present railway line be moved, and that we also continue the service to Tweed Heads. The line will be moved so that the business area of Coolangatta can be extended, and the money received from the sale of the land should be enough to meet the cost of shifting the line. When we get the new rail motors, I hope that we shall be able to run a fast rail-motor service from Brisbane to Coolangatta and thus gain for the department a fair share of the passenger traffic to the South Coast. The people of Coolangatta have been seeking the removal of the line for many years, and it will become a reality in the near future.

I thank the hon. member for Cooroora for the photographs of Princess Alexandra. I am very appreciative of the co-operation that he and the members of his council displayed in making arrangements for her visit. He spoke also about the pineapple industry. I have always had a feeling of sympathy for the plight of the industry, and over a period we have given concessional freights for the railing of single cases to any part of Queensland. However, before it can be regarded as a distressed industry the matter will have to be considered by the Government as a whole and I understand that an approach has been made to the Premier in that direction.

(Time expired).

At 4 p.m.,

The CHAIRMAN: Order! Under the provisions of the Sessional Order agreed to by the House on 16 October, I shall now put the question necessary for the Vote under consideration and the question for the balance remaining unvoted for the Department of Railways.

The questions for the following Votes were put, and agreed to:—

	£
Department of Railways—	
General Establishment . .	2,294,020
Balance of Department, Consolidated Revenue and Loan Fund Account	40,130,980

DEPARTMENT OF LABOUR AND INDUSTRY

CHIEF OFFICE

Hon. K. J. MORRIS (Mt. Coot-tha—Minister for Labour and Industry) (4.1 p.m.): I move—

“That £325,379 be granted for ‘Department of Labour and Industry—Chief Office’.”

I do not intend, at least in the introductory stage, to touch in detail on the matters contained in the departmental reports. The officers of my department have made very great efforts to have the reports prepared early, and I am very proud of the fact that they have got them in as early as possible—earlier, I believe, than the last time I introduced this Vote. I shall probably touch on those matters in reply to comments from hon. members.

I do not intend, either, to mention matters that have been, or that may be in the future, the subject of legislation, because I should be out of order in doing so.

Mr. Walsh: That does not mean you prevent us from discussing shopping hours?

Mr. MORRIS: I will touch on that, too, if the hon. member likes.

I am sure all hon. members realise that within all departments there is, first of all, a chief office and then departments and sub-departments. For the purposes of administration I call the Chief Office a headquarters, because that is what it is. The chief offices of departments and sub-departments receive a special allocation of finance and that is printed in the Estimates. Tables are presented setting out the number of employees in each department, the amount of money asked for and spent in the preceding year and the sum asked for and expected to be used for the present year.

As it is two years since these Estimates were debated, I propose to present a few more figures to show, only very briefly of course, the operations and activities of the department over those two years so that a comparison may be made.

At 1 July, 1957, the Chief Office of the department employed 112 officers. Their tasks then were very different from their tasks today. There is a tremendous amount of administration, of course, in every chief

office, but apart from administration, the main matters dealt with at that time were:—

1. Legislation.
2. Relief payments.
3. Rail passes to indigent persons.
4. Industrial Inspectors of Factories and Shops but not Weights and Measures or Machinery and Scaffolding.

In August, 1957, their administration covered:—

1. Industrial Court.
2. Secondary Industries Division.
3. Police.
4. Police Investment Board.
5. Government Statistician.

In the two years since 1 July, 1957, there has been a tremendous acceleration in the work of the office. A great deal has been added. I shall give the details a little later. In addition to what was the direct responsibility of the Chief Office in 1957 has been added the Traffic Engineers' Department and the Industrial Safety Bureau. As administrative departments under the Chief Office have been added the Queensland Government Tourist Bureau, Weights and Measures, Machinery and Scaffolding and a new department which we call the State Ministry of Labour Advisory Council. Most of these I shall discuss, not at great length, but in a little detail at a later stage. Let me deal briefly with the reasons why these departments have fallen into these categories.

The Traffic Engineer's Department has been added because throughout the world there is a demand for some type of traffic engineering. We are a little fortunate in Queensland in that our traffic problems have not been as great as those experienced in the South and in overseas countries. In particular New South Wales and Victoria have had to face very grave traffic problems. Having seen and learned in other States we were able to tackle the problem here before it became as severe as it was in the South. Later I intend to speak at greater length about the work of the Traffic Engineer's Department.

The Industrial Safety Bureau has been added because we think that safety in industry has made and can and will make a great contribution towards the health and well-being of employees in industry in Queensland. I remember the hon. member for Kedron making reference to this subject in an earlier debate. I shall have a word to say about his comments later on.

For a number of years, of course, industrial inspectors under the Factories and Shops Act have come under the administration of the Department of Labour and Industry. We have now added inspectors of machinery and scaffolding and weights and measures. I think we are being very realistic in bringing them under the Department of Labour and Industry because these inspectors all more or

less fall into the same category, one type of inspector to a considerable extent assisting the other. Again I shall refer to that matter in more detail later.

Having given that broad and quite brief coverage of the responsibilities of the department let me deal in greater detail with some of them. I shall endeavour to shorten my comments as much as possible to give hon. members the opportunity they undoubtedly will want to make their comments. Perhaps later I shall have an opportunity of speaking about the matters they raise.

Employment and unemployment is the first problem I want to discuss. It would not be right to say that this is only a responsibility of the Department of Labour and Industry. It is the responsibility of all Government departments. However, much of the work in relation to employment and unemployment does come within the ambit of the Department of Labour and Industry. As hon. members will remember I caused a film to be shown in the Legislative Council Chamber that dealt with the general subject of productivity. I hope I shall be able to have another one shown this evening. All over the world productivity and its effect on the economic life and prosperity of nations are being studied more and more. It is no good looking at this problem of employment and the related problem of unemployment as a broad picture; it has to be analysed extremely closely, and we have tried to do that in my department. We have tried to analyse it in many different ways. Speaking generally there are figures of unemployment shown in different categories. First of all, there are those who are registered as having applied for employment and those who are drawing unemployed benefits. There will always be some argument and some difference of opinion as to which is the more accurate theory to follow. I say the more accurate figure is the number drawing unemployment benefits.

Mr. Power: I should say the number registered as unemployed would be the correct figure.

Mr. MORRIS: That is where the hon. member is not quite right. I repeat that there was a classification of those drawing unemployment benefit and those who had registered for certain types of employment. The fallacy of taking the latter—those who have registered for other types of employment—is that there are in that group a large number of people who are not happy with the employment they have and want employment in some other sphere.

Mr. Power: You must know that when a person registers and is offered a job and does not take it he is struck off the list.

Mr. MORRIS: I suggest if the hon. member cares to make a speech he will have plenty of opportunity to do so. I do want the hon. member to realise that he is not quite right. There are many people who in

fact are working and who have registered for other employment, therefore the register for employment is not a correct record. I shall give one or two examples. For instance, there are people who are in temporary employment who want to go into the sugar industry and they register for work as cane-cutters. That is perfectly legitimate. On the other hand the figure of those drawing unemployment benefit is the more correct figure to follow. That cannot be denied. It is recognised by most people associated with the subject that the number drawing unemployment benefits is not a correct figure. There are many occasions when the people are drawing unemployment benefits and they are registered for seasonal work, and—I know of some cases myself—where people are drawing unemployment benefits even during the season of their seasonal work and they have earned a greater amount than many of their fellows who were employed all the year around. That is not absolutely accurate but it is a closer one to use as a guide. There is another figure that is extremely important, and that is the number of people employed in the State. I have with me a table of employment in the State as at July, 1957. I have brought the latest figure of total employment in Queensland. I have also taken the same month for the preceding year and for the preceding year again, and for the year before that. I have the figures for the last four years. I have used the month of July because that is the last figure I have for unemployment. These are the figures for July in each of the following years—

Year	Employment
1956	377,900
1957	377,600
1958	379,600
1959	385,600

Hon. members will note the drop in employment from July, 1956, to July, 1957, of 300. Although it has no great bearing on the point, I must point out that that was prior to the Government's taking office. The increase to July, 1958, however, was 2,000 and for the next year to July, 1959, the figures show a tremendous increase in employment of 6,000, a much greater increase than in any of the previous years. In case any hon. member thinks I have selected July, deliberately, in order to show the greatest increase in employment, I point out that the figures for April, May and June show an increase of approximately 6,000 over the figure for employment in the corresponding month of the previous year.

Mr. Hilton: Would they be as accurate as the population figures?

Mr. MORRIS: I would not care to make a comparison. These figures are prepared by the Government Statistician and I am perfectly satisfied that they are accurate. As the hon. member has asked the question, I should say that they are more accurate than population figures, because for employment

there is an opportunity of accurate assessment, whereas for population an estimate must be made. The figure for population is of considerable interest. I was going to say that in my view it has been grossly understated, but perhaps I should say merely that in my opinion it has been understated. I have been lead away from my original theme, and I do not intend to pursue the subject any further.

Mr. Lloyd: Was not the basis for employment figures altered in July, 1958?

Mr. MORRIS: There are slightly different approaches.

Mr. Lloyd: An entirely different approach.

Mr. MORRIS: No fear! The suggestion of the hon. member that the basis is different is wrong.

Mr. Lloyd: The Government Statistician himself says that.

Mr. MORRIS: I have all the time in the world, and I do not intend to talk over the voices of other people. If hon. members opposite want to talk, they can do so. I will wait until they have finished. I do not intend to be diverted from the theme I am developing. My point, and it is inescapable, is that from July, 1956, to July, 1957, there was a decrease in employment, from July, 1957 to July, 1958, a slight increase and from July, 1958, to July, 1959, a very large increase.

Certain hon. members opposite do not like to hear these things. I am not making a party political speech. I am merely giving a broad outline of the activities of my department, but as hon. members have asked for it, I make this statement in respect of them: there are certain hon. members opposite who have a vested interest in unemployment, a vested interest in calamity howling. They hate to have prosperity in the State. Those remarks apply to some hon. members opposite, although others are quite honest in their approach. The ones to whom I refer have a vested interest in unemployment. The greater the amount of unemployment the more they howl about it, but the happier they are. They would rub their hands together in great glee, as it would provide them with an opportunity to tell the people the Government are responsible for it.

I point out that employment is greater now than ever before, and that is the important thing at the moment. It is not the only factor, however, that has to be considered. We have to recognise that Queensland is more at the mercy of seasonal unemployment than any other State. I shall deal with that aspect later because it is important. It is of no use showing the total of so many unemployed if you do not go further. I have in my hand this long list of figures, the purpose of which is to discover the categories within which there is a demand for labour. Unless we know the trades of the people who are seeking employment we cannot intelligently overcome

the problem. The further I go into the study of it the more I realise that in the main those people unemployed are unskilled people, not skilled people. I am not saying that critically; it is a fact that has to be recognised. Where unemployment occurs it is mostly in the unskilled trades and therefore any approach to the problem is to solve the problem of the unskilled. I want to give a dissection from 1 October to 22 October. There was a search made through the local newspapers. This search did not extend to the country, extending only to the metropolitan area because we could quickly get the papers. I am having the same analysis made in respect of the country. For the 22 days to 22 October there were 246 people advertising each day for some employees and the people required fell into 58 different classifications. In the overwhelming percentage, there was a demand for skilled employees. You can see almost every day advertisements in the Press wanting plumbers and a whole host of other tradesmen. There is a real demand for certain classified tradesmen in Queensland, not only for a month, but month after month and indeed for the last two years there has been a shortage of certain tradesmen in Queensland. Unemployment is mostly in the unskilled classifications. That fact teaches us that it is not good for us to attempt too rapidly to increase the demand for skilled tradesmen unless we can look at the problem of the unskilled man first. The Government are seriously looking at the situation and doing a lot to overcome it and as the months go by we will do more and more. Getting back to the unskilled, there are two essentials—either we must find employment suitable to the unskilled or convert unskilled work to skilled work. During 1944 and 1945 and possibly two or three years before, there were tremendous opportunities of remunerative employment for young lads leaving school. Lads leaving school at 15 and 16 years of age were able to earn fantastic wages. In those first two or three years, as I said quite frequently in this Chamber, the problem of the dead-end kids arose. It was a real problem then, although I am afraid it was not altogether recognised as such by the parents of those children. I am not blaming the Government of the day, because I regard it as something that gets back to the home. If the parents of those children during the period from 1942 to 1945 had turned their backs on these well-paid but futureless jobs, I do not think we should today be facing the very great problem of the unskilled worker. However, it is there and something must be done about it.

I have had long discussions on this problem with my colleague, the Minister for Education, who recognises it as one that must be tackled from various angles. In the first place we must try to get some temporary relief, but he is looking with very great interest to the possibility of converting our present unskilled labour to skilled labour. I remind hon. members that many men who

came out of the armed forces after World War II. were sent to rehabilitation centres and taught trades. If that could be done then, we should be able to do it today. I admit that it will cost a good deal of money, but it is a problem that we shall have to face so that we can give people who are unskilled today an opportunity of being skilled in the years that lie ahead.

We are moving more and more into the field of the technician and away from the unskilled. Unless the parents of today recognise that there is comparatively little hope for the dead-end kid in the future and that they have the very great responsibility of seeing that they do not put any more unskilled people onto the labour market, the problem will remain with us. That is why my colleagues and I on the Cabinet are trying to reduce expenditure in our own departments so that every possible penny can be poured into the Education Department. It is also one reason why there is so much concentration on the building of secondary schools. It is recognised by all that we must avoid putting onto the labour market any more unskilled workers than we can possibly help. If we address ourselves to the problem so that the men of the future are taught a trade or a profession, in the long run we will assuredly overcome the problem of unemployment.

Mr. Walsh: Security of employment for the breadwinner is essential in the first place.

Mr. MORRIS: That is so self-evident that there is no need to make a point of it. Security of employment for the breadwinner is assured if he is a trained man.

Mr. Davies: Aren't you worried about the unskilled labourer?

Mr. MORRIS: If hon. members opposite are so afraid of their own voices that they will not speak up, I cannot be bothered answering them.

Mr. Houston: What essential steps have you taken on the Education Act?

Mr. MORRIS: With your permission, Mr. Taylor, I shall depart from my own Estimates to answer the hon. member's interjection. What exceptional steps are we taking? Today we are spending infinitely more on secondary education than has ever been spent in the State before. There is a greater concentration on secondary education by the Minister today than we have ever seen in the State before. There will be plenty of opportunity to debate that when the Estimates of the Department of Education come before the Committee.

Mr. Houston: It is the unskilled I am worrying about, not secondary education. What are you doing for the unskilled?

Mr. MORRIS: I see that it is necessary for me to repeat myself. I thought hon. members opposite would have the intelligence

to assimilate what I said in the first place. The Minister for Education is devoting a great deal of thought and study to possible methods of reintroducing rehabilitation or special training courses for adults to convert the unskilled into the skilled. It is one of those problems that cannot be solved merely by waving a wand; it calls for deep and careful study. I am happy to say that it is in the hands of a man who is extremely capable of exercising the necessary judgment.

Mr. Davies: Did not you say last election that you would soon have more jobs than men to fill them?

Mr. MORRIS: I said a lot of things at the last election. (Laughter). I said that we would bring to Queensland a prosperity it had not seen before. If the hon. member listens, by the time I finish he will have it abundantly proved. Again I see I have to repeat myself. There has been a greater increase in employment in the last 12 months than we have ever seen in Queensland before—ever! That includes the days when the State was under the control of hon. members opposite. There are none so blind as those who will not see.

A.L.P. Members interjected.

The CHAIRMAN: Order!

Mr. MORRIS: I have already spoken about the problem. I have indicated some of the steps envisaged to overcome it. Now I want to go into it in very much greater detail; I am sure the Committee will be very interested.

First of all, we are giving special consideration to the acceleration of financial assistance to industry outside Brisbane. As has been said, there has been more industry in the metropolitan area than elsewhere. It is generally known that in the term of our predecessors guarantees were given to industry for many years.

Mr. Power: You are only continuing the Labour Government's policy in that direction.

Mr. MORRIS: It was an excellent policy. The only trouble about it was that it did not go far enough. We are greatly accelerating the work. That is shown in the reports. Today there are more cases being considered for financial help to establish industries in areas outside Brisbane than there are cases in Brisbane. That could never have been said before. That is one step.

Another step we are taking is the development of what we call the State Ministry of Labour Advisory Council, an organisation that should now be known to all in the Chamber. This advisory council comprises representatives of unions, representatives of employers' organisations, joined and assisted by the Government. In the last two years we have developed the framework of this organisation, firstly in Brisbane. To begin with we had some knockbacks. We had difficulty in getting the machinery operating.

But slowly and surely it is becoming more and more valuable to the economic life of Brisbane. Not wanting to stop at Brisbane we have developed the advisory council in various country centres—at Cairns, Townsville and Mackay.

Mr. Thackeray: What about Rockhampton?

Mr. MORRIS: We have not yet formed a committee at Rockhampton. We are capable of doing it, but we cannot overcome all the problems in a few months. We are steadily and surely moving throughout the length and breadth of Queensland on this problem. Let us look to see where there is any precedent. A similar organisation has been built up in the Federal sphere. Admittedly it has had its ups and downs. For a long time it was a very great success but then a group of unions for a while—I was going to say that they lost interest, but I do not think that is the right description. They seemed to withdraw their support at least. That is a very great pity but it does not deter us from proceeding. And we have proceeded with the development of the idea very successfully. The Federal sphere is not the only place we can go for a precedent. The principle of the Ministry of Labour Advisory Council in Great Britain has been tremendously effective. Only three or four months ago Dame Florence Hancock, one of the greatest trade union leaders in Great Britain in the last decade, paid us a visit. She has been very closely associated with the work of the Ministry of Labour Advisory Council or its counterpart in Great Britain. All leading unionists in Great Britain say that the counterpart of our young organisation has been one of the most fantastically successful organisations ever established. It has done a great deal to bring employer and employee together. To me that is a fundamental requirement. The idea of employer and employee feeling that they live in different worlds with different interests is altogether wrong. Anything done to try to create different classes of people is detrimental to the country. The more we recognise that employer and employee have identical interests in an industry the better we shall be. That is a fundamental principle of the working of the State Ministry of Labour Advisory Council. I repeat that we are becoming more and more successful in the work of this organisation. I shall say more about it later. At the moment I am detailing specific steps that have been taken to combat the problem of unemployment. We are examining every possibility to discover chances for new industries in country areas and then encouraging them. Again we have been quite successful and I shall elaborate later.

We are following up the work of advisory councils in country areas. Meetings have been held in Cairns, Townsville and Mackay. With one or two exceptions we have had great help from the unions, as much help as we have had from the employers. Many very good suggestions have been made for the

development of industry and the combating of unemployment in country areas. Hon. members are entitled to know the procedure. The suggestions made at these advisory councils come to my office where they are dissected and passed out to the various departments. Every one of my colleagues has caused considerable work to be carried out in examining the ideas put forward by these committees. They are then channelled to the Co-ordinator-General of Public Works, who has done much work in regard to them. A little later on I shall refer to this very important work we are doing in relation to the problem of unemployment.

There is a further subject that is becoming recognised today more than ever in the State of Queensland, and that is the development of the tourist industry. I know that some of our friends on the Opposition are inclined to scoff at the work done in the tourist industry. It is apparently forgotten that the tourist industry keeps thousands of people in work in this State. If by some mischance the tourist industry were withdrawn from Queensland many thousands of people who are now engaged in lucrative work would be out of employment. That is the fifth point I mentioned. I shall elaborate on each of them later on.

Mr. Jesson: How long will you be?

Mr. MORRIS: I would have thought hon. members opposite would be interested to hear the methods adopted to overcome unemployment, but apparently they are not. The next point is the cases prepared and presented through the Premier to the Commonwealth Government. It may be said that we do not meet with success in every case that we put before the Commonwealth Government. It is obvious that we do not, but at least we are moving along very satisfactorily in certain directions. The Minister for Development, Mines, and Main Roads has prepared several cases for Commonwealth assistance for projects that come under his department. Not only will this help to develop the State but it will also provide more and more employment for our young people. My colleague the Minister for Railways, whose Estimates were just dealt with, is busily engaged in his own sphere on development, which is the result of this Government's positive attitude in regard to deciding to go ahead with the Mt. Isa line development on their own if they could not get money elsewhere. All these things I have mentioned which apply to my department have increased the work of the department. The expenditure of this department is now in round figures between 20 and 25 per cent. more than it was two years ago because of the additional work of many sub-departments. I have given the number of officers employed two years ago. In the interim the number has increased by only 10 from 112 to 122.

Mr. Power: One of whom was the secretary of the Liberal Party.

Mr. MORRIS: I know I would be out of order if I said that was a lie, so I say it is not true.

Mr. Power: Hirst was the secretary of the Liberal Party.

Mr. MORRIS: That is typical of the snide tactics of some hon. members opposite. The person to whom the hon. member refers was a permanent officer of the State Service for many years. I certainly employed him not as my secretary but as my secretary in Parliament House because hon. members opposite would not give me any clerical assistance. I had to employ somebody. I engaged him and found him to be a very efficient officer. He was a member of the Public Service for many years, yet the hon. member tries to knock him.

Mr. Power: I did not knock him. I appointed him Deputy Migration Officer.

Mr. MORRIS: Then the hon. member should have a little more self-respect.

Mr. Power: How many rises have you given him since you appointed him?

Mr. MORRIS: The hon. member first mentioned that subject.

Two years ago the staff of Chief Office was 112, compared with 122 at 30 June, 1959, but bearing in mind the two additional activities I mentioned, the Safety Bureau and the Traffic Engineers Section, the increase in officers of the Chief Office in those two years amounted to only four, from 112 to 116, yet those officers are doing infinitely more than they were called on to do in the past. I could not pay greater tribute than I do to all officers of the Department of Labour and Industry for the way in which they have performed their tasks bearing in mind the tremendous acceleration in activity of the department. There is no officer from the Under Secretary to the most junior clerk who is not well and truly worthy of a place in any organisation. I pay tribute to all officers for the way in which they are performing their work.

A further officer has been appointed in the department, Assistant Under Secretary, and I should like to refer briefly to some of his work. Mr. Muhl was appointed Assistant Under Secretary of the department. During 1958, following approaches by the Commonwealth Government, it was agreed that Mr. Muhl should be the representative of the State Government in the Australian delegation to the I.L.O. Conference at Geneva. The Government took advantage of his overseas visit and arranged for him to visit the United Kingdom, Canada and the United States of America for the purpose of getting knowledge and experience as to the manner in which occupational safety was being tackled in those countries, which, as hon. members know, are highly industrialised, and also to observe Government activity in

industry and joint consultative employer-employee relationships which operate overseas. I mentioned that subject a short time ago. Subsequently, Mr. Muhl was called on to deliver a paper at the National Industrial Safety Convention in Canberra. His overseas trip has been of tremendous value to the Department because it led to a recognition of the growing need, among other things, for industrial safety practices in industry.

Mr. Jesson: Why are there more accidents of a minor nature and more compensation paid than ever before?

Mr. MORRIS: I shall deal with it in a few moments if the hon. member will be patient.

Having mentioned the broad coverage of the department I want to deal with some of its activities in detail and I speak now of our industrial inspectors who operate under the Factories and Shops Act. They have been industrial inspectors for many years, and I have been interested in their work and I have watched their work. They are doing a good job in fostering a very good spirit of safety and co-operation in the industrial organisations of Queensland. They have done much in recovering wages for employees who have been underpaid probably, very often, because of misunderstanding of an award or for other reasons. Occasionally we have been required to prosecute people for not keeping time and wages books, or for some other reason, such as under-paying employees. Never has a prosecution been recommended to me which has not been pursued. When we lodge prosecutions against employers, they frequently pay the money that is owing. We have recovered tens of thousands of pounds for employees in industry as a result of the work of industrial inspectors, who have carried on their job with tact and friendly assistance.

I should like to give figures in relation to relief assistance. I am about to make a comparison of two years because I think the position is interesting. For the 12 months ended 30 June, 1957, a total of £114,320 was paid for the relief of people in various circumstances in Queensland. It was charitable work and the Government did a good job; we have continued and are increasing it. For the year ended 30 June, 1958, £122,113 was paid and for the year ended 30 June, 1959, £126,643.

Mr. Graham: Is that indicative of more poverty in Queensland?

Mr. MORRIS: No. The hon. member is again wrong. It indicates that there is now a more sympathetic Government than before. I shall illustrate that.

Mr. Duggan: Are there any aspects of the administration of your department of which you are critical?

Mr. MORRIS: To be frank, no. I am happy with it. I think the department is

extraordinarily efficient. I do not think it would be possible to have more efficient officers in any department.

Dealing further with relief assistance I should like to tell the Committee that my colleague, the hon. member for Merthyr, has been interested in this section of our work, and as a result of quite a lot of information he has given me we have prepared a case for presentation to the Commonwealth Government in relation to certain relief payments. Although we are helping we are not helping as much as we would like to, as we have not the finance. Because taxation and social-service payments are demanded by the Commonwealth Government, this is a responsibility they should assume. While I do not want to consume too much time in detailing the whole facts of the case, at least we have pointed out to the Federal Government that this is a field in which their responsibilities lie.

Another section of our work is the issue of rail passes to pensioners.

Mr. Jesson interjected.

The CHAIRMAN: Order! The hon. member's continual interruptions are becoming tiresome. I should like him to refrain, because it is disorderly behaviour.

Mr. MORRIS: The subject of rail passes is quite interesting. As is generally known, pensioners are able to get free rail passes once a year.

Mr. Power: That is a continuation of Labour's policy.

Mr. MORRIS: Exactly. The hon. member's Government did at least some good. All bad people do some good things.

In the year ended 30 June, 1957, 10,215 passes were issued at a cost of £30,684.

Mr. Power: Merely a book entry.

Mr. MORRIS: I am giving the relative figures, and here is the reply to the allegation of the hon. member for Mackay that there is more poverty in Queensland now than before. These passes are not issued because the recipients are poverty-stricken; they are issued to pensioners. We have increased the issue from 10,215 to 13,962. That shows an acceleration of the assistance given.

Mr. Power: What was the increase in the number of pensioners during that period?

Mr. MORRIS: Let the hon. member for Barooka tell me. Let him do a bit of work for himself. I cannot feed him all the time.

The figures I have quoted indicate that in addition to doing everything possible to accelerate the development of the State, the department is increasing its efforts to help the people.

I pass now to the next matter, the Industrial Safety Bureau.

Mr. Graham: Why don't you tell us more about the number of people who have applied for relief?

Mr. MORRIS: Later on.

I move on now to industrial safety. There has been some criticism on this matter from hon. members opposite, particularly the hon. member for Kedron. If I may paraphrase what he said, it was to the effect that if I claimed credit for the reduction in the number of accidents during the year ended 30 June, 1958, I should accept the blame for the increase in the year ended June, 1959. I honestly believe that the work being done by the Industrial Safety Bureau of my department is tremendously valuable and has probably saved many lives and prevented many injuries. It certainly cannot be held responsible for any increase in the number of accidents. Rather strangely, there has been an increase in the number of industrial accidents in most other parts of the world. I have here a dissection of industrial accidents in Canada, the United States of America, and many other places, showing an increase in the year ended 30 June, 1959. But now I come to a very important point. Would the hon. member for Kedron, and other people who criticise the fact that the number of accidents this year has increased, suggest that we should stop our industrial safety work?

Mr. Lloyd: No, of course not.

Mr. MORRIS: All right. My next question is: why is it that when his colleagues were in Government they did not initiate something like this? It was simply because they could not care less. It fell to our lot to introduce the system and I am very proud of it. I believe the future industrial accident rate in Queensland will be infinitely lower thanks to the work being done by the bureau. I assure the Leader of the Opposition that no department is functioning badly. All are doing excellent work and that is just another example of it.

I move on to discuss the Traffic Engineer's Department, of which there has been some criticism. It seems almost to be the vogue these days to criticise the work of the Traffic Engineer's Department. In many other large cities such a department has been set up. We have seen the need of it for a long time and one of the first steps was to set up a Traffic Commission comprising the Co-ordinator-General of Public Works, the Town Clerk of the City of Brisbane, the Commissioner of Main Roads, and the Commissioner of Police, and we have a Traffic Engineer, and a Traffic Engineer's Department. They have done a great deal of work in Brisbane and elsewhere. Officers of the Department have been invited to many towns throughout the State to give advice on traffic problems. We have complied with every request as willingly as possible. For instance, when trouble occurred on the Forgan Bridge in

Mackay the Traffic Engineer was called in to assist and he immediately reduced the difficulties.

Some time ago we introduced into Brisbane the system of one-way streets, which has worked more successfully than many dismal people thought it would. It has been an unqualified success. It follows a pattern instituted throughout the world. As it worked so successfully with north- and south-bound traffic, it was considered desirable to go a step further and apply it to east- and west-bound traffic in the heart of Brisbane. The procedure was simply this: the Traffic Engineer decided—not on guesswork but by a careful study of statistics, the basis of all this sort of work—that a development of the idea would be desirable. He sought the opinion of officers of the Brisbane City Council. He took their suggestions and made alterations where he thought it necessary. About the middle of September his report came to me and I passed it on to the Traffic Commission, as I have done with all other such reports. They considered it but made no decision as the Town Clerk wanted time to consider it. Good luck to him. I do not blame him for that. But the plan has not been decided on and at no stage has it been decided on, yet a great deal of nonsense has appeared in the Press about something having been decided without consultation with some other organisation. All I am interested in is showing how this criticism of the Traffic Engineer is completely unjustified. I resent the fact that a capable officer who is working with the greatest of enthusiasm should be unjustly and unfairly attacked. Should the matter come up again in the debate I shall have more to say about it.

I shall briefly mention the bridge at Virginia. I remind the Committee that some very wild and stupid statements were made by an alderman of the City Council. If he is correctly reported, Alderman Rudd said that a constable of the Police Traffic Department had made a decision on re-routing traffic. That is utterly stupid. No constable made a decision. The constable helped in the considering of the problem but the problem went from the constable to a sergeant, from the sergeant to a traffic superintendent and so through the proper channels. Alderman Rudd told the council meeting that the council was being completely ignored and its wishes flouted by a Government authority. He said that the Council Works Committee the previous morning had a letter before it about this matter. Let me give the Committee the details because it is a matter of interest. Again I do not want there to be any misrepresentation, the truth should be expressed in all cases. On 23 September a letter was sent from the Railway Department to the police and the City Council asking for something to be done about the bridge at Virginia. It followed its normal course. It was referred first of all by Mr. Foord, the general manager of the South-Eastern Division, on 23 September to both organisations.

When it came to the Police Department it was detailed to a constable who consulted with the maintenance engineer in the Railway Department, Mr. Warneke. He said that he thought the bridge should not be closed only at night-time, thus holding up the work for weeks and weeks, probably months. He recommended to his superiors that if it were done a different way the job could be finished in three weeks. Bad traffic problems must be solved quickly. That was the action taken in this instance. Officers of the Police Department referred the whole matter to Mr. Dann of the Transport Department of the City Council and then to Mr. Lonergan and Mr. Carseldine of the City Council. The decision was one that was finally made by three authorities, the Railway Department, the Police Department and the City Council. It took a month to decide to go ahead on a recommendation and yet we read all these stupid and extravagant statements in the Press.

Mr. Power: Do you say that City Council officers agreed to this proposal?

Mr. MORRIS: Yes, of course I do. If the hon. member or anyone else wants to see the file it is here.

Mr. Power: I am not doubting it; I only wanted to know what you said.

Mr. MORRIS: The only reason I am not quoting the file fully is that I do not want to take up any more time.

I do not want to be fighting with any authority. I hate to criticise any authority. I realise that many hon. members opposite are rubbing their hands with glee and saying, "By jove, we will cut this out and use it at election time." They probably will, but I cannot help it. I cannot allow the situation to continue when anybody, whether he is my political friend or enemy, unfairly criticises officers of my department. I know that the Leader of the Opposition is gloating about it. I will not permit an officer of my department to be unfairly criticised without giving the full story. I do not care who knows it.

Mr. Power: I agree with you.

Mr. MORRIS: You only agree with me because you think you can make some political capital out of it.

We are extremely fortunate in having a traffic engineer in Queensland of such high calibre. I seem to be taking more time than I intended and I shall only touch briefly on the question of the Industrial Court. In years gone by there has been criticism of the Industrial Court because of an alleged lag in the hearings. Whether that is so or not will not be the subject of my remarks. All I want to say is that today there is no lag in the Industrial Court. I should say that the work of the Industrial Court is as up to date as possible from any practical point of view. I do not think that can be denied.

The work it is doing is very effective. That brings in the contentious question of trading hours. I do say that a lot of silly nonsense has been talked by one section of the Press on this matter. Right from the outset all I have tried to do as far as shopping hours are concerned was to bring all the parties together so that they may agree on what is desirable for all the people in the metropolitan area to which it applies. Some problems have been accentuated by incorrect Press reporting, but I am happy to say that I had the parties together again in conference today.

Mr. Walsh: Are you going to throw the blame onto the reporters now?

Mr. MORRIS: I will tell the hon. member the story in a minute. I had the parties together today and we discussed this problem at a fairly great length. At the conclusion of the first meeting before lunch we decided to meet again at half-past 2. We did so and three suggestions were made by various representatives at the conference as possible compromise solutions. Whether they will be finally accepted is something for the future. We have arranged a further meeting for today fortnight. All the parties will come back and say whether they agree or do not agree with the suggestions made. If there is mutual agreement, then there will be, I think, an application to the Industrial Court for the registration of the consent agreement in exactly the same way as there was in the case of petrol trading hours. I must say we have not yet come to the final solution, but I am very confident and hopeful, because of the co-operation of employers and employees alike at the conference today, that we will arrive at a solution satisfactory to all. On this side we do not believe in interference with the Industrial Court. We think it is a very efficient instrument, and so long as it has the legal power to do the job we want it to do it. And we believe it has the legal power to do it.

There is much I should like to say in regard to secondary industries, which is a subject that one could talk on at great length. I shall not deal with it very fully because time is passing. Hon. members may recall that I announced some time ago the names of quite a number of new industries—some 60—and that I started to read the names of those industries to the Chamber. There were so many interruptions that I did not continue with my statement. But in the three months since 1 July of this year—my previous announcement covered the period to 1 July—a further 25 major industries have either started operations or are in the process of purchasing land and erecting their own buildings. I shall not mention at the moment some of the names on this list, but I stress that in the last three months another 25 major industries have started in Queensland.

Government Members: Hear, hear!

Mr. MORRIS: Industrial development is really in gear, and the fact that 25 new industries have started since 1 July last is complete and final proof of the beneficial results that have flowed from the new political climate in this State.

Mr. Davies: Could the Minister give us some details as to the largest of those undertakings and where they are situated?

Mr. MORRIS: I shall give those details later.

The next department with which I shall deal briefly, in view of the time I have already taken, is the Police Department. There is no department in the State administration which is as frequently and unfairly attacked as the Police Department. Police work is very difficult, but in Queensland we have an extremely efficient force. Whenever an organisation has 2,500 or more officers, a black sheep is occasionally found among the good ones. There is no department of which I am more proud to be the ministerial head than the Police Department. It has done tremendously good work for Queensland. Some of its problems are indeed difficult, drunken driving and traffic problems being among the worst. If the department is too severe, we get the accusation that Queensland is becoming a police State. If it is not severe enough we get road deaths with alarming frequency. We lose probably one life a day through road deaths in Queensland. I become alarmed when I think that half or three-quarters of those lives should not be lost. We are trying in every possible way to create awareness of the danger of the motor car if it is not handled correctly. The Police Department is playing its part with firmness and consideration for all members of the public. There has been a stepping up of this work in recent months. One hon. member opposite said he would refer in detail to it during this debate. I shall be interested to hear his comments, and to learn whether he wants us to be more lenient and allow more people to be killed, or more severe and earn the reputation of moving to a police State.

Mr. Mann: You are earning that now.

Mr. MORRIS: There are considerable differences of opinion in that respect, but I point out to the hon. member that in my view the different approach to road deaths and road accidents and the more detailed examination of this problem in the metropolitan area has brought about a reduction, in the 12 months to 30 June of this year, in deaths in the metropolitan area from 120 to 90. On the other hand the figures for the rest of Queensland are bad. The number increased from 222 to 243 in the same period.

Mr. Jesson: Narrow roads have a lot to do with it.

Mr. MORRIS: There are many factors associated with it and some time later I shall deal with it in more detail. I remind hon. members that in that period there has been an increase of 18,590 vehicles and, the more vehicles we get the more trouble we get. We are moving well towards discovering where these problems are most severe and we shall gradually reduce the death rate on Queensland roads.

Mr. P. R. Smith: Is that a net increase of 18,500?

Mr. MORRIS: 18,590—from 365,199 to 383,789. The interjection reminds me of something. The hon. member for Windsor has drawn my attention to the danger of the unregistered vehicle. It is something we are conscious of; the problem is a great one. If an unregistered vehicle is responsible for an accident to a person, because of the absence of third party insurance rarely does the victim of such an accident get justice. We have done much investigation on the matter but I should say that there are many hundreds of unregistered vehicles on the road. The position has been examined to see whether a different procedure can be adopted to remove the unregistered vehicle from the road. I am grateful to the hon. member for bringing the matter to my attention. We are doing a great deal of work and hope to provide a solution.

I listened to a forum on television some three or four weeks ago between Dr. Hansman, of New South Wales, and other people. I was impressed with it and I have arranged for a public forum to be held in Brisbane on Monday, 16 November. I arranged it for that date as there is now visiting Australia a Dr. Norman, who is associated with road safety problems in Great Britain. He will be in Brisbane on 16 November and I have therefore arranged for it to take place in All Saints Hall. I have invited Dr. Norman to participate in the discussion and I have invited Dr. Hansman and a legal man from Queensland whose name I will not mention at the moment until I know whether he can attend, and a senior police officer. Nothing but good can come from that discussion. From it we will probably discover better methods to cope with the problem of road deaths.

An A.L.P. Member: Will it be on T.V.?

Mr. MORRIS: I am afraid not.

I have already told the Committee that the tourist trade is an important industry and employs many thousands of people in Queensland. Hon. members will see from the annual report of the bureau that the income earned up to 30 June last was £76,000 or £86,000 more than for the previous year. The increased revenue shows that many more people visited Queensland last year, compared with previous years. But I am extremely happy to be able to say that not only did last year's business represent a tremendous increase over that of the previous

year, but, because of the department's increased efficiency and wider activities, the figures for the first three months of this year are greater by some £60,000 than those for the same period of last year. That is nothing short of fantastic. No State in Australia—and probably no other part of the world—offers such wonderful opportunity for the development of the tourist industry as does Queensland. When we hear that this year Americans will be spending some 2,000,000,000 dollars in overseas travel, we feel that we must do everything possible to attract more of them to our shores. The extension of the tourist industry in Queensland offers almost fantastic opportunities.

I should have liked to comment on many other points, but I shall leave them till later on.

Mr. DUGGAN (North Toowoomba—Leader of the Opposition) (5.27 p.m.): We have listened for approximately 90 minutes to the Minister outlining the activities of his department. I often think when I listen to him and read of his activities that he is somewhat of a split personality; he is not quite certain whether he is Minister for Labour and Industry or public relations officer to the Minister for Labour and Industry. He certainly reveals tremendous enthusiasm, for which I commend him. I think he might be more properly named the "Minister for Optimistic Causes."

I might as well say the nice things about the Minister now and the harsher ones later on. I want to thank the Minister for his courteous reception of all representations made to him, either orally or in writing. He does not keep one waiting very long for a reply. These remarks, of course, apply also to his officers. He has always been extremely courteous to me and I commend him publicly for that. He is always both courteous and prompt in his decisions.

Unfortunately, unlike the Minister, I cannot deal with all the ramifications of his department in the time allotted to me. I therefore propose to deal with two or three aspects of his department that I regard as very important. Before engaging in criticism of the department, I should like to make one or two observations about some of the reports that have been furnished. I refer, first of all, to the report of the Director of Secondary Industries, which I read with a great deal of interest. I shall return to my criticism of it later on.

Reference is made in the report to the development of the Hamilton Lands area, a project that was undertaken some years ago by a Labour Government, who were conscious of the need to reserve large areas of land for industrial development purposes. Because of the existence of enough land with the necessary facilities, we will not have the same difficulty in concentrating industry in the Hamilton area as was experienced at Fishermen's Bend, in Melbourne. Of course,

there has been a gradual encroachment on the area by various industries, which is indeed gratifying.

Time prevents me from dealing with this matter as fully as I should like, but I ask the Minister whether adequate provision is being made for a road system to serve the area. Anyone who has been to Fishermen's Bend knows that the road system there will take six or eight streams of traffic. At the present time, the road alignments in the Hamilton area seem to be inadequate for the future needs of Brisbane's industrial development. Something should be done before a great deal of money is spent on new buildings. On the right-hand side, travelling out-bound from the city, one sees a number of war-time buildings of wooden construction, and this might be an appropriate time to resume a large area of land for road purposes. I am a great believer in the early physical acquisition of buildings and land when resumption is contemplated or is likely to be contemplated. If that is not possible the next course to adopt is to have a re-alignment of the area and to prevent new buildings being built on the old alignment. I hope that that will be taken care of.

Similarly, a great deal of development is taking place in the Rocklea area and out towards Oxley on the way to Ipswich. In the course of time that will be another great industrial area, extending towards Inala. With the acquisition of land at Wacol, that seems to be another potential site of industrial development. I hope the matter will be kept in mind by the authorities.

One of the great impediments to the free flow of traffic today is the development of slow-moving heavy traffic in industrial areas, restricted because the vehicles have to channel themselves into one or two lanes of traffic. I hope that, too, will be studied. When I was Minister, in the face of a good deal of criticism from some people we resumed for the Ipswich by-pass enough land to take six or eight lanes of traffic in due course. We were able to purchase the land very cheaply and I think somebody in the future might at least admit that we had a real appreciation of the needs of development in the State.

Another important matter dealt with in the report, to which the Minister drew my particular attention, was the proposal to establish a nitrogenous fertiliser plant in Central Queensland. With Mt. Morgan's pyrites, there is justification for very close and sympathetic examination of the provision of funds for the purpose. Admittedly, £7,000,000 to produce 100,000 tons of sulphate of ammonia presupposes a very big programme, but, when we think in terms of the balance of trade with overseas and the internal benefits that must accrue to the economy of Queensland from the development of such a project, not only through the capital expenditure of £7,000,000 or more but also through the consumption of coal and such other materials as may be used to generate power, together

with the fact that the sugar farmers of North Queensland will in due course reap the benefit of the fertiliser, we can only hope that the plans mentioned in passing by the Director of Secondary Industries will be developed further. The last I knew of it officially was that there was a combination of very important industrial elements in Australia trying to form a consortium to find the money for the purpose. I hope that the Government will give every possible sympathetic consideration to the project.

Having dealt with those two or three matters contained in the report, which I should have liked to deal with in far greater detail because it is much more pleasing to treat the constructive side than perhaps to engage in the field of political disputation, I turn to criticism. My main criticism of the Minister is that, in his zeal and enthusiasm, he is inclined at times to use figures and to paint word pictures that are not a real factual presentation of the situation as we know it. We have heard from him—and I have quoted extracts from his policy speech and other addresses he has given from time to time—about the great vista of development in Queensland. I have been anxious to see concrete plans laid and some evidence produced in support of it, with a definite consolidation and extension of employment. When the Minister finds that the figures available officially are not to his liking, he has to engage in all sorts of political dexterity to try to extricate himself from his difficulties. He says that a solution to the unskilled labour problem must be found, that, before we can start developing industry at the rate we should like, we have to deal with the problem of the unskilled. He spoke of a scarcity of labour in Queensland. In last Saturday's issue of "The Sydney Morning Herald," which I saw in the Parliamentary Library, the Positions Vacant columns occupied 17 pages of close type, and those pages are much bigger than the pages of "The Courier-Mail." There we have some indication of the shortage of skilled labour in New South Wales. In last Saturday's issue of "The Courier-Mail" we find four pages of similar advertisements, much larger advertisements than those appearing in the "Sydney Morning Herald." Taking into account the difference in population in the two States, in the Labour State of New South Wales, where we were told so much unemployment would be created by the introduction of three weeks' annual leave that there would be a drift by the people to Queensland, one Sydney paper alone contains 17 pages of very closely printed advertisements for positions vacant as against four in the Brisbane paper. That proportion is borne out by the report presented to Parliament by the Chief Inspector of Factories and Shops. I want to deal with this matter because every time we try to pin the Minister down to official figures, like Franquin or some other magician he is able to bring forth other figures from various sources. On occasions he quotes State

figures, on other occasions he quotes Commonwealth figures. Whenever there is any difficulty in effecting a reconciliation between figures he points out that there are some reasons why our figures are different from his. It is interesting to speculate that whenever we quote Commonwealth unemployment figures we are charged with not being fair or that in some way we are reflecting on the integrity of Commonwealth officers who have compiled the figures. The Premier, the Minister for Labour and Industry and other Government spokesmen have said from time to time that we are reflecting on the integrity of the Commonwealth Statistician, yet when they want to get money from the Commonwealth Government under the formula and it is found that the population increase in Queensland is less than in other States, the Premier says that he has cause to question the accuracy and source of the population figures furnished by the Commonwealth. Let us, therefore, not get involved in the quarrel about State and Commonwealth figures but confine ourselves to the very report the Minister tabled some time ago. A study of tables 4 and 5 on pages 18 and 19 of the report of the Chief Inspector of Factories and Shops reveals that since the Government assumed office in 1957 the number of registered factories in the Brisbane district has increased by 289, and the number of employees by 2,745. Dalby factories have increased by 6, and employees by 69. Ipswich factories have decreased by 4, but the number of employees has increased by 84. Redbank factories have decreased by 3, but employees have increased by 103. Toowoomba factories have increased by 72, employees by 235. Townsville factories have decreased by 24 but employees have increased by 25.

Let us look at the other side of the picture to see what the record shows to justify the Government's claim that they are all for decentralisation, for the encouragement and establishment of provincial secondary industries. One of the claims the Government made and which was responsible in some measure for their return at the last elections was their alleged desire to foster industries in centres outside Brisbane. Again at page 18 the report shows what has happened in some of the big provincial centres since the Government came to office in 1957. Here is the picture—

Centre	No. of Factories	No. of Employees
Bundaberg ..	28 fewer	384 fewer
Cairns ..	2 fewer	155 fewer
Charters Towers ..	12 fewer	35 fewer
Gympie ..	11 fewer	6 fewer
Innisfail ..	12 fewer	160 fewer
Mackay ..	5 fewer	181 fewer
Maryborough ..	2 fewer	292 fewer
Mt. Morgan ..	2 fewer	6 fewer
Rockhampton ..	26 fewer	103 fewer
Warwick ..	14 more	47 fewer

In the Government's two years of office factory employment in ten of the major country centres of Queensland has fallen by 1,369. Yet we find the Government talking

of the tremendous impetus given by the Government, and how their policy was responsible for development in the provincial centres. These figures are taken from the report of the Chief Inspector of Factories and Shops and tabled by the Minister himself. Let us proceed to the report of the Director of Secondary Industries. I compliment that officer on his great skill in playing round with words to serve the requirements of his Minister. The report abounds with such terms as "negotiations," various proposals," "numbers of inquiries," etc., etc., and apologetically affirms that "a decision to establish a major industry is not hastily arrived at," and so on.

I quote the following from the report—

"From the great number of inquiries received during the year it is felt that the expansion of industry in Queensland will continue at a fast rate in the near future."

All of which sounds rather weak in view of the pre-election statements of the responsible Minister, Deputy Premier Morris, that millions of pounds for industrial development would flow into Queensland within months of the Liberal-Country Government taking office. It was not a question of years, but within months the millions would flow in. The report is an apology for the Government because of their inability to do so.

A study of the report of the Director of Secondary Industries for the Year ended June, 1958, show that the number of establishments in Brisbane increased by 35, but the increase in male employees was only 45, while female employees decreased by 321. In the country, establishments decreased by nine, male employees by 774, and female employees by 103. The overall decline in employment in Brisbane and the country was 1,153, the country decline being more than three times as great as in Brisbane.

The table on page 13 of the Report also discloses that, except for 1951-52 when employment fell by 57, there had been progressive increases since the end of the war. The employment figure was 66,530 in 1945-1946 and had risen by 1956-1957, during Labour's administration, to 103,866. The first year of the present Government's administration saw an immediate decline, the greatest since the end of the war. I should like to quote other figures, but I have not the time. The report went on to say that for the nine months ended March, 1959, Queensland provided 21 per cent. of Australia's exports, and ended the period with a substantial surplus on overseas trade, compared with a deficiency for Australia as a whole. This is splendid, but that favourable position was due to primary industry, notably meat, the export of which has now fallen off. In fact, the primary observations in the report show an unexpected preoccupation with primary industry, and its contribution to the economy, rather than secondary industry, with which the report is concerned.

Factory employment is a reliable index to the industrial development which has taken place over the Government's term.

Figures issued by the Deputy Commonwealth Statistician on 9 October, 1959, show there has been a decrease in factory workers. In the last month before the present Government took over—July, 1957—there were 99,900 employees in Queensland factories. In June, 1959, there were 99,700—200 fewer than when the Government took office. Despite the Minister's claim that 25 new factories are to start in Brisbane, and his further claim about the injection of new capital, we find the number of people employed in factories is fewer than was the case before. Those are the latest figures available, and they show that after two years of this Government's administration there were 200 fewer employees in Queensland factories than when they took office.

I shall now pass on to another aspect of the administration, the Tourist Bureau. In this direction the Minister has given full play to his imagination and use of words. Whatever other criticism I may make, I hope that I will not have occasion to retract any statement I make about the hon. gentleman's enthusiasm and capacity to paint a word picture. When the Minister is displaced—and I do not think that time is far distant—we will sympathetically consider his employment, if he elects to consider this position as one of the people who run around the State trying to sell Queensland.

Let us see whether my charges are well founded.

According to a report in "The Courier-Mail" of 25 September, the Deputy Premier, when opening the Australian Travel Convention at Surfers Paradise said—

"There is no reason why the tourist industry should not grow to supersede Queensland's primary industry.

"He also said there had been an increase of up to 33½ per cent. in the Queensland tourist industry in the past year."

Those are both very imposing statements. On the one hand the Minister said that the great agricultural and pastoral industries in Queensland will be eclipsed in due course by the tourist industry. That statement is obviously most extravagant, a statement that I should not expect from a responsible Minister, because an analysis of statistics shows that the income of primary industries in Queensland is of the order of £300,000,000 a year, whereas the Tourist Bureau over-the-counter receipts last year were less than £1,500,000.

Mr. Morris: You are not suggesting that that is the income from the tourist trade?

Mr. DUGGAN: No, but just as we have a large number of tourists coming to Queensland I think the Minister will concede that there is an equal number of tourists from Queensland who go to other places and spend their money there. People resident in

Queensland earn their money here, but frequently take their annual holidays in the South and spend their money in southern States. In the case of the Ipswich workshops we run a special train to take those employees South at Christmas-time. The same thing applies to people employed in other places in Queensland.

It is rather noteworthy that on this occasion a column of figures which appeared in the Tourist Bureau receipts for more than 10 years does not appear in the current report. Why? Because the great increase the Minister spoke about at Surfers Paradise is not reflected in the figures. They do not prove the great improvement of which he boasts frequently. Obviously it was found expedient to delete these figures, which made a real mockery of the claims of the Minister that Queensland has become a paradise for tourists under the Nicklin-Morris Government.

From the Bureau's own reports we find that the over-the-counter business for the year ended June 1959 was half what it was five years ago. In the four years preceding this Government's term, the over-the-counter business registered the following increases in receipts—

Year	Increase £
1953-1954	141,686
1954-1955	91,358
1955-1956	106,869
1956-1957	94,407
1957-1958	32,675
1958-1959	77,642

Hon. members will note that in the year 1957-1958, the first year of the Minister's period in administration the increase of £32,675 was the lowest increase for thirteen years. The increase of £77,642, in 1958-1959 while an improvement, was still nearly £20,000 down on the increase registered in the year before the Government came to office. So much for this expenditure of money, for the distribution of expensive pamphlets and for all the ballyhoo we hear from the Minister.

It is very obvious that the Director of the Bureau is conscious of the drift, as we find the following apologetic note early in the report—

"While increased business is an indication of the Tourist Bureau's success and an objective to be kept constantly in view, it is not the only criterion. Rather should the Bureau's effectiveness be judged in relation to the growth of the tourist industry in Queensland and its economic value to the State. It is not possible to assess with accuracy the amount of new money tourists bring into Queensland."

That is another way of saying, "We know we're not doing nearly so well as we ought, though we think the tourist industry is doing all right, but, unfortunately, we can not give you any figures to prove it."

I am not against the Minister in his desire to promote tourist activities and secondary industries. We are with him in that regard, as we believe in development, but he should not try for purely political purposes to score on the Opposition on this matter, when an examination of the reports of his own officers do not substantiate the very strong claims made in this direction.

We want to get behind any Government or administration that can bring more industry and more employment to Queensland. We shall do all we can to promote and expound and publicise our tourist facilities. We have no quarrel at all with the Minister in that respect, but I emphasise that I object very strongly to a member of a responsible political party in the State trying to confuse the people by making claims of spectacular developments and so on when an examination of the figures show that such is not the case. There was an increase last year but it represents only the normal increase that is to be expected in every department. The same thing applies to the Tourist Bureaus in the other States of the Commonwealth. I have in my hand the Bureau of Statistics Bulletin No. 216 from which hon. members will see similar increases in the total volume of employment in the respective States. It is only the normal natural development one would expect taking into account the normal increase in population.

Time prevents me from dealing with important aspects of the Police Department, the Traffic Engineer's Department, and business hours, but my colleagues will deal with those matters. I hope that the Minister will accept our criticism in the spirit in which it is intended. Where warranted we give praise but I think that the Minister in his misguided enthusiasm has been painting the wrong picture of the development which he claims has taken place since he assumed ministerial control.

Mr. LLOYD (Kedron) (5.51 p.m.): I thought that hon. members of the Government would have come to the support of the Minister and endeavoured to establish some of the figures he gave us. It is rather remarkable to think that we have had to listen, on several occasions during this session, to extravagant claims made by the Minister in relation to employment levels, industrial development and other things, all of which we have wanted to see and were hopeful of seeing and which we thought would come about following the performances of former Labour Governments. We do not find in the statistical matter furnished by Commonwealth sources any substantiation of the claims made by the Minister. What we have been given is the usual Morris statistical review. Whilst the Minister was introducing his Estimates I interjected, and he went on to say that the basis for the compilation of the figures showing the total number of employees in Australia and of each State had not altered during the past 12 months. I want to tell the Committee that up until July 1958

the figures were compiled on the basis of the Bureau of Census Return, which was a review made by the Bureau on factories, Government departments, the Defence Forces, and other establishments selected by the Bureau. It was on those selected sources that the figures were compiled, but from July 1958 there was an alteration in the basis of compiling the figures. From that date the basis became the pay-roll tax return which constitutes the most complete form of return which can be received by the Statistician. The acceleration in the numbers of wage and salary employees is only what it should be. For Queensland, all we can go on are the figures given to us by the Minister's own officers and which were quoted by the Leader of the Opposition a few moments ago.

A Government Member: Don't you believe them?

Mr. LLOYD: I want to quote briefly the full figures of industrial development in Queensland as given to hon. members by the Director of Secondary Industries in his report. They are—

Period	Increase in number of industrial establishments
1946-1947	422
1947-1948	275
1948-1949	441
1949-1950	411
1950-1951	282
1951-1952	142
1952-1953	150
1953-1954	131
1954-1955	85
1955-1956	94
1956-1957	159

Compare these figures with those disclosed in the first year of this Government; the number decreased by nine.

I accept as correct the figures that have been given to us by the Director of Secondary Industries. Knowing him as I have for many years, I regard him as completely honest. I also accept the Minister's assurance that he is a very capable officer.

The Director's figures are the only ones upon which we can base a case. When the Minister in his enthusiasm makes extravagant claims, we must see that the people are given the true facts. It is all very well for the Minister, in his spate of enthusiasm, to get up in the Chamber and try to mislead the people, but we want to see positive action instead of this never-ending talk about what the Government intend to do. We do not criticise the formation of committees. They have been set up for many years, by Labour Governments too. As a matter of fact, the first Labour Advisory Council was formed by a Labour Government in 1936. However, we do not intend to let the Government rest on their laurels and transfer their responsibilities to any committee. The people of Queensland, particularly those who have suffered through unemployment, want positive action from the Government.

The Minister gave us a brief outline of the possible outcome of automation and spoke of the need for scientific and technological education. It has become more than a matter of setting up committees. Immediate action should be taken by the Government either to stimulate the economy by placing additional money in circulation, or to afford greater assistance in the establishment of secondary industry. The figures that I have quoted are proof of the assistance given to secondary industry since 1946 by Labour Governments. Year after year we saw a steady increase in the number of industrial establishments in Queensland. From 1947 to 1957, an average of 200 new establishments was formed each year in this State. We cannot afford to be complacent when the figures indicate either a reduction or a stalemate in development, and where employment in factories is decreasing. I hope the Minister does not think we are trying to knock him about too much but I think I should invoke the biblical quotation—"Be not over zealous, be not over righteous, lest thou destroy thyself." That might very well apply to some of his actions in recent months.

In addition to noting the decrease in the numbers of employees in large industrial undertakings, we should try to understand the conditions that have brought it about. I have already quoted figures presented by Mr. Young, the Director of Secondary Industries, relating to the heat, light and power establishment of Queensland, which give a reasonably good cross-section of industrial establishment in the State. Other figures clearly presented by my leader show that there has not been a maintenance of the level of employment in large industrial factories throughout the State in the past two years. There has certainly not been the same increase as was experienced in Queensland and throughout Australia generally from 1946 to 1956. The reason lies in the increased productivity to which the Minister referred. I think he should have been more constructive in his approach than to make extravagant claims and to adopt a political approach. The problems of increased productivity are regarded seriously by members of the Australian Labour Party and indeed by all those in the Labour movement throughout the trade unions. Some positive approach must be made to the problem. Over past years we have witnessed a tremendous reduction in the number of employees in the coal-mining industry and other large mining industries.

Mr. Windsor interjected.

Mr. LLOYD: For the information of the hon. member for Fortitude Valley I shall quote some further figures that are very pertinent to the argument. In 1957 the average number of employees throughout the year at Mt. Isa was 3,519 and the average monthly production throughout the year amounted to £20,000,000. In 1959 the

average number of employees was only 3,076 whereas the average monthly production was £25.7 million. That is a salutary indication of the very serious impact that the tremendous growth of mechanisation is having on the level of employment.

It is not confined to secondary industry. It has been said before and it is worth repeating. Indeed it is an argument that the Minister himself should have used. It applies equally to primary industry throughout Australia. In many primary industries mechanisation has been a great boon, particularly dairying and wheat-growing, in which there have never been many people employed. Recently we endeavoured to put a constructive argument before hon. members in relation to the sugar industry, but we were accused of trying to break the International Sugar Agreement. In his reply the Minister for Development, Mines, and Main Roads altogether ignored the ramifications of the industry and its effect on the social and economic life of all the people of the State.

Mr. Wordsworth: What was your constructive suggestion?

Mr. LLOYD: That the Government should take some positive action. The establishment of advisory councils might be all very well; they might be able to achieve some good but what are they doing of immediate value and relief to prevent the shifting of population from one town to another? Hon. members occupying the back benches on the Government side must realise as well as we do that the development of mechanisation in the sugar industry is having a serious effect on population movement within towns engaged in the sugar industry. We ask the Government to take positive action. It is idle for them to say that nothing can be done about it. From 1951 to 1956 conditions in the sugar industry were stable; the State's production of sugar could be absorbed. But in 1957, 1958, and 1959, mechanisation has had a pronounced effect on conditions in the industry.

Mr. Roberts interjected.

Mr. LLOYD: I know that there are many arguments that can be put forward. Some positive action apart from the establishment of advisory councils in Cairns, Townsville and other places, is needed. Advisory councils can do some good but we do not want a shifting of the responsibility from the Government to advisory councils. We have seen the growth of the C.S.R. Co. over the years. That Government-created monopoly has continually grown wealthy because it has absorbed and marketed all of the State's sugar production. But the manufacture of the various by-products of sugar, caneite for example, has been transferred to the other States. The other day the hon. member for Cairns gave hon. members information about the level of imports. He pointed out how so many interstate imports are manufactured completely from Queensland primary products.

Mr. Pizzey: They were when your Government were in power.

Mr. LLOYD: We never had to face up to the same set of circumstances that the Government face now. Something will have to be done in the interests of the industry and the people themselves. Surely the Minister could approach the C.S.R. Co. and say, "You have secured the greatest possible profit from the production of sugar in Queensland. It is your responsibility and obligation to the people of this State who are producing the sugar to establish some of your industries in Queensland instead of going outside the borders of this State to establish refineries for the production of oil and all the other things which could provide employment for those who will be displaced from employment in the sugar industry in the sugar towns of Queensland." Let us endeavour to analyse what is required for industries secondary to the State's primary industries. Let us endeavour to have them established as far as we possibly can in the towns which have become prosperous from the sugar industry. There is one way in which we can make a substantial effort to settle a stabilised community in prosperous country towns. Unless something is done immediately to prevent it, in a few years' time the Government will be faced with a shifting of the population. Already we can see a deterioration in the prosperity of many small businesses in some sugar areas. The internal economy of these areas could be stimulated by encouraging the growth of new industries there. I believe—and I have said it before in this Chamber—that an examination should be made of the importation of goods from other States to enable us to analyse what industries can be settled here. The Minister has accepted another of my suggestions. The Director of Secondary Industries in his report said that a special adviser had been appointed to analyse the movement of exports and imports from and to Queensland to enable the Government to decide what industries should be encouraged to settle down. That is a good move on the part of the director; and if the Minister had anything to do with it I give him credit too.

Mr. Madsen: You encouraged the importation of products produced by cheap labour.

Mr. LLOYD: All I am endeavouring to do is to give the Government some information in relation to the present circumstances. Whether the Government are prepared to continue their present attitude or take positive action remains to be seen. There is no sign of any positive action. There is nothing in the speech of the Minister, only an endeavour to make cheap political capital out of something. We do not think that we should be subjected to a political diatribe on the introduction to an important debate. We are entitled to a reply. Some of the things that have been done are of benefit and we are prepared to admit that but other things have been to a disadvantage and we condemn them. The Minister has stated that he was

attacked by the newspapers. Maybe he was and rightly so in regard to many matters. The matter of the productivity of industry is a particularly important one. With an annual increase in productivity of 2.5 per cent. production will be doubled in America and in Australia with an increase in productivity of 1.3 per cent. it is possible that production will double in 50 years. We are only on the fringe of automation and mechanisation. It is within the realms of possibility that with the improvement in machinery we will accelerate to a greater extent than any other country. All these things affect employment. We have something definite to offer to the people. If there is insufficient work to keep all the people employed it is in the interests of those in the industry to endeavour to distribute employment amongst the greatest number, and there should be a shorter working week. Are the Government prepared to face up to this problem when they are confronted with it? The Government have nothing to offer as any positive cure of the many problems with which industry is confronted.

I should like to take this opportunity of congratulating the members of the departments and thanking them for the courteous treatment I have received from them during the past few years. The Minister himself has given credit for the working of the Relief Assistance Department. I agree that that policy has not been changed in the year or two the Government have been in office. That is to their credit. We instituted many forms of relief that have been given to people over the years, and it is to the credit of the Government that they have continued them.

We should give full credit to the officers of the Police Department for their efficiency and courtesy. It was suspected by many people—and it is still suspected—that the Minister, in an endeavour to increase revenue, has tried to force through a policy of prosecution of motorists. In view of the heavy accident toll, we agree with strict enforcement of the law, but the Minister in my view has given insufficient attention to a major cause of accidents, the inefficient driver. Greater care should be taken in the issue of authorities to operate. I was at the Roma Street Police Station several months ago. A very old person, verging on 80 to 85 years and virtually a cripple, was in the process of obtaining a licence to operate a vehicle. Such people and incompetent drivers are entitled to the comfort and convenience of motor vehicles, but they should be permitted to drive only in certain areas. We cannot expect them to handle a vehicle efficiently in heavy traffic or on a crowded highway. Their reaction is slow in an emergency, and accidents happen. The inefficient driver who is incapable of understanding traffic laws or whose health is such that his reactions are slow is the main

cause of traffic accidents. A complete analysis of all accidents in my opinion would reveal that that is so.

(Time expired.)

Hon. W. POWER (Baroona) (7.32 p.m.): The Minister made a great play about the additional duties placed on him by the administration of the Department of Machinery and Scaffolding and the setting up of other sub-departments. I administered the Department of Machinery and Scaffolding for many years. The department administers itself, and requires very little supervision from the ministerial head. The Minister's approval must be obtained before prosecutions are undertaken but I should not think that the increase in the Minister's work would be great because this department was placed under his control.

He dealt with the number of persons now employed in the State. He religiously refrained from giving any figure for those unemployed during the last 12 months. He tried to camouflage the issue by stating that there were two categories, those registered for employment and those receiving sustenance. The Minister must know very well that no person can register for employment if he is employed. He asserted that the correct figure was the one covering those who received sustenance. That is not so, because, after a person registers for employment he has to wait three weeks before he can receive sustenance. The Minister may succeed in pulling the leg of some people but he certainly cannot pull mine.

Mr. Morris: You pull your own leg.

Mr. POWER: He cannot pull the wool over my eyes.

We remember the statement of the hon. member for Mt. Gravatt that many people are happy to earn big money from seasonal work and then draw sustenance, just as we remember the statement of the hon. member for Kurilpa that the workers are receiving more than sufficient to meet their ordinary requirements. Those are the statements of members of a Government that occupy the Treasury benches only as a result of a political accident. The Minister has not taken into consideration the number of children who leave school each year, thus adding to the work force, and those who migrate to Australia. It is of no use the Minister trying to paint a rosy picture because the picture is by no means rosy. There are many unemployed in Queensland today and the problem is causing many headaches to the Commissioner of Police. Some of our younger generation when without work often get into mischief and many find themselves enclosed within prison walls. In my time as Attorney-General I made many inquiries from prisoners. I asked many how they turned to crime and invariably the answer was because they were unemployed. The Commonwealth Government have a responsibility to this Government and should be making more money

available for the Government to carry out an essential works programme in Queensland. The Commonwealth Government take more by way of taxation from the people of Queensland than they hand back to the State. Some of the money taken by way of taxation is later handed back to the State and the taxpayers have to pay interest on it. The Commonwealth Government, I repeat, have a responsibility. Action must be taken to see that no employable person in Queensland is on the unemployed market. I saw too much of unemployment in the days of the last depression. I know how a family feels when the breadwinner is unemployed and when there is not sufficient money to meet the cost of living and buy food, boots and clothing for the children. Whilst the Minister says he has plans to do this and that we want more than plans, we want action. He said in the policy speech of his party that if they were elected as the Government there would be more jobs offering than workers to fill them. Is not the position just the reverse? He endeavoured to bolster up a case by saying that over 22 days there was an average of 246 people advertising for skilled employees and that such people required fell into 58 different categories. The greatest demand, it is true, is for skilled workers, but the unskilled worker has to live.

The Minister made a statement to the effect that the Government were doing something in regard to guarantees to assist industries to become established in this State. Anyone would think that this was an innovation on the part of the Government. It is not an innovation, it is only a continuance of Labour's policy. I can assure the Minister that during the time of the former Government every application for assistance was closely examined. Guarantees were given based on information furnished to the Government by their officers.

The Minister dealt with industrial inspectors who are doing an important job today as they did in the time of the previous Government. As a matter of fact they were introduced by a Labour Government. Why? Because certain people were prepared to work men, women and children in industry and underpay them. Industrial inspectors were also appointed under the Workers Accommodation Act. We were thus able to prevent many people from being exploited. Inspectors last year collected arrears of wages amounting to £149,107. That represents a decrease of £4,709 over the amount collected for the year ended 30 June, 1958. When referring to the work of the inspectors, the Minister said that many of these short payments were the result of mistakes. Nobody can tell me that a man who conducts an efficient industry with the use of an up-to-date costing system and a knowledge of industrial awards can make under-payments to his employees through a mistake. In many cases the short-payments are deliberate. I admit that the great majority of employers

today realise the necessity of observing award rates—some of them pay more—but it is strange that no prosecutions for award breaches are being conducted by the department. Where there are deliberate breaches, prosecutions should follow. I have noticed none at all during the last 12 months.

The Minister spoke about relief payments, and said that the amount had increased from £114,320 to £126,643. But it only goes to show that many more people are receiving relief now because of unemployment. The system was introduced by a Labour Government to give relief to people who got into financial difficulties and were in danger of eviction from their homes and for other reasons. The position is obviously worse now than it was in the days of a Labour Government.

The Minister spoke also about pensioners' passes. That is not something that was introduced by his Government. It is merely a continuation of Labour's policy. He said that more passes were issued this year than ever before, but that is only because the number of pensioners has increased.

The Minister referred also to the appointment of Mr. Muhl as Assistant Under Secretary. Mr. Muhl is an excellent officer and so is Mr. Hoare and the other officers in the department. They are all very capable men. Mr. Muhl held a responsible position in the Chief Secretary's Office before being appointed to the position of Assistant Under Secretary in the Department of Labour and Industry. However, I should not be surprised if, when the time comes, somebody is appointed over his head to the job of Under Secretary. I have had some experience of victimisation by anti-Labour Governments, as I was the victim of one in 1931.

Mr. Morris interjected.

Mr. POWER: The Minister is well known as a person who would victimise anyone to achieve his own ends. However, I do not propose to waste any more time on him. He is too insignificant. I propose now to deal with bigger men than he.

I have no complaint to make about the Police Department, but I offer the Minister some practical suggestions for an improvement in the traffic flow in Brisbane. More traffic police are required in the suburban areas, particularly during the morning and afternoon traffic peaks. I have some experience of the position in my own district. We have the traffic bottleneck at the Normanby. I know efforts have been made to overcome the difficulty. Police are stationed there in peak hours, for which I commend the Commissioner and his officers.

Coronation Drive is becoming a veritable death-trap. At one spot the traffic proceeds down Milton Road underneath the railway overbridge at Cribb Street and onto Coronation Drive, with its four traffic lanes. Unless a police officer is stationed there in the morning peak period, and, particularly, the

afternoon peak period, there will be a very serious accident. I do not think it is asking too much to have a police motor-cyclist stationed there at peak periods. I have already made representations. The local police, Sergeant Crawshaw and his two men, excellent officers, are always on the job. Early in the morning they look after the children at Baroona Road and whenever they have an opportunity they slip along to Cribb Street but, with their numerous duties, it is not often that they can get there. I hope the Commissioner will favourably consider my request. If an officer cannot be stationed in Cribb Street in the morning then at least let one be there in the afternoon.

More zebra crossings are necessary. I thank the Minister for his consideration of my representations in the past. I applied to the Traffic Engineer for crossings at Milton Road and Baroona Road and it was done. I was told that "walking legs" signs would be installed when available. I hope it will not be long because it is many months since the zebra crossings were put there.

I suggest that early action be taken to have lights installed on Coronation Drive to protect pedestrians crossing from the river side of the road at various points to the other side where the residences are. Already there has been one serious accident between Cribb Street and Park Road. Outbound traffic, including City Council buses, always pulls up on the left-hand side of the road and there is no protection for passengers who want to cross the road. They should not have to scamper across and dodge the traffic. Lights have been installed elsewhere. I am not complaining about that. There are some at Kedron and, I understand, on the south side. I commend the Minister for it but I ask for lights on Coronation Drive, too, especially between Cribb Street and Park Road and between Park Road and Patrick Lane.

I am concerned about the jungle of traffic signs all over the city. The Brisbane City Council has an ordinance to compel persons who alter their premises to do away with uprights and build cantilever awnings. Everywhere you go in Brisbane you see a pole stuck up with a sign "No parking between so-and-so," "Loading Zone" and all the rest of it. Could not some other method be adopted? Could not a plate be put on the ground to indicate parking places, etc., rather than the erection of so many unsightly poles? Quite a number of the signs on poles have been destroyed by vandals. I cannot agree that it is necessary to restrict parking in parts of Coronation Drive completely. I can see the justification for banning parking during peak periods but I cannot agree that the ban is necessary all day. From Makerston Street to near where the new police buildings are to be erected, and up to Cranley's produce store parking is banned at any time. I cannot agree with the need for it. Parking is permitted in Countess Street at any time even though there are two sets of tram

tracks, but in Petrie Terrace where neither buses nor trams run somebody in the Police Department—I know it was not the Commissioner—got the brainwave that parking should be banned during the day. What a ridiculous attitude to adopt. However, that matter has been adjusted.

Unemployment is a very serious matter. Takeovers seem to be the order of the day; huge profits are being made by various companies; balance sheets are showing steep increases in profits. But meanwhile we have unemployment in our midst. Christianity never ever intended that warehouses should be bulging and that granaries should be full while there were unemployed and people not properly clothed and underfed. Some action must be taken to provide employment for those who are capable of being employed. With automation—I am not opposed to it—the position will become worse. My suggestion to overcome the problem of unemployment is a reduction in working hours. I have made the suggestion before. I see that the Deputy Leader of the Australian Labour Party agrees with me now. Earlier this session I urged for a reduction in working hours because of automation. It must come. Longer recreation leave must be granted to the workers of the State. These are means to relieve unemployment. I hope that they will be considered by those in Government, not only in Queensland but also in the national Parliament of Australia.

I should like information from the Minister about the work to be taken over in the Police Department by civilian clerks. I think it is a very retrograde step. I cannot agree that it is a sound idea. Police officers should be trained in every phase of police duty. At the same time this clerical work affords the Commissioner an opportunity to provide light work for police officers who, perhaps because of minor injury or illness, are unable to do heavy police work. If this practice is to be adopted I hope that officers already given these light duties for any reason will not be displaced or otherwise adversely affected.

Those are the few suggestions I have to make. My time is running out therefore I do not propose to touch on any other subjects. Judging by the gleam in your eye, Mr. Taylor, I would not be able to complete my remarks.

Mr. DEWAR (Chermside) (7.55 p.m.): At the outset I wish to congratulate the Minister for Labour and Industry on the manner in which he has applied himself to his job during his two years of office. It is high time that this State was publicised throughout the world. That has been done since this Government came in office two years ago. We have heard about the potential of this State ad nauseam but we have seen little action by previous Governments to sell this potential. During the debate the Leader of the Opposition and Deputy Leader attempted to decry the efforts of the Government and the Minister to bring the potential of the State before

the people of Australia and the world. The Leader of the Opposition made great play of the fact that in our first year of office there was a decline in the number of factories, as indicated in the report of the Director of Secondary Industries.

Mr. Walsh: A very substantial decline.

Mr. DEWAR: No, not a very big one.

Mr. Graham: You admit it.

Mr. DEWAR: It is there on the back page. Unlike members of the Opposition I am not going to ignore the figures. They are there on page 13 for those who can read and understand. They show a slight decline. I understand that anyone who employs labour is called a factory. It could be that what is shown as a decline represents milk bars.

Mr. Walsh: The system is no different now from when the previous Government were in power.

Mr. DEWAR: Quite so. Figures do not indicate a great deal. I think it is obvious to all who are interested in what is happening on the industrial side, that there has been a positive impetus to secondary industry in this State in the past two or three years. I have been associated with industry.

Mr. Power: You have done very well out of it, too.

Mr. DEWAR: I got only the fruits that my labour entitled me to. It is a curious thing that when anyone who tries to do anything for Queensland in creating industry he is accused by hon. members opposite of battenning on the workers. There is never any thought for the men and women who get a living from the initiative of one who establishes a business. Hon. members opposite have a vested interest in unemployment which accounts for their sneers at the Minister for Labour and Industry and their references to his journeys around the world. The fact of the matter is they do not want industry to come to Queensland.

Mr. Power: Rubbish!

Mr. DEWAR: At least they do not want industry to come to Queensland while we are the Government. They do not want to see new industries in Queensland, as they realise that they have a big enough hurdle now in the winning of the next election. No elector who gave any thought to the position would vote for the motley crew on the Opposition benches. They realise that new industries will make their task at the next election even harder. I say without equivocation that hon. members opposite have a vested interest in unemployment, a vested interest in keeping new industries out of Queensland.

I did not hear the Minister's introduction of his Estimates as I was otherwise detained. I am sorry I could not be present. If he told the story of things we confidently expect

to happen in the very near future, I am sure hon. members would find it well worth listening to.

Mr. Graham: That is all you can say—what you hope will happen.

Mr. DEWAR: The chances of hon. members opposite of winning the next election are about as good as their chances of winning the Golden Casket. They are bereft of any ideas for progress.

The note of confidence in the report of the Secondary Industries Division is apparent. It sets out the names of many big organisations that have become associated with industry in this State. I personally know of the splendid manner in which officers of this division apply themselves to their task. I do not suggest they acted otherwise under the previous Government. I personally approached these officers some little time ago for the purpose of obtaining land where a small industry could be established. Certain land at Rocklea was suggested. I was taken immediately to see the land and the deal was settled within a matter of hours. The officers of this division are certainly on the ball in promoting the establishment of further secondary industries in Queensland. I commend the Minister and the officers on their work in this field.

It ill becomes Opposition members to decry the efforts of the Government to attract industries to Queensland. The workers will assuredly benefit from expansion in industry, but Opposition members are not interested in the working class.

The Leader of the Opposition said that Government members on the hustings talked of decentralisation.

Mr. Graham: Didn't you?

Mr. DEWAR: Of course we did. The Leader of the Opposition then quoted from the report of the Chief Inspector of Factories and Shops that employment in various parts of the State fell by 1,369 employees. He said that proved the Government did not believe in decentralisation. I am often amazed at the fantastic claims of hon. members opposite and the hon. member for Mundingburra that the Government are not interested in decentralisation. What more can the Government do to promote decentralisation? The Government could set up certain industries, but heaven forbid that any government with which I am associated will ever do that. They could undertake local projects and so provide employment. With previous Governments they have undertaken public works to the extent of the finance available to them. The previous Government tried some socialist schemes and fell flat on their faces. Industrial expansion can be provided only by private enterprise.

Mr. Walsh: Name the Socialist schemes.

Mr. DEWAR: Peak Downs, for one. Your Government did not even get a grunt

out of the pigs. And what about the State butchers' shops? A Labour government poured £5,000,000 down the drain. Shame on them! Private enterprise is the only avenue that can bring industry to a State and if private enterprise decides it will not go to Townsville or to Toowoomba there is no power on earth the Government have or are likely to take unto themselves that will force private enterprise to go to such places. Every bit of persuasive power that can be taken has been taken. The programme laid down over the last two years by the Minister will bear fruit. I have every confidence that it will and I sincerely believe that in the not too far distant future we will see a fertiliser works in Queensland.

Mr. Graham: It has been talked about for 20 years.

Mr. DEWAR: The hon. member's Government talked about it for 20 years. We have been talking about it for only five minutes and hon. members opposite are on our backs. For 20 years a Labour Government talked about a fertiliser works at Parkhurst, but did not even raise a smell. They did as good with it as they did with Peak Downs. I have not much time to argue these things with nincompoops.

The CHAIRMAN: Order! I remind the hon. member that he cannot speak of hon. members in those terms.

Mr. DEWAR: I refer to the report of the Police Commissioner and particularly his remarks on page 2 about the Queensland Police-Citizens Youth Welfare Association. He said—

"The Queensland Police-Citizens Youth Welfare Association, with its headquarters at Lang Park and subsidiary centre at Woolloongabba has continued its efforts most successfully during the year in promoting the moral and physical wellbeing of the young people of Brisbane."

I commend the work being done by this organisation amongst the youth of the State. I refer to this subject because during the inquiry that members of the Government were engaged on last year there was shown a definite need for clubs of this kind on Toowoomba, Townsville, and to some extent in Rockhampton. There is anxiety on the part of the citizens of Ipswich to have similar clubs established there.

Mr. Ramsden: Particularly Toowoomba.

Mr. DEWAR: Yes, I suggest to the Minister that he keep this in mind when the time is ripe to widen the sphere of police district youth work in country areas.

On page 10 of his report the Commissioner says—

"There has been a slight increase in juvenile crime during the year under review and I am gravely concerned with this problem.

The young people of today have greater opportunities of education and training than has any previous generation."

During the past week or two much public notice has been directed to the Report of the Committee on Youth Problems tabled in the House. I want to have it recorded in "Hansard," because it is difficult to have it recorded anywhere else, that the Committee examined youth problems, and we hold the opinion that the youth of today is as good as, if not better than, that of 20 or 30 years ago. It seems to be a popular misconception today that all boys are basically bad and that occasionally a good one crops up, whereas the reverse is the case. We believe that all boys are basically good and that occasionally a bad one crops up. As evidence of that, I point out that the number of children of up to 17 years of age in Queensland is approximately 300,000. However, the number of children in that age group who came before the notice of the police last year was 896, of whom 588 were admonished and discharged. That meant that only 300 were punished by the court. So that out of a total of 300,000, only 300, or one in every 1,000, was dealt with in the courts. While it is true, as the Commissioner says, that there has been a slight increase in juvenile crime, the number of children who could be regarded as juvenile delinquents is so small as to be almost insignificant.

We recommended in our report that in order to deal with young larrikins, bodgies, or juvenile delinquents—call them what you will—the work of the special police squad, known as the Anti-Bodgie Squad, should be widened. At that time its activities were confined to the Brisbane police district, and we suggested either that it should be allowed to go into other police districts or that similar squads should be formed in the other districts. We also said in our report that the men in the anti-bodgie squads should possess the greatest human understanding. That is a very important point. It was omitted from the newspaper report, so that I am now anxious to have it recorded in "Hansard." It is not only essential to have specially trained personnel in the squads, but they must be capable of the utmost in human understanding.

Mr. Power: Isn't that the general aim of the Police Department?

Mr. DEWAR: I believe that is fair comment. The Commissioner himself, throughout his career, has proved his belief that every policeman should have a big heart and be capable of a human understanding of all problems. I commend him for that. He is an ideal man for the job of Commissioner, particularly in dealing with young people who tend to stray off the track.

Another matter with which I wish to deal is the policing of the right-of-way rule. Incidentally, the fact that it was not policed

many years ago was the subject of many speeches in this Chamber by me. We have seen many different interpretations placed by police officers on the right-of-way rule. I fear that many of them were greatly at fault. Some people held the opinion that merely because a motorist was on the right of a line of traffic he could, willy-nilly, barge into the line without committing a breach. That seemed to be the general view. He could force the accident through sheer negligence by barging in where he could not expect to get through. It was all right if he got through but, if he hit another car and there was an accident, he was within the law because he was on the right. That seemed to be the attitude adopted not only by the public, particularly by the drivers of big trucks, but also by the police themselves. It caused me a great deal of concern because it was all wrong that a man could cause an accident and be absolved from blame. I was very pleased when His Honour Mr. Justice Philp, in a Full Court judgment a month or so ago, made it perfectly plain that the man on the right was still bound to exercise care. I think the hon. member for Kurilpa had some association with the case. If so, and if speaks on the vote, I will be glad to hear his opinion. His Honour's expression was the first I have read of anyone in authority stating that the man on the right had any obligation whatever. He made it very clear that he had to exercise all care and that he could not cause an accident and escape the penalty of the law.

The hon. member for Baroona spoke about the use of civilian clerks and about traffic lights. I do not agree with him about the use of civilian clerks on much of the work done by the police. It has always been a bone of contention with me that police officers, who are trained for work of a much different character, are forced to sit down behind typewriters and laboriously tap out reports on, in many cases, minor incidents. I have always believed that civilian clerks could relieve them of much of the detailed work. The accountant in a business does not type his own letters, nor does the junior clerk, nor do members of Parliament. They all have female stenographers. Every man doing a job today is to some degree qualified. There are intricacies in every task. You do not find men in industry typing their own letters. It is common sense that the police should have civilian clerical assistance. They are highly trained personnel and if they could be relieved of many of the menial tasks they would be able to devote much more time to their real work.

I draw attention once again to page 29 of the report of the Commissioner of Police, on which is set out a table listing the causes of road accidents. I note with a great deal of horror that, during the year ended 30 June, 1959, 28 people lost their lives and 283 others were seriously injured through drivers of motor-cars being intoxicated. The only cause of road accidents exacting a higher toll was

excessive speed and it would be a fairly safe bet that many drivers indulging in excessive speed had also taken a little alcohol. It is high time we took some steps to bring about a more adequate and rigid control of the amount of alcohol consumed by drivers of motor vehicles. It has long given great concern to everyone in the community.

Mr. HERBERT (Sherwood) (8.20 p.m.): I join with other speakers in congratulating the Minister for Labour and Industry on his handling of a very difficult portfolio over the last 12 months. I wish to make a few comments about what is a relatively small but very important part of his portfolio, the Queensland Government Tourist Bureau.

Now that we have become of age with our first 100 years, one of the most important tasks in the interests of the tourist industry is the preservation of buildings of historical interest in Brisbane and other parts of the State. Other countries have found that buildings of historical interest provide one of the greatest tourist attractions. So far nothing has been done in Brisbane beyond the preservation of the Observatory and one or two buildings of minor interest. I am well aware that in this debate I cannot discuss any projected legislation, but I am sure that the Minister for Labour and Industry realises the tourist attraction to be provided by action under a National Trust Act similar to the one introduced in Great Britain to provide for the preservation of buildings of historical interest. We have buildings in Brisbane which, as the years roll on, will become more and more of an attraction to visitors interstate and from overseas. Unless strong steps are taken administratively we will lose many of these attractions. I know there have been discussions at varying levels but we need legislative action to protect these State assets. As this is a matter of legislation I cannot discuss it as fully as I should like, but I hope in the near future the Minister will give us an opportunity of discussing the desirability of the introduction of a National Trust.

One of the most unusual points about Queenslanders is their attitude towards their own State. Take any dozen people in Queen Street, and nine or ten of them have been to Sydney and/or Melbourne but only one or two would have been further north than Noosa. The hon. member for Whitsunday will tell you that the majority of visitors to the Barrier Reef islands come from outside Queensland. In other words, Queenslanders go south for their holidays rather than north, while people in the southern States know very well that we have the greatest tourist attraction in the north. We do not have to look far to find the reason. The average person in Brisbane, after years of Labour domination of the State, found that the roads north of Brisbane were almost impassable. They got into the habit of going south for their holidays, where they received suitable facilities for holiday-making. The average

Queensland motorist was not game to venture much further north than Gympie because he never knew whether he would get his car home or not. But now we have a network of roads than can provide tourists with facilities which enable them to explore most of Queensland in comparative comfort. Southerners have realised this. Recently when I was in Normanton every car in the parking area run by the council had a southern number plate. New South Wales, Victoria, and even Tasmanian cars were there, but no Queensland cars. In other words, we have to sell Queensland not only to the southern tourists but to our own people. Already the Minister's extension of tourist facilities in the South has been so effective that we are getting a tremendous influx of southerners. We have to sell Queensland to Queenslanders so that people in Brisbane and the southern parts of the State may realise that in the north we can offer some of the finest tourist attractions in the world. It is a reflection on the State that half the population of the State know nothing of the scenic grandeur to be found around Cairns or the wonders of the Great Barrier Reef. More people in Sydney and Melbourne can tell you about Green Island than in Brisbane. With the action taken by the Minister in his expansion of the Tourist Bureau I think that many more Queenslanders will be discovering Queensland instead of taking their holidays in the South. The figures indicate the success that the Minister is having.

There are one or two other points I wish to deal with in relation to local tourists. Years ago when most hon. members were young one could travel anywhere in close proximity to Brisbane and find a level crossing for a picnic. That is what visitors look for—somewhere to go for a short run to have a picnic lunch and return home. There used to be scores of these crossings on the Pine River that could be used, but in recent years, with closer settlement and the increase in the value of dairy farms, many of these crossings are now fenced off. Eaton's Crossing was one of scores that were within half-an-hour's run of Brisbane but they are now fenced off, with "Keep Out" signs. I do not think the Pine Shire should be the body responsible for preserving areas adjacent to the river for picnickers but something will have to be done by the Department of Main Roads or the Tourist Bureau to ensure that these crossings are reserved for day trippers and picnickers.

I should like to make a few comments regarding the Wacol industrial estate. This is one of the new moves initiated by the Minister—something that drew a tremendous amount of fire from the Opposition benches because they realised the potentialities of this scheme. It means a tremendous amount to the people of Inala and surrounding districts. Many people on relatively low wages have to pay high fares to get to their place of employment. The development of the industrial estate will mean two things: first, the

employers who are running these undertakings will find a ready source of labour in this area; secondly, the people will find employment within walking or cycling distance and they will not have to pay £1 a week in fares, which is a tremendous sum for those who are not on a high wage. I commend the Minister for the initiation of this scheme. I hope it will be possible to have it under way soon. The problems in Inala in relation to transport and fares are one of the many stumbling blocks to the successful operation of the area. The people realise the quicker the industrial estate comes into being the better it will be for employment.

I extend the thanks of the residents of Inala to the Minister for the provision of a police station in the area. The previous Government refused my request for a police station, but the Minister took steps after he assumed office to provide the police station which was urgently needed. Like most Housing Commission areas it had problems with groups of adolescents, but with a police station in the area many of these problems will be quickly overcome.

The last comment I wish to make on these Estimates concerns the mounted police. As hon. members know, the mounted police are at Oxley, in the heart of my electorate. I have a very personal as well as an abstract interest in them. There has been a suggestion in certain quarters that the mounted police have had their day and should be done away with and possibly replaced by motor cycle police. I think the last thought that should enter into this question is whether or not they are of economic value. If we consider the financial return we would not have had the police pipe band; and that is an admirable institution. The mounted police could be said to be in the same category. They are part of the tradition of the police force. The citizens look forward to seeing the mounted police on gala occasions or as part of processions. The mounted police should be maintained despite the difficulties about the location of the depot. They find trouble in getting the horses to and from the present depot, but the problem is not insurmountable. I hope that the mounted police will be maintained as a traditional part of the Force.

Mr. GRAHAM (Mackay) (8.31 p.m.): The ramifications of the department are many and varied, and consequently the debate on these Estimates can be wide. Certain sub-departments such as the police force, and the secondary industries division are administered by the Minister for Labour and Industry.

The State is fortunate in having men of the calibre of the Under Secretary and other officers of the department. The Minister quite naturally gave them credit for their work on behalf of the State. They give the department great assistance in many ways. I have in mind particularly the work of the relief assistance section of the department. As I interjected during the Minister's

speech many people through force of circumstances are compelled to ask the department for assistance. Except in rare instances the requests are granted. The department extends every consideration to those who make demands on it. The Minister spoke of the increase in the number of passes issued to pensioners—from 10,000 to 13,000.

Mr. Morris: That was the number.

Mr. GRAHAM: The number of passes issued. That is a great concession but it was originally instituted by a Labour Government.

Mr. Morris: I said so. I did not try to avoid that.

Mr. GRAHAM: The Government have merely adopted the concession granted by the previous Labour Government.

Mr. Morris: But do you agree that it is a good thing to give those figures when introducing the Estimates of the department.

Mr. GRAHAM: That is so, but I point out that many of those concessions were introduced by the Labour Government.

I was prompted to speak because of the statements of the hon. member for Cherm-side on assistance to secondary industries. He would have the people believe that Labour Governments in the past gave no thought to promoting new industries. He said that Opposition members have a vested interest in unemployment, although he admitted in the next breath that the Government are not obliged to establish secondary industries. Although he is a spokesman for private enterprise he admitted that private enterprise had failed to establish secondary industries in North Queensland. If he wants proof of the sincerity of Labour Governments of the past and their desire to have industries established in various parts of the State, he has only to read the report of the Director of Secondary Industries. The table on page 16 sets out the firms which have been assisted by previous Governments. We find that as far back as 1930 a guarantee of £5,500 was given to the Bennett Chain Co. Pty. Ltd. One can go through the list and see that year after year a Labour Government have given every help to any industry that needed assistance for its establishment. The hon. member for Cherm-side had the temerity and audacity to say that we of the Labour Party have a vested interest in unemployment. I interjected at the time he was speaking and said that such a remark should not have come from the hon. member. He and members of his committee who were investigating youth problems should have a look at themselves. We had to sit and listen to the rubbish that came from the hon. member for Cherm-side. I tell him that it has been the fundamental practice of Labour Governments to assist industries in this State. We know it is not the desire of the Government to establish industries. We established

industries such as the State enterprises in years gone by and we admit that some of them failed, but others succeeded.

A Government Member: Which ones?

Mr. GRAHAM: What about the State Government Insurance Office which was brought into being by a Labour Government?

Mr. Dewar: It was a monopoly.

Mr. GRAHAM: The hon. member can laugh it off. We rendered considerable help to the working classes of the community. The hon. member said that it was not the function of a Government to establish an industry, that it was the function of private enterprise. Labour Governments endeavoured to encourage private enterprise to establish secondary industries under the Industries Assistance Acts. The hon. member for Cherm-side would endeavour to belittle previous Governments on that score, but Labour Governments have nothing to be ashamed of. If the Government in power can show the same degree of success during their occupancy of office they will have something to be proud of.

Mr. Pizzey: We have only been in power for two years.

Mr. GRAHAM: I do not suggest that the Government should be Mandrake and do all these things with a wave of the hand or a twinkle of an eye. We ask the Government to be honest in presenting their case.

Mr. Morris: You can be sure of that.

Mr. GRAHAM: Don't cloud the issue with flowery words and promises that cannot be fulfilled. With the cheer squads the Government have had pushing them along one would think that they could achieve the impossible. We will wait and see.

The police have done a reasonably good job in controlling traffic in Brisbane and other parts of the State, but as the hon. member for Baroona said, parking areas within the city should be looked into. The restriction of parking areas in the suburbs has got out of hand. The Brisbane City Council erect such signs as "No Standing Here," "No Parking Here Between 2 p.m. and 4 p.m.," "No Parking Here between 4 and 6," and so on. One would have to be a Philadelphia lawyer or have a very discerning eye to know what can and cannot be done.

Mr. Morris: Or a primary-school education.

Mr. GRAHAM: One would want more than a primary-school education.

The Government and many local authorities have become hungry for finance. If they can extract another shilling from the motorist, they will. They are doing it in a subtle way. First of all they introduced parking meters, which, to a point, have something

to commend them. Then they started imposing fines for minor traffic breaches. The police should have some jurisdiction in these matters. I quote the case of a motorist friend of mine who was booked by a policeman for a minor breach. He had parked his car in the same place for many years, but one day a "No standing" sign was erected there. He parked his car there that afternoon and was booked. He was quite unaware of the existence of the sign. When the policeman booked him he said, "I didn't know the sign was there." The policeman merely replied, "It is there, and you should have seen it."

Mr. Morris: The policeman could read.

Mr. GRAHAM: Obviously he could, and he could write, too. He wrote out a ticket that cost my friend £1. The policeman should have had some jurisdiction in the matter; he should have been able to warn the motorist not to park there in future. If he had had some jurisdiction, the man would not have been fined. The police should show some consideration. They should not rush in and book a motorist who unwittingly commits a minor breach. I made inquiries on behalf of my friend and found that the sign had been erected one afternoon and he had been booked the following afternoon.

I think everyone will agree that the Department of Labour and Industry inspectors do an excellent job. It was very refreshing to hear the Minister say that their activities had resulted in a large sum of wages being recovered from employers who had evaded their responsibilities. Even under a Tory administration there are unscrupulous employers who will deny their employees proper wages and conditions. However, I think everyone will admit that as a general rule employers realise their responsibilities and do the right thing by their employees.

While much has been said about the tourist industry, perhaps there are reasons why it is only now making great strides. Over the years the Tourist Bureau has endeavoured to encourage tourists to North Queensland, and it is wrong to say that bad roads have kept them away. Admittedly there has been a great improvement in the road system north of Brisbane during the last five or 10 years, but the same could be said of the road to the South. As a matter of fact, it is only recently that motorists have been able to travel interstate comfortably by road. Southerners are coming to Queensland today because of our climatic conditions and because the island tourist resorts have improved their facilities. The hon. member for Whitsunday will know that recently a big festival was held on the Whitsunday Islands. Hundreds of tourists are attracted there.

Mr. Morris: And don't you think advertising has had something to do with attracting tourists?

Mr. GRAHAM: I grant that. You must advertise.

Mr. Windsor: In other words, it was not the climate?

Mr. GRAHAM: The southern people go north and the northerners go south. People of the Mackay area occasionally go to the islands but they prefer to go to Sydney or Melbourne on holiday while those from the South prefer to come to Queensland. Without doubt we can offer great attractions to tourists, but, until we improve the facilities still further, we will not bring as many as we should.

The report of the Director of Secondary Industries discloses that one of the island proprietors was assisted with finance to improve the resort. True, the Government are trying to increase tourism, but so did past Labour Governments. Properly handled, the tourist industry could bring millions to the State. It is the greatest industry of all because you sell something and retain it after the tourists have left.

Mr. RAMSDEN (Merthyr) (8.48 p.m.): I rise to answer some of the nonsense that has come from the hon. members opposite. We have been told tonight that the man on the right must watch his step. Hon. members opposite would do well to heed the advice because they have been continually putting their foot in it all day.

I should like to clarify the remark made by the hon. member for Chermside, which seems to have been misconstrued entirely by the hon. member for Mackay. What was said, and what I believe to be perfectly true was that the A.L.P. in Queensland have a vested interest in unemployment in Queensland, in misery, and in seeing that no industry comes to Queensland while we are in Government. They know that they will never be returned to the Treasury benches until those conditions return. We have the example of how they retained office. I went to some lengths in an earlier debate to show that they adverted time and time again to the miseries and the unemployment that the State suffered during the Moore Government's regime.

Furthermore, they have not made up their minds where they are going. Every one of the A.L.P. members who has spoken is obviously at variance with his leader who is reported in the paper as saying that they cannot live in the past, they must formulate a new policy. I do wish that some hon. members opposite would take notice of what the Leader of the Opposition says. If they did they might be a little wiser than they are now. We have heard a considerable amount from both sides of the Chamber about relief assistance. It is mainly to the subject of State relief that I intend to devote most of my time. I point out first of all that prior to April 1944 unemployment and sickness benefits were the responsibility of the States. In April 1944 legislation was passed which gave to the Commonwealth Government the power to pay unemployment and sickness benefits. In July 1945 the first unemployment and sickness benefits were paid.

Mr. Davies: Does the hon. member agree with that?

Mr. RAMSDEN: I am not the slightest bit interested in what the hon. member for Maryborough thinks I may agree with or disagree with. I am making this speech. I should appreciate it if he would make his own speech in his own time. I also should appreciate it if when he does make his speech he make his comments somewhat relevant to the subject under discussion.

A number of people in the community for various reasons do not come within the ambit of the Commonwealth social service legislation. I shall speak about some of these reasons in a moment. But at the same time the people who do not come within the scope of the Commonwealth social service legislation cannot be merely ignored and left to starve or in circumstances which possibly might lead to complete and utter destitution. Somebody must give them a measure of financial help to avoid these circumstances arising. The Commonwealth Government, whatever their political colour—I make that point quite clear—have never considered these people to be a social service responsibility. So the State relief office continues to attend to those who seek its assistance in a very efficient and I might say humane manner. A large amount of the efficiency and a large degree of the humanity portrayed by the department's relief section stems from the very fine outlook and work of the officer in charge, Mr. McCarthy.

Mr. Davies: Do your Government claim credit for that?

Mr. RAMSDEN: I am not claiming credit for anything. I am making a factual statement. If the hon. member had the intelligence to understand it he would not make such an inane interjection. Because of Mr. McCarthy's outlook and humanitarian principles he is able to apply what is normally a cold regulation and cold Act in a very humane and heart-warming way. I have a great deal of admiration for him for his handling of a very difficult task. The State Relief Office makes payment of assistance to different categories of people. Payments are made to widows, deserted wives, travellers and pensioners.

Mr. Mann: You are not claiming any credit for that, surely!

Mr. RAMSDEN: I am extremely sorry that the hon. member for Brisbane is so dense that he could not understand the remark I just made in reply to the previous interjection. I have already pointed out that I am making a factual statement. It is not a matter of claiming credit for anything. I am merely stating what is a fact and what is not a fact.

The CHAIRMAN: I point out to the hon. member that he is not obliged to listen to interruptions. I ask the hon. member to please continue his speech.

Mr. RAMSDEN: The department, in granting financial assistance to these classes of people, is indeed helping those who are less fortunate in our community. Although these are State relief payments they are in fact a social service. I think that is something that we should recognise. The Minister has claimed, and rightly so, when speaking about the rail passes, that the conditions governing the issue have been eased. I do maintain that we can claim some credit for this. Previously the Government and the Administration only issued one rail pass and those who got it had to wait a complete 12 months for a second one. Now, because of our different approach to the problem, a pensioner can get a second pass provided that the second pass is not issued in the same calendar year. In Queensland there are 600 or 700 receiving relief assistance from the Department of Labour and Industry.

Mr. Jesson: The same rates were given by the Labour Government.

Mr. RAMSDEN: I am sorry that the hon. member for Hinchinbrook said that because in 1957, the first year in which we debated this question, I made some very strong comments which the hon. member will find in "Hansard" about what Labour did in 24 years compared with what the Country-Liberal Party did in the Federal sphere in four years.

Mr. Mann: You are on dangerous ground now.

Mr. RAMSDEN: I should appreciate it if the hon. member would let me make my speech. In the return for the week ended 24 July, a week taken at random, there were 629 people on relief in the State. Hon. members opposite claim that the figures show an ever-growing army of unemployed. As I said, there were 629 in receipt of State relief on 24 July, of which number 415 were married females, 50 were married males, 31 were single females, 22 were single males, with one married farmer, and 110 travellers. Over the years it has been Government policy not to allow any person receiving Commonwealth benefits to draw State relief, the only exception being the invalid pensioner's wife's allowance of £1 15s., which is disregarded in assessing eligibility for relief.

Mr. Davies: How much did you say?

Mr. RAMSDEN: £1 15s.

Mr. Davies: What is the invalid pension?

Mr. RAMSDEN: I am not dealing with that at the moment; I am referring to the allowance for a wife.

As I said before, most of these people, with the exception of the widows, are not eligible under the Social Services Consolidation Act. Some are deserted wives. A wife must be deserted for not less than six months

before qualifying for a widow's pension. The deserted wife is one of the first persons to seek assistance, particularly in the first part of the six months before she can establish her right to a widow's pension.

The wife of a prisoner also needs early assistance. Under the Commonwealth Social Services Consolidation Act, the prisoner must be sentenced to imprisonment for more than six months before his wife is entitled to the widow's pension.

Mr. Power: He must do six months before she can get it.

Mr. RAMSDEN: That is so. Not only must he be sentenced to that term of imprisonment but must serve the six months before his wife becomes eligible for the pension. Such women are forced to seek assistance from the State relief office. The State is compelled to maintain people in indigent circumstances during that period.

Let me analyse the figures, because they are rather important. Married females comprise the largest group receiving relief assistance. Most of those classified as married females are deserted wives, wives of invalid pensioners, and wives who are not 60 and therefore are not qualified for the old-age pension. Of those getting relief on 24 July 415 were married females. The 50 married males would in the main be unemployable for various reasons and not eligible for Commonwealth benefits, or persons in urgent need of assistance during the three weeks they must wait before the benefits become payable. Most of the 31 single females would be pregnant women or women with one child and unable to obtain work.

Mr. Davies: What are you leading up to?

Mr. RAMSDEN: I am replying to the gross exaggeration of the position by hon. members opposite, who drew the inference from these figures that unemployment is on the increase. The facts and figures I am quoting give the lie direct to those suggestions.

Mr. Wordsworth: They do not like it, either.

Mr. RAMSDEN: Of course not. They do not like the truth. The single males are mostly unemployable and not presently eligible for Commonwealth benefits. Hon. members opposite may grasp at the figure for travellers in order to prove their statements about increased unemployment. One hundred and ten travellers were receiving assistance at 24 July. For the benefit of the Committee, I point out that travellers are persons who move from one centre to another to take up work. The individuals in this category change from week to week. In other words, of the 110 travellers receiving assistance at 24 July none would be receiving assistance on 30 July. I well remember one act of charity for a person in this category. The man got a job in the Gulf country. This

was long before I entered Parliament. He came and asked me to assist him to get to his place of employment. He had a telegram and a letter from a station manager in the North who was prepared to employ him when he arrived. He did not have anything. This was years before I became a member of Parliament. Let me say that when I went to Mr. McCarthy with this man's story and showed him the telegram and the letter he was only too happy to give him a rail warrant. Whether representing the A.L.P., the Q.L.P. or the Country-Liberal Party, we agree that no Government, Commonwealth or State will allow any person to go hungry because of circumstances beyond his control. The Minister has told the Committee that the Government have made an approach to the Federal Government to take over the full Social Service responsibilities of the categories of people I have referred to. If this can be done it will mean a new deal for the under-privileged because, with our limited finances, we cannot be so generous as I for one would want us to be.

I am not alone in what I say because on reference to Vol. 218 of "Hansard" I find that the hon. member for Barooka made the same point when speaking of relief when he said—

"That represents an increase of £17,500 over last year. I do not think that is the State's responsibility."

He meant that this matter should be handed over to the Federal Government. The Minister has told us that he is now trying to do something along these lines. It would also help obviate the duplication of Public Service organisations who cater for some 600 or 700 people. The Government feel that from the Social Service point of view it is more properly the function of the Commonwealth than it is the States to provide relief assistance. The Government have made a submission to the Commonwealth Government along those lines. I sincerely hope that if the Commonwealth Government are not prepared to accept our submissions then the State Government will continue to give a greater measure of relief to those who are our responsibility. I shall continue to ask for greater social justice for this section of the community whilst I remain a member of this Chamber.

We have heard a lot of criticism during the day and even during the past few weeks of the Traffic Commission, and the traffic engineer, Mr. Leitch. In the last few days it was my duty to take a deputation of business men from the Valley to Mr. Leitch concerning what we call the New Farm Gate to see whether it was possible to give some immediate relief to the ever-increasing build-up in traffic and the threat to human life which takes place at the corner of Ann Street and Brunswick Street. Mr. Leitch received the deputation very cordially and showed a great deal of courtesy and I think arising from the deputation some further

consideration will be given to diverting heavy traffic from Ann Street along James Street into McLachlan Street to link up with Kemp Place where it will be diverted back to the city or over Story Bridge. One very good suggestion was made, and I should like the Minister to hear it because I believe we should do everything possible to make the roads safe for pedestrians. The job of the traffic policeman is to keep traffic moving. Unfortunately, he cannot give the necessary time to the safety of pedestrians who are crossing the street. When I was in Melbourne recently I noticed that at the corner of Flinders Street every now and again the whole of the traffic would stop and pedestrians could cross the street diagonally, or at right angles, or in any direction at all. During that short period the street was a confused mass of human beings. Then the traffic lights came on again and the traffic went on its way. I believe that Flinders Street station is the most heavily congested railway station in the world, so I suggest that that system could be tried at the intersection of Ann and Brunswick Streets as an experiment.

Mr. Morris: Mr. Leitch is one of the foremost traffic authorities in Australia, and I will accept his advice.

Mr. RAMSDEN: I think Mr. Leitch was impressed by the suggestion. Two traffic policemen have been injured at the intersection I am referring to. On one occasion a refrigerator fell from a truck onto the policeman's foot. (Laughter.) Hon. members can laugh, but if it had fallen on his head he would have been killed. On another occasion a heavy roll of cable fell off a truck, ran down Ann Street, and smashed into the traffic.

It is an urgent necessity to remove heavy traffic from Ann Street and make Fortitude Valley safe for pedestrians. I hope that when Mr. Leitch makes his final decision, the Traffic Commission will do something for pedestrians in that area.

Mr. DONALD (Bremer) (9.13 p.m.): I assure the hon. members for Merthyr and Cherm-side that we of the Australian Labour Party have no vested interest in misery or unemployment. As a matter of fact, it was the desire of men to relieve those evils in the community that gave birth to the Australian Labour Party. Their thoughts show a lack of knowledge of the Labour movement and its humanitarian outlook, and what it has accomplished since its birth in the early ninety's in banishing misery from our midst and relieving the suffering that results from unemployment.

Mr. P. R. Smith: You people over there do not look too happy.

Mr. DONALD: And we will never be happy while one man or woman is out of work.

In introducing his Estimates, the Minister laid great stress on the number of people in employment in Queensland. It would be a very poor outlook if the number of people in employment did not rise correspondingly with the increase in population. While an increase in the actual work force is very desirable, the greatest attention must be paid to an increase in employment. While men and women who are anxious to work are seeking employment, we cannot remain content. The number of people seeking employment at the present time is greater than at any other time since I have been in Parliament.

Mr. Morris: That is not true.

Mr. DONALD: Young people with Junior passes are unable to get work for which they have been specifically trained. They have reached an age where it is too late for them to be apprenticed to a trade. No greater tragedy could befall a young man or woman. It is indeed a tragedy when a young person cannot get work after his parents have made the financial sacrifice to keep him at secondary school and he has shown that he is intelligent enough to pass the Junior examination. The Minister stressed again and again the number in employment in the State but refrained from mentioning the number of unemployed. While there is one person willing to work and denied the opportunity to do so, we cannot be satisfied with the existing state of affairs. Gainful employment must be, and should be, found for all who are able to work and desire to work. I have no sympathy for the person who is unwilling to work. He is not an ideal citizen by any means. If he is not prepared to accept his responsibility as a citizen in our midst he cannot expect our sympathy; but if work cannot be found for the man who is able and anxious to work, it is a sin of great magnitude.

Great stress has been laid again and again in the Chamber this session on the committee that has been set up for obtaining employment and development in the State. That is nothing new. As long ago as 1941—and I quote from the "Hansard" of that year—the then Minister for Labour and Industry, the Hon. T. A. Foley, introduced the Co-ordination of Employment Facilities Bill and moved—

"That it is desirable that a Bill be introduced to constitute the Department of Labour and Employment; to make provision, having in view war and post-war requirements, conducive to placing workers in employment by a planned co-ordinated system of employment facilities; to amend the Labour Exchanges Act of 1915; to establish a juvenile employment bureau; and for other incidental purposes."

The Bill was passed in 1941 and I had the privilege and honour of serving on one of those committees. They were set up throughout the State. The State was divided into

districts and in each district a board was set up, consisting of employees' representatives, employers' representatives and representatives from the shire councils of the area. The aldermen on the committee in Ipswich were Alderman H. Dick from the Ipswich City Council and Alderman Morgan from the Moreton Shire Council. The employers' representatives were Mr. Cossart, part owner of a sawmill at Dugandan, just the other side of Boonah, and Mr. Forrier, the owner of a large engineering firm in Ipswich. The employees' representatives selected by the members of the various trade unions in the district, were Mr. Perrett from the A.W.U. and myself. We met constantly under the chairmanship of the representative of the Department of Labour and Industry at the time. For the moment I forget his name. He was transferred to Brisbane and he has since died. He was a very nice person and he did a good job for the department. He was succeeded by Mr. Brown, who served for many years. He has since been transferred to Brisbane.

There was no reward other than the honour of serving on the board. Travelling expenses were not paid. Mr. Cossart had to travel from Dugandan to Ipswich for each meeting and his company lost his services for the time. The same can be said for the two aldermen and for Mr. Perrett and me. We never looked for any recompense. We were glad to give service.

I believe the boards gave good service and were responsible for providing the necessary work that kept the men and women who were returned from the services at the end of World War II in employment. It was due to the administration of the Labour Government of the day in the Commonwealth that all the members of the Armed Forces, both men and women, when demobilised, were found employment. Together with the whole of the working community of the Commonwealth, Queensland had full employment for the first time in its history, quite a distinct contrast to the post-war period following World War I when the Labour Party were not in control of the Commonwealth Treasury Benches. It demonstrates how thoughtless these men are that they would be so base as to accuse the A.L.P. of having a vested interest in unemployment and misery. They do not know anything of our record, or if they do they deliberately choose to try to blacken our name for political purposes.

The Minister stressed the need for more education. I think every hon. member will agree with that even those outside the Chamber, too. Development in industry has brought about the need for better education. The introduction of mechanisation followed by automation has made it very apparent that if any country wishes to keep its position in world trade and on world markets it must educate its workers to control the machinery and inventions that science and

technology have been able to give us. It is regrettable that in Australia we are not producing as many engineers or scientists as Great Britain where they produce only 136 out of every 1,000,000 compared with 180 in the United States of America and 280 in Soviet Russia. We must see to it that there is an intensive campaign for the training and retraining of men in industry, even the unskilled worker, to enable them to take their place as industry develops, quite apart from the educational facilities we make available for apprentices. The apprenticeship training system in Queensland is far ahead of that in any other State in the Commonwealth. I am not going to be so bold or so foolish as to go beyond the Commonwealth, but I know that educationalists over and over again have expressed admiration for the apprenticeship training instituted in Queensland. It could be further improved by having the lads attend technical college classes in the daytime, not in their own time after they have done a hard day's work but in the employer's time. Every night in George Street you can see young lads from factories and engineering establishments sitting down with a bottle of milk and a pie they have bought at one of the little shops on their way to college. I do not think that is fair. I do not think that the young people should be asked to do it. If we are anxious to improve our technical knowledge and keep up with the other nations in our technology and automation, let us at least provide our young people with the required education as well as the tradesmen and unskilled workers on the job. When the machine takes over the work of the qualified tradesman, if the tradesman is up in years he will find it hard to compete with young people trained outside. For that reason a specific course of retraining should be available for them.

I should like to know why the Government have discontinued the practice of industrial inspectors taking union representatives with them to work places where breaches of the Act or an award have been reported. Prior to the change of Government it was the practice for a union official to get in touch with the inspector and advise him of a breach of an award at some establishment. In most instances he would go with him in his motor vehicle. But since the present Government assumed office that practice has been stopped. The result is that in many cases before the industrial inspector can get there the cause of the complaint has been removed, and a successful prosecution for a breach of the award cannot be instituted. I believe that it is in the interests of the efficiency of the Department that the facilities that were available to the union should be made available again.

The hon. member for Merthyr spent most of the time allotted to him telling us what every member here and most people outside know—at least everybody connected with the unions. They all know of the benefit of the work of the Relief Assistance Section of

the Department of Labour and Industry. It was apparent from the hon. member's remarks that he knew little or nothing of this institution before he entered Parliament; otherwise he would not have wasted his 25 minutes outlining what everybody also knew. The Department of Labour and Industry has always played, as long as I can remember, a magnificent part in relieving the suffering of the unfortunate. It is not confined to the issue of rail passes to indigents. Reference was made to the work of Mr. McCarthy and Miss Moran. In praising them for what they have been able to do and the assistance they have given to me, I am not unmindful of the excellent service given to the people by Mr. Campbell and Miss Grey. I should be lacking if I did not mention the excellent service carried out by Mr. Campbell and Miss Grey. While the Government would like to take all the praise for instituting safety measures in industry, I should like to remind the Minister that the workers on many occasions have been forced to take strike action to have safety conditions enforced in their factories and mines.

At no time was the Labour movement indifferent to the safety of the workers. Our record proves that. I shall quote one instance. The prohibition of naked lights in the coal mines of Queensland met with strenuous opposition from conservative quarters. These people argued that the Queensland mines were safe and that there was no need for the introduction of the safety lamp.

Mr. Morris: What year?

Mr. DONALD: It is not very long ago.

Mr. Windsor: Fifty years ago.

Mr. DONALD: Oh, no. The Treasurer might know. The hon. gentleman was the director of one of the firms.

Mr. Hiley: I think we brought the first light in 1939.

Mr. DONALD: I think it was even later than that. I gave that information as an indication of what the workers themselves had to do, and I do not think the Minister should have expressed the opinion that he did on that point. A little thought or investigation of the subject would have convinced him that the position was not as he put it.

The tempo of development of secondary industry is no greater now than it was under Labour Governments. The new industries established at Rocklea and other places during the term of office of the previous Government provides proof of my statement. The present Government could not with reason be as proud of their record as the previous Government were of their record, after they acquired the Commonwealth buildings at Rocklea and assisted industries

in that area. The Burnie Paper Board factory at Dimmore is another example of industrial development under the previous Government.

Road safety has been dealt with by the Minister and hon. members. All hon. members are in agreement on the need not only for safety in working conditions, but also for safety on the roads. The Minister will agree that there is room for improvement in road safety. I am never anxious to criticise anyone who has been involved in a motor accident. I have driven a car for a long time, but I do not know when it will be my turn to have an accident.

The experience of the Minister is entirely different from that of the hon. member who was Minister for Labour and Industry in the previous Government. The hon. member for Charters Towers did splendid work in that position. The present Minister would be under a greater handicap than the hon. member for Charters Towers in administering the department, because for many years the hon. member for Charters Towers served an apprenticeship in the Labour movement. He was a union secretary and his work in that field made him familiar with the activities of this department. In saying those things I do not take credit from the present Minister for what he has been able to do.

The department administers the Industrial Court, which plays an important part in preserving peace in industry, which is essential to increased productivity and economic stability. Although we hear some adverse criticism of the work of the court, the members of the court and their judgments, it is admitted by most people that the existence of the court has been of benefit to industry generally. However, the usefulness of the court could be improved, and I trust that the proposed amendment of the Industrial Conciliation and Arbitration Act to be introduced later this Session will bring about improvement, that the penal clauses will be modified and in some instances deleted.

My union, although not working under an award of the Queensland court, makes extensive use of the arbitration and conciliation machinery set up by the Chifley Labour Government.

I pay a very well-deserved compliment to the Commissioner of the Queensland Police Force, Mr. Bischof, and the Police Force generally. Since his appointment confidence in the Queensland Police Force has grown considerably.

The traffic section is doing excellent work. I ask the Minister to provide better transport for police officers in cities and provincial towns. They have many duties to perform and are frequently handicapped by lack of adequate transport.

With the hon. member for Sherwood, I think the mounted police should be retained whether they perform a useful purpose or not, and I am not saying they do not.

The diversion of traffic from the city of Ipswich to what is known as the southern by-pass has created a very dangerous crossing at the junction of Station and Blackstone Roads, Silkstone. I should like the Minister to have inquiries made with a view to the erection of stop signs on both sides of Station Road. Those who are diverted to the by-pass assume that it is a main road, and consequently many accidents have happened at that intersection.

Mr. Morris: What corner?

Mr. DONALD: The corner of Station Road and Blackstone Road, Silkstone. If there was a stop sign erected it would prevent some accidents, if not all.

I do not want to conclude without thanking the Minister for the personal attention he gave to complaints raised by the citizens of Goodna in regard to a dangerous traffic spot. He was responsible for giving the people what they wanted. With the widening of the road to provide for four lanes of traffic much of the danger will disappear. I express my thanks to the Minister for his attention.

The Vote for the Tourist Bureau has been increased by almost £30,000, which I think is justified and necessary. We have had many opinions expressed on endeavours to attract tourists to the State and to make Queenslanders more conscious of the beauties to be seen in their own State. I mention that I accompanied the delegation of representatives from all Parliaments of the British Commonwealth who made a trip to the North Coast. They were unanimous in their appreciation of the scenery and spoke highly of the area between Maroochydore and Nambour. They spoke in glowing terms of what they had seen and they meant what they said. I take this opportunity of congratulating the hon. member for Cooroola, the chairman of the organisation, who entertained us on that occasion.

(Time expired.)

Hon. K. J. MORRIS (Mt. Coot-tha—Minister for Labour and Industry) (9.37 p.m.): I have not sufficient time to cover all the points raised in the debate but I will deal with some of them tonight and the rest on the next day we have these Estimates. I thank hon. members for the many pleasant things they said about the officers of my department as I think everything said was justified. I should like to know that their services have been recognised. For the good things said about me I say thank you.

The figures quoted by the Leader of the Opposition and his Deputy as to industrial development at first sight are somewhat difficult to understand. I know that there are some people who, after listening to Opposition speeches, would think that hon. members opposite put up a powerful argument. Really there was no argument at all. If one wants to make a comparison one has to compare like with like, but in this case they have not done

so. I shall deal with it at considerable length later. One yardstick used called a building a factory if one person was employed; another yardstick was if electric power was used. The Leader of the Opposition and his Deputy quite erroneously made a comparison between one definition and another. Their case sounded good but in fact it was not. I shall deal more fully with that matter when I have the time.

The Tourist Bureau was referred to, and again figures were quoted. There seems to be some disappointment on the part of hon. members opposite at the rapid growth of the tourist industry in this State. I could not attempt to cover the matter adequately tonight, but I point out that recently, for the first time, Queensland had a visit from one of the Matson liners. Further, and again for the first time in our history, we have had direct air contact with New Zealand. Orient liners, too, have recently visited Queensland. The tremendous development that has recently taken place in tourism has tended to make it a year-round industry. Three years ago Queensland was regarded by southerners as a place to visit during only three months of the year. It was regarded as uncomfortably hot for the rest of the year. We have tried very hard to make the tourist industry a year-round one, and the hon. member for Mackay knows how well we have succeeded. If he speaks to people in his area who provide tourist accommodation he will learn that they have a staggering number of bookings in comparison with previous years. With the possible exception of February and March, we are building up a year-round industry. That is why there has been such a tremendous increase in accommodation bookings. I am reminded now of the story about the hen and the egg, and which came first. Some people will say that if you provide good accommodation you will get tourists, while others say that if you get tourists you can build good accommodation. As a matter of fact, the two go hand in hand. As you extend the tourist industry you get better accommodation, and it snowballs.

Mr. Jesson: What have the Government done to increase it?

Mr. MORRIS: The Government are spending from three to four times as much money in developing the industry as the hon. member's Government did. They were too mean to spend money. That is only one thing we have done. I could tell the hon. member a dozen more. He is not in the North often enough to see the improvement in the tourist industry. If he would leave the metropolis for a while and return to his own electorate, he would be able to see what is going on.

I wish now to refer to the development of industry. However much hon. members opposite may try to evade the issue, they cannot deny that in the last year of Labour's term of office the number of people in employment was 300 fewer than in the preceding year. On the other hand, the number

of employed this year is 6,000 more than at the same time last year. That has never happened previously in Queensland's history.

The hon. member for Baroona seems to take exception to the employment of clerks in the Police Force. We are adopting a policy of having policemen do police work, and are employing clerks to do clerical work. To my way of thinking, that is sound and sensible. We are also taking highly-paid policemen out of the police stores and employing storemen in their place. The same remarks apply to mechanics. We are doing it for a very good purpose, and I am sure that it will work satisfactorily.

The hon. member also asked for the provision of "walking leg" signs in Milton Road. We are getting supplies of "walking leg" signs and a decision has already been made to erect some in that area. He spoke about cantilever awnings, traffic signs, signs on poles and so on. One might be excused for assuming that we were going madly ahead erecting signs here, there and everywhere. It might interest the Committee to know that what we are doing is accepting and abiding by the Standards Association of Australia. The signs we erect here are identical with those erected in all other parts of Australia. Indeed, many of the designs and suggestions that have been accepted by the Standards Association came from our own Traffic Engineer in the first place. Uniformity throughout the Commonwealth is very wise.

Something was said about the installation of lights and I know many people are asking for them. When we took office some two years ago there were installed in Queensland seven sets of traffic lights. At the end of our 2½ years in office we will have erected 55 sets of lights.

Government Members: Hear, hear!

Mr. MORRIS: Do you know when the last lights were installed in Queensland before we took office? Twenty years ago!

Mr. Davies: It is very wise to give people a lot of warnings while the present Government are in power.

Mr. MORRIS: Yes, warnings about ever changing back to hon. members opposite. Rest assured, they will not do that.

The 55 sets of lights will cost something over £50,000, a very large sum. They are being installed not only in Brisbane but also in other parts of the State.

Mr. Windsor: If they save one life they are worth it.

Mr. MORRIS: They will do more than save one life. In one year they will almost have paid for themselves by the saving in the salaries of the police we would otherwise have to put on duty at the intersections. While we are spending £50,000 on the lights,

within 1½ years they will have paid for themselves in the amount saved on the salaries of police officers and we will have lights as up to date as any in the world today.

Mr. Duggan: Have you some evidence to support the contention that you will save one policeman for every light you put in?

Mr. MORRIS: I did not say that. I said they will cost us £50,000 to instal. They will save us £40,000 a year in salaries for police officers who would otherwise have to look after the crossings. In 1½ years we will have paid for the whole of the installations. That is economy.

Mr. Jesson: Is that £40,000 a year?

Mr. MORRIS: The £40,000 is per annum. The purchase and installation costs of these lights amounted to £50,000. Thereafter the only cost in power and so forth is £6,000 a year. So after 1½ years we will be £34,000 per year to the good. By providing zebra crossings and walking leg signs I think we have already done a great deal of good. Where they have been established in the last 12 months there has been a reduction of about 25 per cent in the number of deaths on the roads. There must be some relationship between the two facts. Nobody can tell me that it is pure coincidence. I believe it is because of the methods we are adopting.

I shall leave many of the other matters I wanted to deal with because time will not permit it. But I was amazed at the crocodile tears of the hon. member for Mackay. He was crying away because some motorists had been booked for parking in places where clearly it had been marked that parking was not permitted. With the rapid increase in the State's vehicle population what are we to do? Are we going to have the law of the jungle or are we going to try to have orderly, correct use of the roads with a fair use of them for all people? I shall deal with that further at a later stage.

I was rather surprised at the remarks of the hon. member for Bremer. I do not think he would mislead the Committee deliberately but he said that the employment situation today was worse than it ever has been since he has been in the Chamber. I have the latest unemployment statistics with me. I do not care whether hon. members like to use the column covering the number receiving unemployment benefit or the column covering the number registered for employment. But the number of males was lower for the month of August—the last month recorded—than for any month of 1957 up until the date we took office. Every month in 1957 for the last seven months of Labour rule was worse than it is on the latest figures I have here for August.

Mr. Davies: What would you say was the total?

Mr. MORRIS: I shall give the figures later. The hon. member for Bremer also said that young people with Junior passes are unable to obtain employment.

Mr. Donald: That is true.

Mr. MORRIS: It is not true.

Mr. Donald: I will bring them to you.

Mr. MORRIS: I wish the hon. member would because I assure the hon. member the Public Service Commissioner has been seeking everywhere for people with Junior passes; and we literally cannot get them. It has been the experience of the Public Service Commissioner that he has not been able for years to get sufficient Juniors to fill the vacancies; and that applies even more particularly to the male section of the population. I recognise that 20 years ago maybe the hon. member for Bremer was right when he said they had to fight to get safety lights in the mines. They could not get it 20 years ago because they had a Labour Government who would not consider them. Today with the Safety Bureau in operation all they need to do is to let the officers of the Bureau know of any matter that is not safe and they will act immediately. There would be no difficulty now under our Government, but most likely there was under the Labour Government of that time.

I want to say a word or two about the development of the industrial estate but I could not deal with the subject in a few minutes and as I know you have to report progress at 9.55 p.m., Mr. Taylor, I shall leave this matter until the resumption of the debate.

At 9.55 p.m., under Standing Order No. 307 and Sessional Order agreed to by the House on 16 October, progress was reported.

The House adjourned at 9.57 p.m.