

Queensland



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[Hansard]

Legislative Assembly

TUESDAY, 14 NOVEMBER 1961

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Mr. SPEAKER (Hon. D. E. Nicholson, Murrumba) took the chair at 11 a.m.

QUESTIONS

TREATMENT OF PATIENTS AT SANDGATE
MEDICAL CLINIC

Mr. DEAN (Sandgate) asked the Minister for Health and Home Affairs—

“(1) In view of the difficulties and inconvenience experienced at the Sandgate medical clinic and the growing demand being made on the clinic, will he give consideration to increasing the number of days for treatment?”

“(2) Will he have structural alterations made to the building to provide additional accommodation to meet the demand?”

Hon. H. W. NOBLE (Yeronga) replied—

“(1 and 2) Over the last five years there has been a fall in each successive year in the total number of attendances at the Sandgate Medical Clinic. The total number of attendances has fallen from 10,296 in 1956-1957 to 7,863 in 1960-1961, that is, a drop of nearly 24 per cent. Increased treatment facilities and accommodation are, therefore, not considered to be warranted.”

RELEASE OF SEXUAL OFFENDERS BY PAROLE
BOARD

Mr. COBURN (Burdekin), for Mr. AIKENS (Townsville South), asked the Minister for Justice—

“(1) Since its inception how many prisoners convicted and sentenced to a term of imprisonment for sex offences have been released by the Parole Board before such sentence expired?”

“(2) As statistics clearly show, and this is supported by eminent medical authorities, that sexual offenders are incurable addicts who frequently repeat their offences, on what grounds can the Parole Board justify such releases, if any?”

“(3) If a prisoner, while free on parole, commits a crime of a similar nature to that for which he was sentenced and in the committal of such crime injures or kills a person, has that person or relative of a killed person any redress at law or basis for action for damages against the members of the Parole Board who released the prisoner and, if not, why not?”

Hon. A. W. MUNRO (Toowong) replied—

“(1 to 3) The present Parole Board was constituted on September 14, 1959, and has issued Parole Certificates to sixteen prisoners convicted of sex offences. Not any of these sixteen parolees has been convicted of any offence since being

released on parole. One of these parolees was returned to prison because of a breach of a Parole Order in respect of the use of intoxicating liquor. I am confident that the Parole Board in the exercise of its functions has acted in a proper manner."

HYDRO SERVICE STATION, HAMILTON

Mr. RAMSDEN (Merthyr) asked the Minister for Public Lands and Irrigation—

"(1) Has his attention been drawn to an article in 'The Courier-Mail' of November 10, 1961, regarding the Hydro Service Station, Hamilton, captioned 'River Garage Site to be demolished', in which the Lord Mayor, Alderman Clem Jones, is alleged to have said that in view of the Government's attitude the Committee had decided that no tenders for the lease of the station would be accepted?"

"(2) In view of the fact that fixed assets belonging to the present tenants, such as a hoist, &c., will have to be either left behind or removed by the tenant-owners at a cost of some hundreds of pounds, is there any way he can protect the interests of the present tenants, all of whom are ex-servicemen, by ensuring that compensation is paid for either the loss or removal of those fixed assets?"

"(3) Will he make a statement clarifying the position relating to this site?"

Hon. G. F. R. NICKLIN (Landsborough—Premier), for **Hon. A. R. FLETCHER** (Cunningham), replied—

"(1) Yes."

"(2 and 3) The land referred to, comprising an area of 26.6 perches, is a Reserve for Municipal Purposes under the control of the Brisbane City Council as Trustee. Section 185 (2) of the Land Acts provides, inter alia—(a) That Trustees may lease the whole or part of any land under their control with the approval of the Minister; (b) That all moneys received by way of rent upon any such lease shall be applied solely for the purposes of the Trust. On September 11, 1958, the Brisbane City Council advised my Department that it had granted Mr. and Mrs. C. H. Hill-Willis a further lease of the area for three years from July 1, 1958, subject to the Minister's approval. On December 5, 1958, the Council was advised that, in view of the outlay by Mr. and Mrs. Hill-Willis, approval would be given to a lease for three years from July 1, 1958, on the distinct understanding that no transfer of the lease would be permitted and that any further proposal from the Council for leasing the reserve shall be submitted to my Department in the first instance. Early in 1960, representations were made on behalf of Messrs. Clark and Baskerville, who contemplated purchasing the balance of the lease from the lessees, provided that a further lease for three years was agreed to. On March 8, 1960, solicitors for Clark and Baskerville were

advised that the then current lease was approved on the distinct understanding that no transfer would be allowed and that approval to grant a further lease of three years to the proposed transferees would not be forthcoming. Information in my Department now shows that Clark and Baskerville have been in possession of the premises for an indefinite period, and as already indicated the current lease to Mr. and Mrs. Hill-Willis expired on June 30, 1961, consequently any occupation since that date must have been by arrangement between the occupants and the Brisbane City Council as trustee of the land, without my approval. As already indicated, the lease to the former lessees expired on June 30, 1961. On July 21, 1961, the Council was requested to advise whether it had any proposal for future leasing of the land. On September 25, 1961, the Council advised that tenders for leasing the reserve had been called and it was proposed to grant Amoco Australia Pty. Ltd. a lease of the premises for a period of ten years from January 1, 1962 at a rental of £2,300 per annum, subject to certain terms and conditions. These conditions included the erection of a modern service station at an estimated cost of £17,500, which would become the property of the Council on termination of the lease. On October 25, 1961, the Council was informed that as the land had not been used for the purpose for which it had been reserved for many years, approval to further leasing could not be given and that it was proposed to cancel the reservation and thereafter deal with the land as Crown land under the provisions of the Land Acts. I have no knowledge of the ownership of any of the fixed assets. The terms of the lease to Mr. and Mrs. Hill-Willis indicate that the buildings and improvements at the termination of the lease shall become the property of the Council and that all petrol bowsers, pumps, machinery, plant, fittings and fixtures erected on the land remain the property of the owners and may be removed. I am unaware of the present owners of the bowsers, machinery, &c., referred to."

COST OF DEPARTMENTAL CHRISTMAS CARDS

Mr. COBURN (Burdekin), for **Mr. AIKENS** (Townsville South), asked the Premier—

"(1) Is he aware that the New Zealand Government has decided to abolish the expensive custom of Government Departments distributing Christmas cards?"

"(2) What is the total aggregate cost involved in the various Queensland Government Departments distributing Christmas cards, including the considerable amount for postage?"

"(3) Does he not consider that the sensible and economical act of the New Zealand Government in this regard could be very well emulated here and, if not, why not?"

Hon. G. F. R. NICKLIN (Landsborough) replied—

"(1) I have no official advice to this effect."

"(2) If expenditure on Christmas cards and postage is unjustified, I do not see why Departments should be involved in a greater waste of public funds by obtaining the information the Honourable Member seeks, especially as this would entail a great deal of time to collate."

"(3) No."

FIXATION OF PRICE OF PETROL AND BREAD

Mr. COBURN (Burdekin), for **Mr. AIKENS** (Townsville South), asked the Minister for Justice—

"(1) Does the Prices Commissioner fix (a) the price of petrol to consumers and (b) the margins of vendors or service stations?"

"(2) Does the Prices Commissioner also fix (a) the price of bread to consumers and (b) the margins of vendors or breadcarters?"

"(3) If the answer to Question 2 (b) is in the negative, why is there one price-fixing principle with regard to petrol and another with regard to bread?"

Hon. A. W. MUNRO (Toowong) replied—

"(1) The Commissioner of Prices determines maximum retail prices and maximum wholesale prices of petrol."

"(2) The Commissioner of Prices determines maximum retail prices for bread but does not fix margins of vendors or breadcarters."

"(3) Bread cartage services are not declared services subject to price control."

SEA-TRANSPORT OF CATTLE FROM CAPE YORK PENINSULA AND NORTHERN TERRITORY

Mr. WALLACE (Cairns) asked the Minister for Labour and Industry—

"In view of the details of a plan to provide sea transport for beef-cattle from Cape York Peninsula, the Gulf Country and the Northern Territory to markets on the East coast, as announced by him—

(1) Were tenders called for the provision of this service?

(2) Did the originators of the scheme, Marine Contractors, submit a tender?

(3) Was John Burke Ltd. approached in relation to providing a service?

(4) Is it intended that the service be a dual one, that is, cattle from and cargo to the areas?

(5) Is it a fact that the proposed new vessel is in the process of being built?

(6) Will the vessel be subject to import duty or will it operate under permit in Queensland waters and not subject to Australian award conditions?

(7) What is the amount of the proposed developmental subsidy and is it payable in advance?

(8) Will freight charges be further subsidised by £2 per head?"

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

"Because no agreement is yet finalised, and negotiations with potential users of this service (and also with the Federal Government), in relation to the Northern Territory, are proceeding to determine the full extent of the need, answers to all these questions are not at this stage available. The Queensland Government has, for many months, been making every possible effort to encourage sea transport for cattle from North Australia, and also to ensure that it is as comprehensive and effective as possible. It also realises that cruising speed and ship construction are critical factors, as many of the potential supplying areas can only be effectively tapped by suitable vessels. The Government has, as its objective, the conversion of the five meatworks from Bowen to Cairns, inclusive, from seasonal to year-round operation. One vital prerequisite is obtaining cattle from every possible source. There exist also large numbers of what are termed 'Salvage Cattle'—probably in excess of 10,000 head per year, very few of which have been, in the past, sent to killing works, or even could be, by any other method of transport. Many are beyond the range of anything other than speedy vessels, but, being entirely suitable for the second-grade Hamburger markets available overseas, will, if slaughtered and exported, very greatly improve the overall economy of this industry. In detail, in as far as is at this stage answerable,—

(1) No, but the Government's efforts to negotiate a sea transport service for cattle have been publicised. As a result, enquiries and/or proposals were received from four companies.

(2) Marine Contracting and Towing Company Ltd. submitted a series of proposals but none of these was considered to be economically practical or sufficiently comprehensive for the long-term development described in the introduction hereto.

(3) Yes.

(4) A dual service has been considered but so far is not regarded as practical. It is, of course, quite possible that such a service might ultimately develop.

(5) Clausen Steamship Company has widespread cattle transport interests and I understand has under construction more than one vessel, one or two of which, I am advised, are of the type required for this service, should it eventuate.

(6) I do not know. The Honourable Member will, I am sure, realise that these matters are of a nature as to be Federal rather than State responsibilities.

(7 and 8) Proposed developmental subsidy is for a period of one year certain with a maximum of three years, but until negotiations are finalised, I am not in a position to advise either the amount or the terms."

OBJECTIONS BY HOUSING COMMISSION TO
INCREASED LAND VALUATIONS

Mr. SHERRINGTON (Salisbury) asked the Minister for Public Works and Local Government—

"In view of the Treasurer's reply to my Question on November 9 regards the rights of tenants of Housing Commission rental homes lodging objection to increased land valuations or conversely the right of the Commission to appeal, what procedure would be followed if time for lodgment of objection had expired in this regard?"

Hon. H. RICHTER (Somerset) replied—

"I would refer the Honourable Member to the reply given by the Honourable The Treasurer on the 9th instant to his question regarding 'objections by Housing Commission to increased land valuations'. The Honourable the Treasurer advised the Honourable Member that the Solicitor-General has been asked to examine the matter and as the Honourable Member's question addressed to me is linked with the Solicitor-General's opinion, I would suggest that in the first instance he await a further statement to be made by the Honourable the Treasurer when the Solicitor-General's advice is available."

EMPLOYMENT OF FEMALES IN STATE PUBLIC
SERVICE

Mr. HOUSTON (Bulimba) asked the Premier—

"Why is no provision made for the employment in the State Public Service of girls who have taken other than the commercial course for Junior?"

Hon. G. F. R. NICKLIN (Landsborough) replied—

"(1) The competitive examination for appointment to the Public Service as clerk-typist is held in conjunction with the Junior Public Examination in November of each year and, as appointees from this examination are required for the performance of stenographic duties, obviously qualification in such subjects is essential. (2) Candidates without these commercial qualifications are eligible for appointment to Offices in the Public Service as female assistants and to laboratories as attendants. (3) There is also a field of professional employment available for girls in such capacities as librarians, museum assistants and assistant scientists, where the nature and standard of duties require matriculation qualification."

USE OF BESSER BLOCKS AS BUILDING
MATERIAL

Mr. HOUSTON (Bulimba) asked the Treasurer and Minister for Housing—

"Has the Queensland Housing Commission any objection to the use of Besser blocks as a building material in the construction of homes? If so, what is the objection?"

Hon. T. A. HILEY (Chatsworth) replied—

"The Brisbane City Council originally approved of the use of Besser block for houses provided the outer walls were of cavity wall construction. Subsequently, when, at the request of the Council, the manufacturers modified the block by recessing the connecting web between the outside and inner faces $1\frac{1}{2}$ inches by $\frac{1}{2}$ inch, the block was approved for single block construction of external walls in domestic buildings. The Commission has no objection to the use of Besser blocks as a building material for houses provided (a) external walls of single block construction are made waterproof by two applications of 'Boncote' or similar approved cement based waterproofing paint; (b) the mortar in correct proportions of plaster sand, river sand, cement and lime is carefully applied to avoid bridging between the outer and inner skins of the blocks; (c) care is exercised to ensure that storm moulds against joinery frames are completely waterproof—this is a more rigid requirement than applies to orthodox brick construction where the cavity protects against water penetration, and (d) cracks where they occur are raked and filled with 'Secomastic' or similar non-setting mastic, and painted with 'Boncote'—more careful attention is required where the blocks are used as continuous foundations in lieu of poured concrete pier and beam foundations. It is essential that the work of construction be carried out by builders experienced in the use of the block and the work is strictly supervised."

CLOSURE OF INNISFAIL AND MOURILYAN
TRAMLINES

Mr. DAVIES (Maryborough), for **Mr. BYRNE** (Mourilyan), asked the Minister for Transport—

"(1) Have representations been made to him to close the Innisfail and Mourilyan tramlines and, if so, by whom?"

"(2) Can he give an assurance that these tramlines will not be closed in view of their highly profitable operation?"

"(3) Have representations been made to him to permit road transport of Babinda sugar direct from Babinda to Mourilyan Harbour, thereby eliminating the present rail transport to Boogan? If so, does he propose to grant such a permit?"

Hon. G. W. W. CHALK (Lockyer) replied—

"(1) No."

"(2) There is no present intention of closing this tramway."

"(3) No."

CONSTRUCTION OF MACKAY ABATTOIR

Mr. GRAHAM (Mackay) asked the Minister for Agriculture and Forestry—

“When will the construction of the Mackay Abattoir be commenced?”

Hon. J. C. A. PIZZEY (Isis—Minister for Education and Migration), for **Hon. O. O. MADSEN** (Warwick), replied—

“Before Government approval can be given to the construction of a district abattoir the procedures as laid down by “The Abattoirs Acts, 1930 to 1958” must be complied with. These include site, plans, specifications, costs, &c. When these details are received from the District Abattoir Board they are examined by the Minister for Agriculture and Forestry and if he is satisfied with the soundness of the proposition it is submitted to the Governor in Council. A report and the necessary details have been received from the Mackay District Abattoir Board within the last few days and are being examined prior to submission to the Governor in Council. It is expected that this will be completed in the very near future. If approved it is not envisaged there will be any delay in the commencement of construction.”

RELIEF OF UNEMPLOYMENT IN MACKAY AND DISTRICT

Mr. GRAHAM (Mackay) asked the Premier—

“In view of the possibility of large scale unemployment developing in Mackay and district upon the completion of the present sugar cane crushing season, will he have immediate investigation made into the possibilities of having some form of public works undertaken there, so as to relieve the distress that will be occasioned by the breadwinners who are forced to exist on unemployment sustenance?”

Hon. G. F. R. NICKLIN (Landsborough) replied—

“(1) The Government is at present in the process of implementing a vigorous works programme in all parts of the State, and it is utilising all available funds for the purpose. The Honourable Member can rest assured that the needs of the Mackay area, including those resulting from seasonal unemployment in the sugar industry, have not been overlooked in the allocation of finance for capital works, as the following facts will reveal. (2) The approved loan and/or subsidy allocation for the current financial year to Local Bodies in the Mackay area is substantially greater (to the extent of some £430,000) than the amount allocated to those authorities in the preceding financial year, and is indeed £689,000 greater than expenditure actually achieved by those bodies in 1960-1961. (3) It would not be inopportune to mention that seasonal workers by the very nature of their employment receive higher wages in comparison

with those employed continuously throughout the year in other than seasonal industries. (4) I can assure the Honourable Member that the Government will continue to watch the position closely and I shall always welcome any views and suggestions which he cares to put forward on this important matter.”

MEANS TEST AT DENTAL HOSPITALS

Mr. MELLOY (Nudgee) asked the Minister for Health and Home Affairs—

“(1) In view of his reply to a Question on November 9 asked by the Honourable Member for Norman that the means test at dental hospitals is flexible, does he consider it desirable that the question of eligibility for treatment be left to the discretion of the interviewing officer?”

“(2) If eligibility is not the responsibility of the interviewing officer, on whose authority are decisions made?”

“(3) How are members of the public made aware of the requirements of the means test before presenting themselves at dental hospitals?”

Hon. H. W. NOBLE (Yeronga) replied—

“(1 to 3) A basis of eligibility is laid down for the guidance of the interviewing officer who in some instances is the secretary of the Hospitals Board, and it is the responsibility of such officer, on the information available to him, to determine whether or not the patient comes within the scope of such test. If there is any doubt he may refer the case to a higher authority which in the final analysis can be the Hospitals Board. Members of the public wishing to ascertain whether they are eligible to receive treatment at a dental hospital or clinic may submit particulars of their circumstances by telephone or letter to obtain some indication of their eligibility before attending personally.”

EXTENDED PLAYING AREA, HAMBLEDON STATE SCHOOL

Mr. ADAIR (Cook) asked the Minister for Education and Migration—

“Owing to the urgent necessity for extra playing area at the Hambleton State School, what are the latest developments regarding the transfer of Crown land adjacent to the school?”

Hon. J. C. A. PIZZEY (Isis) replied—

“The land resumed for the enlargement of the Hambleton school site is now available for the use of the school children and when agreement on compensation has been reached, it will be vested in the Minister for Education and the Department of Public Works will then be asked to place it in a usable condition.”

PAPERS

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

Report of the Queensland Housing Commission for the year 1960-1961.

The following papers were laid on the table:—

Order in Council under the Profiteering Prevention Acts, 1948 to 1959.

Order in Council under the Stamp Acts, 1894 to 1961.

Orders in Council under the Co-operative Housing Societies Acts, 1958 to 1961.

Order in Council under the State Transport Act of 1960.

LAND TAX (FURTHER ADJUSTMENT) BILL

INITIATION

Hon. T. A. HILEY (Chatsworth—Treasurer and Minister for Housing): I move—

“That the House will, at its next sitting, resolve itself into a Committee of the Whole to consider of the desirableness of introducing a Bill relating to land tax in and for the financial year begun on the first day of July, one thousand nine hundred and sixty-one.”

Motion agreed to.

WORKERS' COMPENSATION ACTS AMENDMENT BILL

THIRD READING

Bill, on motion of Mr. Hiley, read a third time.

WORKERS' COMPENSATION (LEAD POISONING, MOUNT ISA) ACTS AMENDMENT BILL

SECOND READING

Hon. T. A. HILEY (Chatsworth—Treasurer and Minister for Housing) (11.22 a.m.): I move—

“That the Bill be now read a second time.”

This is a simple Bill containing only a minor amendment of the Act. I have nothing to add to what I said at the introductory stage.

Mr. INCH (Burke) (11.23 a.m.): There should not be any serious objection to the Bill which provides for an alteration in the residential qualifications of the Chairman of the Board. It should be in the interests of all parties that the Board should be properly constituted at all times. However, I think it is most desirable to have a resident Chairman. It may not always be possible to obtain a qualified medical representative who is prepared to accept this appointment. I suggest to the Minister that he seriously consider the appointment of the Medical Superintendent of the Mt. Isa District Hospital as Chairman of the Board. This

would save the unnecessary expense of a chairman travelling backwards and forwards between Brisbane and Mt. Isa. I suggest that the Medical Superintendent be given the opportunity of accepting the position.

Previously there was an anomaly in the construction of the Board in that the expiry date of appointments to the Board was 26 June, 1960. The nomination for the workers' medical representative on the Board had to be made no later than 31 July, 1960. The Board would not be properly constituted until such time as the medical representative had been elected. Some time could elapse from 31 July to the date of election of the representative, and in that time the Board would not be properly constituted. I mention this matter in case the Minister is not aware of it.

For the information of hon. members I point out that the Lead Board was appointed to examine suspected cases of lead poisoning or lead absorption. The employees who are suspected of suffering from absorption or poisoning are referred to the Board by Mt. Isa Mines or by the workers' representative, and it is the Board's job to assess the symptoms and also the clinical results of blood and urine tests. Although these may show that there has been some absorption it does not necessarily follow that the men have been poisoned.

The most common symptoms of lead poisoning are sickness in the stomach, aching joints, headaches, cramps, listlessness and loss of sleep. In relation to urine tests Dr. Rathus considers the figure of 0.20 to 0.25 milligrammes per litre to be highly suspicious, and I might add that the State Government Analyst's report gives a figure of 0.07 milligrammes per litre as being the maximum adult figure. Urinary lead estimations in some cases at Mt. Isa have varied from 0.28 milligrammes to 0.80 milligrammes per litre, a very high content indicating that despite precautionary measures which might be taken to reduce lead poisoning or absorption some of the employees still have excessive urinary excretion per litre.

I mention the precautionary measures that might be taken. In the past these measures to some extent have become suspect by employees of Mt. Isa Mines, because they considered that every precaution had not been taken. It was only when Dr. Rathus was sent to Mt. Isa to investigate the problem that extra water sprays and extra water facilities were put in, to overcome the hazards found by Dr. Rathus to exist at that time. In support of my statement I should like to read a brief extract from the report made by Dr. Rathus at the time he went to Mt. Isa to carry out an investigation. He said:—

“I gather for instance, that air-wash masks were only very recently brought into use around the smelter. More use could be made of modern equipment of this kind in situations where their use would be a practical solution.”

That statement shows that Dr. Rathus found in his investigation that every precaution had not been taken to reduce the hazard of lead poisoning or absorption.

In relation to blood tests, figures may be obtained from the Rathus report submitted to the Industrial Court, wherein he states that he considers that stipple cell-counts of 3,000 to be suspicious and 5,000 to be the allowable maximum. The counts of some employees in Mt. Isa varied from 6,000 to 20,000, which again indicates a high absorption of lead by some employees engaged in the industry. However, as I said before, this may not necessarily mean that the employees would be lead-poisoned. There are various ways in which lead may be absorbed. Chiefly, it is by the inhalation of lead fumes and dust. Of course, it may be absorbed also by unclean habits of employees coming up from underground, or, after performing their duties in the smelters, they may not wash their bodies thoroughly and give their hair a very thorough cleansing. If the men do not clean their fingernails, this may be another source of lead-absorption. They may wash their hands, but may not clean their fingernails thoroughly and they may absorb lead while eating their food. When a man with unclean hands rolls a cigarette a certain amount of lead content may be inhaled in the cigarette smoke. Before employees have a drink of water, or eat a meal, it is essential that they should cleanse their mouths thoroughly. They should have a gargle, or a mouth-wash. Those are some of the ways by which lead may be absorbed and lead-poisoning may be contracted.

I have referred to the inhalation of lead and I think it is interesting to note, in relation to lead in air, the opinion of Ronald E. Lane who, in 1949, subscribed an article to the British Journal of Industrial Medicine which appeared at page 130 under the heading, "The Care of the Lead Worker," wherein he gives the maximum permissible lead-in-air in lead industries as 2 milligrams per 10 cubic metres. This would be something like 0.2 milligrams per cubic metre. The Australian suggested permissible content in the Rathus report on page 1779, is 0.15 milligrams per cubic metre. The lead-in-air content in some sections of Mt. Isa Mines is in excess of what is considered to be the maximum permissible figure. The Rathus report published in Queensland Government Gazette, No. 104, at page 1785, in relation to lead-in-air at the blast furnace feed section during a blow-back of furnace smoke gives a figure of 600 milligrams per cubic metre, and several other readings are high, but not as high as this, which is roughly 3,000 times the English permissible figure. That again gives some indication of the serious hazard to the health of employees. I might point out at this stage that the blow-back at that particular time was an induced blow-back

brought about to allow Dr. Rathus to obtain a sample of the lead-in-air. These blow-backs are not so infrequent, and when they occur there is a high content of lead fumes in the air in the smelter.

Some employees at Mt. Isa have been certified as suffering from lead-poisoning and have become compensation cases. Others have been classed as lead-absorption cases and have been transferred to other jobs to enable them to overcome the lead-absorption. However, there are instances of some employees suffering from absorption who have not been transferred from their jobs as quickly as possible. I know of one case of an employee who was left for two weeks in his job although he was certified to be suffering from lead-absorption. He was exposed to the lead hazard for a further two weeks before he was transferred. I understand that a suitable job could not be found for him underground, and that was the reason for the delay. However, in my opinion, it is not necessary to transfer an employee to another underground job. If it is desirable to transfer him, he may be transferred to some other part of the plant for a few weeks to allow him to recover from the absorption.

I suggest to the Minister that some extension of powers be granted to the Board to enable employees who have left Mount Isa Mines Ltd. or any allied industry in the past to be re-examined at intervals. As the Deputy Leader said in his speech, it is quite possible that in later life some of those employees will suffer from an illness on which their earlier lead absorption will have some effect and will possibly contribute in some way to their death. I think he mentioned the late Jack Schmella. He was one case in which there could have been lead absorption. Although the human system may cleanse itself through the blood and the urinary tract, I have had medical opinion to the effect that samples have been taken of the bone structure of the cranium of a person who suffered years earlier from lead absorption or lead poisoning and a deposit of lead has been found in that bone structure. I understand a small hole is drilled just above the hairline and the sample taken clearly shows that lead still remains. So it is quite possible that lead absorption could hasten the death of a person suffering from some other complaint.

I have no reason now to doubt that the Board as presently constituted will give an effective service to the employees of Mt. Isa and those working in the industry. I trust that its efforts will meet with every success.

I sincerely hope that the Minister will give some thought to my suggestion about the appointment of the Medical Superintendent of the District Hospital at Mt. Isa as chairman of the board and also to the suggestion for widening the powers of the Board

so that past employees might be able to have a further check-up on their state of health at a later date.

Hon. T. A. HILEY (Chatsworth—Treasurer and Minister for Housing) (11.38 a.m.), in reply: I followed with interest the points made by the hon. member for Burke who is so closely associated with the functioning of the industry that provides the basis for the Board. I was impressed with his arguments. There might be a hiatus in the constitution of the Board through a late sending out of nominations for the employees' representative. There could be a risk of not having an effective Board because of delay in the election of the workers' representative. I will have that particularly looked at. The hon. member may rest assured that I will see that nominations are called early enough on the next occasion on which they are required to make sure that no such gap occurs. It may be, of course, that the employees' representative will leave and a fresh election will become necessary. I cannot rush that election. I must give a fair time before nomination and we may get a bit of a gap because of that, but that is unavoidable and in any case it will not happen often.

The hon. member suggested, too, that it might be wise to consider extending the power of the Board to examine ex-employees of a mine. I think I made some mention of this at the introductory stage. If I did, please forgive me for repeating it; if I did not, it will come new to the hon. member. I wondered why, against the general pattern of having a tribunal to deal with citizens of the State generally, in this case was a Bill which set up a narrow tribunal to deal with a problem of employment for workers in one section of industry. I wondered whether it would be wiser, instead of having a Mt. Isa lead board, to have a lead board that would function generally for the whole State for every case, in much the same way as the Cardiac Board does for all heart cases in Queensland and the Chest Board does for all chest cases in Queensland. Perhaps that would take care of the point that the hon. member had in mind. However, I thought that I should know more about the subject before suggesting such an important change to the House, and I was particularly impressed with the high technical quality of the preventive and curative work, evidence of which is contained in the several reports of Dr. Rathus from which I quoted quite extensively at the introductory stage. I thought, "Here is a very skilful and highly technical approach to a highly complex subject. The board is functioning well. I should hate to do something that might in any way lessen the quality of its work." I assure the hon. member that I shall give further thought to his suggestion. I think it is quite illogical that we should recognise the health problem of a man who is leaded at Mt. Isa only while he is at Mt. Isa. I cannot see that the problem is anything less of a social problem or a

challenge because he no longer works at Mt. Isa but takes his affliction with him to some other place of employment in the State. Even if I am convinced that what has been specially established for Mt. Isa is functioning too well to disturb it particularly, we may be able to find a way of enlarging the powers of the board to enable it to follow a man who goes through its hands and who is no longer in the mine or an employee of the company.

With the establishment of more paint factories and galvanising works, and with the use of lead diluted with zinc in sublimation or in some of the other processes they use, we may well be forced to accept that exposure to lead can occur in places other than where the ore is mined. In fact, it has been calculated that welders working on surfaces that have been protected by lead run a slight risk of exposure to lead because the heat used in welding operations causes some vaporising of the lead. A man working in confined conditions could suffer limited exposure under those conditions. In spite of all the efforts that have been made to limit the use of lead in paint mixtures, we still find paint that has been leaded not in the production but in the containers in which it is sold. Consequently, I indicate to the hon. member that I shall have the question investigated to see whether there is a general answer in addition to the particular one that we have at the moment.

I listened with interest to what the hon. member had to say about cases where men showed quite a severe affliction on the stipple count or the urinary examination count. He also mentioned that on some occasions men who have been diagnosed to be suffering from exposure are not moved as quickly as they might be to a less hazardous place. Lest there should be any impression that these things are the general rule or that the Board is rather indifferent to these matters, I should like to quote again extracts that I read from the several excellent reports of Dr. Rathus. First, dealing with the question of whether or not the tribunal is sympathetic, at page 1775, in his report of 1 August, 1960, he said—

"In all fairness, I must state my personal opinion and this is that quite a number of these men would not have been compensable under stringent examination. Some had high lead excretions with no symptoms; others had minor symptoms with high lead excretion.

"In situations outside of the smelters, many of these would have done quite well on transfer alone. However, it is the function of medical officers responsible for the supervision of workers, to decide what is in the best interests of the man, and where no situations that are safe from lead exposure are available for a lead worker, there is no doubt that compensation should be accorded where sufficient evidence exists of excessive lead absorption."

I should hate to think that the hon. member and I had different opinions about the matter. I do not think he intended to convey that the Board was too stringent or that it was indifferent towards some of the preventive problems. Dr. Rathus said that in his personal judgment he would not have given compensation in all the cases granted by the Board. I said at the introductory stage that to have that expression from such an authority was a very great comfort to me.

In his subsequent report of September, 1961, at page 22, he has the following to say, which again is extremely comforting—

"There is no evidence whatever that severe cases of lead poisoning have occurred at Mount Isa over a long period. There can be little doubt that this may be accepted as due to the system of medical supervision that has been developed. It is most important to realise that the facts presented in this survey merely reflect the background of the kind of exposure that is at present possible as far as absorption of lead is concerned amongst men who were in and around the lead smelter. Only the consecutive results that are plotted on an individual man's card showing the trend of changes over many months or even years, will assist in determining the degree to which lead absorption is affecting any individual man.

"High stipple cell counts or high coproporphyrin excretions do not necessarily imply that a man is in danger, nor yet does a high excretion of lead in the urine. It may be stated, however, that if any men show, in combination with any of these other factors, a fall in haemoglobin of significant percentage or a high blood lead, or, of course, the variegated pattern of symptoms common to these men, industrial lead poisoning is imminent."

From that I formed the conclusion that while you watch for high stipple count and for high excretion in the urine, they are not necessarily indications of real trouble. They are warnings. They must be read in conjunction with a lot of other clinical tests to decide whether the trouble is really present. In his conclusions on page 27 Dr. Rathus said—

"Under the present system of routine testing, personal protection, and mitigation of atmospheric contamination, there appears to be little chance of serious cases of lead poisoning occurring at Mount Isa Mines. Cases with moderate symptoms will make their appearance, but as long as the present concepts of preventive medicine hold, they should be detected readily and suitably treated or advised."

He went on to discuss the effect of the hours of work. From that I conclude that it would be quite wrong for the Committee to consider that lead poisoning at Mt. Isa or anywhere else is to be treated indifferently. On the other hand I think every hon. member

can take comfort from those quite independent reports by Dr. Rathus, realising that the State for a great number of years, both before our Government were in power and since, has been conscious of the hazard, and is approaching the problem scientifically and thoroughly. From the evidence of Dr. Rathus, which comes in as an independent check on the work of the various technical boards, we have an assurance that the preventive methods are effective, that the measures applied have enabled him to say that he sees no prospect, while there is a continuation of these factors, of any serious danger at Mt. Isa.

I do not, for one moment, disregard the points raised by the hon. member for Burke, that there are high readings despite all these tests and that there have been occasions when men could have been moved to other jobs more quickly. I quite agree on those points but I think it would be quite wrong for hon. members to get the impression that things are very bad up there. On the contrary, all the technical and medical evidence available shows that we have a very good preventive system that is functioning well.

I think the hon. member summed up very nicely in his closing remarks when he expressed something along those lines. I am grateful for the way in which the Bill was received.

Motion (Mr. Hiley) agreed to.

COMMITTEE

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

Clauses 1 and 2, as read, agreed to.

Bill reported, without amendment.

EXPLOSIVES ACT AMENDMENT BILL

SECOND READING

Hon. T. A. HILEY (Chatsworth—Treasurer and Minister for Housing) (11.52 a.m.): I move—

"That the Bill be now read a second time."

There is only one brief point I should like to add to what I said at the introductory stage. The hon. member for Carnarvon raised a point concerning the limitation of the size of bungers. In that regard I offer the following comments: the largest explosive fireworks, which includes the so-called bunger, must not exceed 4 inches in length and must not contain more than 100 grains of gunpowder, which is a slow-burning explosive, if "explosive" is the right term. It must not contain any explosive other than gun-powder. Legislation to that effect was introduced into Queensland by Order in Council some six years ago and is now uniform throughout Australia. Bungers examined in the Government laboratory over recent years have conformed with this standard which is rigidly enforced.

The staff of the explosives section at the laboratory tell me that they do not favour any departure from the existing standard legislation. They feel it is virtually impossible to stop misuse of fireworks and that letter-boxes have been blown up by this means for as far back as anyone can remember.

If it is desired, the matter could be brought up for discussion at the next conference of Chief Inspectors of Explosives, to be held at Adelaide in April next year.

I promised the hon. member for Carnarvon that I would look into that matter for him. With that additional comment I commend the Bill to the House.

Motion (Mr. Hiley) agreed to.

COMMITTEE

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

Clauses 1 to 3, both inclusive, as read, agreed to.

Bill reported, without amendment.

SUPPLY

RESUMPTION OF COMMITTEE—ESTIMATES—ELEVENTH AND TWELFTH ALLOTTED DAYS

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

ESTIMATES-IN-CHIEF, 1961-1962

DEPARTMENT OF LABOUR AND INDUSTRY

CHIEF OFFICE

Debate resumed from 10 November (see p. 1492) on Mr. Morris's motion—

"That £362,211 be granted for 'Department of Labour and Industry—Chief Office'."

Mr. LLOYD (Kedron) (11.56 a.m.): I think all hon. members appreciate that some aspects of these Estimates are of the greatest importance to Queensland, particularly future development and the maintenance of law. The tenor of much discussion throughout the State is that the Minister has attempted to take over too many departments or has too many departments under his jurisdiction. In these times of great unemployment with an obvious trend to regression of industry, the Department of Labour and Industry requires the utmost and sole concentration of the holder of that portfolio.

In the matter of industrial development we must take into account that the tourist industry is becoming one of the great employment agencies. It has become part of the future development of the State. But there are other matters of administration, and I raise the subject without endeavouring to be nasty personally to the Minister or to be in any way critical of the administrators of any of the departments under his control. In most instances I think we could compliment the administrative officers and official heads of

departments on their work over a great number of years. But I urge the Minister and the Premier to consider seriously whether the strain of administering the department interested in industrial development and the Police Department is not too great for one Minister. Some alarming trends in public thought during the past four years force me to make the statement. The Minister should consider relinquishing control of the Police Department so that it can be allocated to some other member of Cabinet. Unfortunately I cannot suggest which Minister should take the department under his control. Criticism has been levelled against other Ministers in the administration of their departments. However, I ask the Minister and the Premier to consider my suggestion.

Certain things have happened in past months that have given rise to some degree of worry and concern among members of the Committee, members of the public and, I am sure, members of the Police Force. The element of concern among members of the Police Force has had the tendency of lowering the morale of those men, many of whom in the past have given wonderful service. Their work has reflected credit not only on the Force but on the State of Queensland. For very many years we had a Force of which we could be proud. In the days of the late Premier Mr. Hanlon, when he was Minister for Health and Home Affairs, Queensland had a Police Force of which it could be said with some degree of pride that it was the best in Australia. At that time complete confidence and co-operation existed between the Minister, the official head of the department, and the rank-and-file members of the Police Force. Unfortunately, owing to some degree of sensational journalism, the confidence of the public recently in the Police Force has been somewhat undermined. I must say that unfortunately, many of the statements emanating from Government sources, and ministerial statements have not helped to combat the public lack of confidence in the Police Force. There has been a tendency for the Minister and the Government to panic immediately an attack is launched on police administration by sensational Press articles. Attempts that have been made to reply to these attacks, have implied that there is something wrong with the men in the Police Force, not with the administration.

Mr. Morris: Can you be a little more specific than that?

Mr. LLOYD: I will be. There are one or two cases I should like to point out to the Committee. There has been a number of sensational articles published.

I am not making any excuse for members of the Police Force who, from time to time, have been guilty of misdemeanours under the Police Rules, or of breaches of common courtesy to the public, and the laws of the State. It is natural that those men must be dealt with. However, I do say that the

other members of the Police Force must be protected. They have given good service to the public, and good and loyal service to the Government, whichever Government have been in power, and must be protected from the savage attacks of the criminal element in the community, and the sensational Press.

After some of the sensational statements, the Government introduced almost Army rule for the police which was announced in the "Queensland Government Gazette" of 13 May, 1961, and received some publicity in the Press under the heading, "Army rule for police." New rules and regulations were introduced that covered a multitude of petty misdemeanours or deficiencies in the men's conduct. The rules covered one foolscap page and dealt with such matters as malingering, disrespect to a superior officer, and conduct unbecoming a member of the Police Force. Members of the Police Force thought that they were being brought under Army discipline. In other words, conduct prejudicial to good order—

Mr. Ramsden: Section 40.

Mr. LLOYD: Yes, Section 40 of the Army rules.

I do not say that it is not necessary. Over a period, a number of statements have been made. On 9 October, 1960, the following headlines appeared in "Truth":—

"Government anxious for safeguards
 'Special squad' check on State police?
 Protect public, Force too"

That statement may appear to be all right and there may be some merit in some of the things done. The Minister may have been anxious about the unnecessary attacks levelled at the Police Force. If he was, we would support him. However, we find there is direct evidence that for this safeguarding, or checking, a new Police Force has really been brought into operation. A junior inspector of police has been appointed. I do not know whether he is attached to the Commissioner's staff or is to report solely to the Minister. He is travelling the length and breadth of Queensland and reporting on the duties of other inspectors in the State, probably senior to him, and, no doubt, he is reporting on the rank and file. Members of the Police Force have the idea that a pimp has been appointed from their ranks. Good men who have given long and loyal service to the Government, and the State, are worried that they may be the next ones called upon to explain their conduct in relation to some matter. The administration of the Police Force is a most important public service in the State and it is essential that members of the Force should have the complete co-operation of the Minister and the Government so that they may enforce law and order. If from time to time members of the Government make statements indicating to the rank

and file of the Force that their conduct is to be supervised at all times and that people outside may report to the Minister any imagined misconduct by the police, they must be concerned. The Minister should be loyal to the Force just as members of the Force must give loyal service to the Government. In most cases in the past the Government had complete confidence in the loyalty of the police. We cannot continue to have circumstances existing that give rise to Press articles like the following, which appeared in "The Sunday Mail" of 7 May this year—

"The State Government is believed to be planning drastic steps to remove 'undesirable elements' from the Queensland Police Force.

"The Government is also known to be concerned about a number of allegations of rough treatment of prisoners by police.

"The Minister in Charge of Police (Mr. Morris) has been studying ways of removing 'undesirable' policemen for months.

"Mr. Morris forecast action last month when he told the Queensland Police Union triennial conference:

"It is your job, just as it is mine or your commissioned officers', to remove or assist to remove, the few weak links which undermine the pride you and your colleagues have in your profession."

That is a very fine statement about eliminating the weak links but in headlines it becomes a matter of concern to the Force as to just who the weak links are. At the same time such a Ministerial statement gives the public the impression that the whole Police Force is identified with the few weak links.

I believe the Minister has had so much on his mind that he has not been able to concentrate on the necessary expansion of the Force to give the public the utmost protection and to understand fully that the members of the Police Force generally cannot be accused of the misdemeanours of a few. He said there would be a purge of weak links. Who are the weak links? Do the public know that he was referring only to a few or are they to believe that the whole Force will be purged? Members of the Force, whether on plainclothes or uniform duty, do not know whether they will be the victims of a purge. Any member may become the victim of an officer above him with personal bias against him. That is the impression the police will gain if an inspector goes throughout Queensland reporting on all members of the Force. I do not think enough consideration has been given to the matter by the Minister or by the Government.

It is all very well for members of the Government to say they are concerned only with the few members of the Force who have from time to time caused trouble and that they have been the reason for the sensational outbursts in the Press. Everything possible should be done to cultivate a sense of loyalty in the members of the

Force and to inculcate in the minds of the public complete confidence in them. Continual statements about weak links and undesirable elements will not foster that confidence. Statements by rank-and-file members of the Police Union at conferences and in public indicate their concern and I urge the Government to give the matter a great deal of consideration.

I am not making biased statements but with a portfolio as important as Labour and Industry and a department as important as the Police Department, particularly with the growth of crime in the State and a shortage of police officers to detect and control it, consideration must be given to separating the administration of the Queensland Police Force from the Labour and Industry portfolio. I urge the Minister to consider the matter carefully.

Attacks have been made on the Government from time to time for their administration of the Police Force and of other departments, but one does not expect to see the ministerial head of a department immediately stepping in and refuting any charges levelled against him or his department or panicking when such an attack is made. In many cases there may be evidence to show that the charges are well founded, but I believe that it is a mistake for any ministerial head of the Police Force to state, as a result of a public outcry, "We will have a purge of members of the Police Force." That is an indication of panic, and I think there should be an immediate separation of the administration of the Department of Labour and Industry from the administration of the Police Force, if only in an attempt to improve the confidence of the public in members of the Police Force and to raise the morale of members of the Police Force. We cannot expect to overcome the wave of breaking and entering that has taken place in the past 12 months unless members of the Police Force can say, "We will receive the support of our ministerial head and administrative officers. If they give us that support, the public will have confidence in us." If they receive that support, they will then be completely loyal to their own officers in combating the crime wave.

The only other matter that I wish to mention is of very great importance to the State. I am sure that the Minister is very worried about the increase in unemployment in the past six months, or the failure of the level of unemployment to recede to the extent one would normally expect during a period of the year when seasonal working conditions improve. An article appeared in "The Courier-Mail" this morning indicating that, of all States of the Commonwealth, the employment level in Queensland is falling further and further and that even in October, when normally our employment is high, more than 16,000 people were out of work.

Mr. Davies: A shocking story!

Mr. LLOYD: It is, and I think that, from a Government point of view, it deserves the

complete concentration of the Minister for Labour and Industry in an endeavour to overcome it.

The report of the Chairman of the Industries Assistance Board for the year ended 30 June, 1961, is very interesting when we consider the industrial possibilities for development of the State. With the greatly decentralised unemployment in Queensland it has become quite apparent that something must be done to encourage the growth of industry, particularly in towns in the North of the State, in an effort to overcome it. Figures from the Commonwealth Bureau of Census and Statistics indicate that from 1956-1957 to 1960-1961, a period of four years, there has been a decrease of 1,000 people in large industrial factories and undertakings and a very small increase in the number of wage and salary earners. That is sufficient indication to any Government that a review of the whole of Queensland's industrial potential is necessary. The Chairman states that the Economist Intelligence Unit, which is a subsidiary of the company producing "The Economist," in conjunction with officers of its associated Australian company, Bureau of Economic and Statistical Research Pty. Ltd., has undertaken an industrial review.

Mr. Morris: We have the first part of the introductory report. We have not the second or third portions.

Mr. LLOYD: It could be a most interesting report to Parliament. In the past four years the real necessity for a survey or analysis of the State's industrial potential has become increasingly obvious. We must regard Queensland as essentially a primary-producing State. Many of our secondary industries, particularly food processing, have been maintained at very low level. Most of our primary produce has been exported to other States to be subsequently returned to Queensland as manufactured articles. There must be many opportunities, particularly in the sugar towns of the North, for the growth of secondary industries to take up the lag in employment caused by mechanisation of the sugar and other industries. That trend will increase in the next few years. Already there is talk of introducing more modern methods in meatworks in Queensland, which will enable a much smaller work force to handle the same amount of meat. That has been the tendency overseas. If we are to compete we will have to march with progress.

Mr. Morris: That is already operating in some meatworks but it does not mean such a drastic cut in employment as mechanisation causes in other industries.

Mr. LLOYD: We have to remember the impact of mechanisation and the bulk handling of sugar. With the high sugar content of cane in North Queensland there has been a tendency towards a very much shorter season. It has all had an effect on employment in

northern towns. The further use of by-products must be investigated—baggasse and the manufacture of building boards. That has already been the subject of investigation in Mackay. The Chairman of the Board tells us that because of the high freights north of Maryborough it is not economic to embark upon the production of building board from the by-product of sugar in the Mackay area. I have no doubt that the review that is being undertaken will be of immense benefit. I commend the Chairman of the Industries Assistance Board for the work that he has put into it. Particularly in the last four years there has been a lack of complete co-ordination of works. The Department of the Co-ordinator-General of Public Works was established to co-ordinate all works of the Government under one central body that would make recommendations on the priorities of the works to be undertaken. Unfortunately Government policies from time to time have affected detrimentally the work that could be done to provide facilities to encourage the expansion of secondary industries and the growth of new industries throughout the State. There is a present tendency on the part of the Government to discontinue large-scale projects that could provide flood prevention, electric power, water and soil conservation, in favour of smaller schemes to benefit small areas by the provision of irrigation only. Industrial development cannot be achieved without complete co-ordination of all departments. The report of the Economist Intelligence Unit will provide some very vital information on the possibilities of the growth of secondary and primary industries and further mineral development in all parts of the State. No doubt it will contain certain recommendations about the economic feasibility of establishing industries in various parts of Queensland. But water, power and transport must be provided first. They are the basic requirements of all industries. We cannot expect an industry to come to any part of Australia unless those facilities are first made available. They will not, for instance, establish a factory that requires an immense amount of water in an area where water is not available. They must have power to enable them to establish and then, at a later date, to expand.

Mr. Morris: All those matters were within their terms of reference.

Mr. LLOYD: It is interesting to know that that is part of their terms of reference. At the same time, if we are successfully to implement any report such as that—and I am doubtful about the Government's capacity to implement any of the numerous reports they have had so far—the implementation must be carried out on a basis of analysis of particular districts rather than of Government policy.

Mr. Morris: What reports have I not implemented?

Mr. LLOYD: I am not talking about the Minister personally; I am talking about the Government.

(Time expired.)

Mr. RAMSDEN (Merthyr) (12.21 p.m.): I should like to remind the Committee that, when opening the Mackay tourist festival on 1 April, 1960, Professor Harry Messel, Professor, School of Nuclear Physics, University of Sydney, said—

"I would like to venture a prediction and it is this—if the problem of tourist facilities is faced in North Queensland, then during the next 25 years, it is likely that the income from tourism will be equal to that from the sugar industry or even surpass it."

Whether Professor Messel's words have any chance of fulfilment can be judged from a study of the over-the-counter business done by the Queensland Tourist Bureau in past years. For instance, in 1943-1944 over-the-counter business amounted to 55.85 thousand pounds. In the year following the termination of the war, 1945-1946, the over-the-counter business had improved to 126.4 thousand pounds and, by the end of the financial year 1950 it had passed £500,000. It gradually increased until it was 1.302 million pounds, and, since the present Minister has taken over the political leadership of the Bureau, the figure has progressively increased until it reached an all-time record this year of £1,850,000.

Mr. Walsh: I am surprised to hear you admit that the Bureau has any politics.

Mr. RAMSDEN: The hon. member who interjected is an adept at twisting words and trying to put them into my mouth.

Mr. Walsh: You spoke of the political leadership of the Bureau.

Mr. RAMSDEN: I said that the department is under the political leadership of the Minister for Labour and Industry. Even the hon. member for Bundaberg could understand that. However, I do not wish to be sidetracked by his frivolities as he has sidetracked me on previous occasions with some success.

The figures I have quoted do not reveal the full business done by the Queensland Tourist Bureau because much assistance not of a revenue-producing kind has been given as, for instance, with the free advice section and the assistance granted to the ever-increasing number of motoring public from other States who do not ask the Tourist Bureau to carry out their specific work but merely seek their advice.

From this type of service there is not any financial return to the State through the Bureau but the State, in a wider field, gets the benefits that accrue from the intake of tourists in general.

Other countries have shown us the value of tourism as a saleable commodity. It is

a commodity that can be sold over and over again to more and more buyers without decreasing either its quantum or its quality. Canada, for instance, as far back as 1959, estimated that foreign tourists spend about £A181,500,000, whilst Canadian tourists themselves spend in their own country, some £A500,000,000 just by travelling around inside Canada. The United Kingdom likewise is finding that tourism is a very good product to sell. It has been estimated that some 2,500,000 people each year leave the United Kingdom as tourists and 1,500,000 visit it. These tourist movements have become a major factor in the economies of the western democracies and in turn have stimulated a host of other industries and businesses. It has given me a great deal of pleasure to note the keenness of the Minister in striving to bring about a rapid growth of the tourist industry, which has developed in recent years.

Mr. Walsh: We are in a bad way here.

Mr. RAMSDEN: The hon. member for Bundaberg likes to be in a bad way. If we were in half as bad way as he is, we would be broke. I congratulate the Minister and the Government, and pass congratulations to the loyal band of workers in the Tourist Bureau, from the Director-General down, on the steps they have taken—the Minister and the Government politically and the staff administratively—to promote the growing tourist industry.

From the figures I quoted earlier it is quite apparent that we are building in the State an industry of great economic value, a value that Professor Messel readily recognises even if the hon. member for Bundaberg does not.

I think much more could and should be done. There is a great vacuum in our tourist trade and it can be filled by the energetic co-operation of all sections of the community—the Government, the churches, local authorities, cultural organisations, sporting bodies, chambers of commerce, chambers of manufactures, progress associations—indeed by all the people and organisations in Brisbane and South Queensland.

I am delighted to know that the Minister for Labour and Industry, under whose political leadership tourism comes, has called a meeting of leading citizens and organisations on Thursday night, 16 November, to consider the possibility of holding a festival for Southern Queensland. I congratulate him most wholeheartedly on the move. It is an act of leadership in the right direction. I believe it is a progressive one and I call now on all sections of the community, even the noisy section of the Opposition, to give their unstinted support to this meeting. Melbourne has its Moomba Festival, Sydney its Waratah Festival, Adelaide its Festival of Arts, Perth its Wild Flower Festival and Hobart its annual regatta. Brisbane alone of all the Australian capitals has no festival to celebrate. I hope that from Thursday's

meeting will emerge an active and influential committee of citizens and organisations that will offer some sort of prize for the best suggestion for the name of our projected festival period. I think the name should be one that will make our festival true to label and at the same time inspire tourists from other States and overseas, particularly New Zealand, to want to visit Queensland for the festival.

Festivals throughout the ages have been occasions for rejoicing—indeed, they go back thousands of years. Perhaps the earliest festivals on record were the Nature Festivals, to mark the change from winter to spring. The Christian church early in its history observed the festivals of Easter, Christmas, Whitsun and Ascension. The Olympic Games were, in fact, one of the four great sporting festivals of the world. So, we might go on. Right down from ancient times people have got together to celebrate the good things they share together. It is important that at various times in the year there should be celebrations such as Christmas, Easter, Australia Day, Exhibition Day, the Queen's Birthday, and, I will even throw in Labour Day, because I heard one hon. member opposite suggest it. I am quite happy to call it a festival day if Opposition members desire it. However, I believe that we need firstly a festival for our own people to celebrate, and secondly, and not less importantly, a festival that will attract people from the other States and from overseas.

Due to the wise administration, and the hard work of the Minister, and the hard work of the senior officers of the department, an increasing number of tourists is coming year by year from New Zealand, and the number will grow. I suggest to the people of Queensland, and to the meeting on Thursday night, that such a unique South Queensland festival should take place in the Spring so as to induce tourists to come to Queensland from September to December.

Mr. Davies: Make it 10 December and you can call it the Labour victory celebrations.

Mr. RAMSDEN: The hon. member for Maryborough will get a terrible surprise on 10 December.

The normal tourist season is from May to August-September, and most people in the South have an idea that Queensland, in the months from October to December, is unbearable. Nothing is further from the truth. If we could organise a spring festival to attract the tourists in their thousands we would be far on the road to achieving an all-year-round tourist season.

Other countries have used the festival as a means of attracting tourists. For instance, there is the Festival of Britain for the arts and theatre and cultural pursuits, the Edinburgh Festival based largely on music, the Mardi Gras of New Orleans, the Pasadena Festival in California, while in our own land

the Moomba Festival of Melbourne is a shining example of what can be done with proper planning.

Mr. Davies: Have you not heard of the Music Festival of Adelaide?

Mr. RAMSDEN: Had the hon. member ceased his chatter he would have heard me mention that about 15 minutes ago.

In Melbourne, the Moomba Festival is divided into many facets and activities and I suggest to the committee meeting on Thursday night that they might well look at some of these things in their search for something new for Queensland. They have cultural events, that include art shows, book fairs, dramas, foreign language plays, orchestral concerts, operetta and opera, an international evening, an oratorical competition, and, in the popular entertainment field there are children's theatres and plays, concerts, dancing, fireworks displays, a pageant of floats, massed band concerts, out-door films, and mardi gras. In the field of sports, the whole gamut of sports is organised to bring about a little Olympiad. I have quoted these things to show that, given the raw product, and the will, much can be achieved in this growing industry of tourism.

Mr. Morris: There are some very good suggestions amongst them.

Mr. RAMSDEN: I take the view that Southern Queensland has three vital products that can make tourism par excellence—

- (a) A magnificent sunny climate;
- (b) A host of beautiful tourist attractions; and
- (c) Possibly the most hospitable people in Australia, with the exception of some hon. members on my right.

Further, I am certain, that the careful use of these three ingredients can bring about a new and better type of festival that will reflect something of the sunshine, happiness, and friendliness of a great people. Such a festival could feature a procession conveying the beauty and happiness of life in a sunny State caressed by the blue waters of the Pacific.

I urge that in planning such a festival we use a creative imagination to give tourists not what will necessarily please us but what will please them. We must create a festival of originality presenting the unusual and the different, a festival that can be celebrated nowhere else in the world but only here in the sunshine State of Queensland.

I suggest that the festival should in fact be a chain of festivities beginning with and incorporating the Carnival of Flowers in Toowoomba, running through Ipswich to the Gold Coast, up through the metropolis to the North Coast.

Mr. Davies: How far north do you suggest going?

Mr. RAMSDEN: I have talked about it for Southern Queensland for the purpose of confining it to a somewhat limited area.

Mr. Davies: Redcliffe Peninsula, I suppose.

Mr. RAMSDEN: Queensland is too vast a State to make a plan embracing it in toto.

It is quite obvious that tourists enjoy specially organised festivals in which they can join, such as the Moomba in Melbourne and the Carnival of Flowers in Toowoomba.

Mr. Walsh: Bundaberg has a sugar festival, too.

Mr. RAMSDEN: I give Bundaberg credit for that.

Mr. Walsh: It has been going on for years.

Mr. RAMSDEN: Quite true. I know that many localities hold festivals that are very well run. I do not suggest that they should be stopped, but those within a reasonable distance of the city and of the near North and South Coast could be incorporated in the one set of festivities.

Mr. Davies: Why not throw all these festivals together into a ballot as to where you are going to spend the public money?

Mr. RAMSDEN: I should like to throw the hon. member into a public ballot as to what we could do with him.

In my view the spring months of October and November are two of the best months in Southern Queensland and if by a festival we can bring people here in numbers in those two months we will do a great service for the State, and, as I said before, it could lead ultimately to an all-year-round tourist season for Queensland.

We have all the God-given assets at our disposal for such a festival—our tropical flowers, our outdoor life, our exotic scenery settings, and so on, and in addition to that we are one of the few white people who have proved that it is possible to live and work and sustain ourselves in the tropics and sub-tropics. Nature has blessed us richly in the State we possess in spite of the knockers on my right. We have something to celebrate and I say let us go gay in the biggest, brightest and best festival Australia has yet produced. Let us carry on where we left off on the occasion of our Centenary Year celebrations in 1959.

A festival such as I have spoken about, and which the Minister's meeting on Thursday night will consider, could be a complete community effort. We could have the blessing of the churches in the way we already have the blessing of the fleet and the blessing of the plough. Through the keenness of the Minister and his Cabinet colleagues we can have the co-operation of the State, the cultural societies, and the sporting organisations, all in their field. In fact we could have entertainment of and by and for not only the

people of the State but also for the hundreds of interstate and overseas tourists who would come to celebrate with us.

Thursday night's meeting will include representatives of those sections of the community who can best combine to make such a festival an outstanding success. The committee to be appointed could organise a competition for the most suitable title for our festival month, which would cover all the present activities of Toowoomba's Carnival of Flowers, a home garden competition, and the golden beaches of our coast. We in Queensland can help ourselves to a greater share of the tourist cake than we are now getting. A spring-time festival would put a very palatable icing on that cake and would make it sweeter for many more to taste.

Mr. Sullivan: I will have two slices.

Mr. RAMSDEN: I hope the hon. member does. I look forward to 1962 and the promise that Thursday night's meeting has for the State of Queensland, and I look forward to the years that follow for the new festival to welcome our tourist friends from other States and from overseas. I commend the idea to all hon. members, and I again congratulate the Minister on his part in promoting the scheme.

Mr. DONALD (Ipswich East) (12.41 p.m.): I should like to thank the Minister for the courteous and helpful way in which he has dealt with the representations that I have made to him from time to time. I have always found him to be easy to approach and anxious to assist, and I sincerely appreciate the assistance that he has given me.

He has administered his department and the important sub-departments, such as the Tourist Bureau, the Police Force, the Secondary Industries Division, the Traffic Commission, the Industrial Court, and the inspection of machinery and scaffolding with an abundance of energy, zeal and enthusiasm. I often think it is a shame that the Minister did not serve an apprenticeship in the industrial movement as did his predecessor, Mr. Arthur Jones, and many other Labour Ministers, before entering Parliament. The experience gained during his period of apprenticeship and the wisdom that naturally flows from it would have prevented him from yielding to the request or the pressure to amend the Industrial Conciliation and Arbitration Act as he did last session. Every member of the Opposition warned the Minister and the Government of the serious consequences that would follow the denial to the unions of the right to approach the Industrial Commission on behalf of their members when, in their opinion, conditions in a particular industry warranted an increase in bonus payments, particularly when employers retained the privilege of approaching the Industrial Commission to have bonus payments reduced. With the facilities of

the Commission denied to them and the employers refusing to conciliate, the only course left to the employees is to strike. Before taking this step, unions always abide by the law of the land and take a secret ballot, which usually is in favour of a cessation of work. The Industrial Registrar is notified of the result of the ballot and everything is legal. A decision has been made by the unionists in a particular industry, in accordance with the law of the land, and that decision is democratic and legal.

Although strikes represent a rather drastic method of settling industrial disputes when contrasted with Labour's attempts at conciliation and arbitration and the machinery set up by former Labour Governments, it is nonsense for people to condemn strikes merely because they do not meet with the approval of the employing class. Having established their legal and moral right to strike, trade unionists are entitled to ask themselves whether the strike should be used as the first weapon in an industrial dispute or whether it should be retained and used as the last weapon. Without prejudice to their right to take direct action, or even to the wisdom of it, union leaders prefer a round-table conference at which employers and representatives of the employees get together and argue the dispute out. They prefer that to an exactly similar round-table conference after the dispute is settled, when a good deal of damage may have been done. Therefore, any legislation that prevents a union in any industry from appearing before the Industrial Conciliation and Arbitration Commission to argue the merits or demerits of an incident that may threaten, or even cause, a stoppage must be held responsible for any cessation of work and must be regarded as bad legislation. Unfortunately we had an example of that last session, and the State is suffering as a consequence. I sincerely hope that the necessary steps will be taken to rectify the position, and that a wrong will be righted.

In presenting his report to the Minister for Labour and Industry, Mr. Young the Director of Secondary Industries, has some very interesting comments to make. Early in the report he says—

"In the subject year of this Report conditions in the early months were reasonable and industry in general was in a satisfactory condition, but in the closing months of 1960 the credit 'squeeze' and increased imports presented an immediate threat to many Queensland industries. In certain industries the effect was drastic and sudden."

That paragraph supports the contention of Australian Labour Party members throughout the length and breadth of Queensland, indeed, throughout Australia. Continuing, Mr. Young says—

"At the close of 1960-1961 conditions had been somewhat eased as the result of

various actions by the State and Commonwealth Governments and in consequence prospects at the moment of writing look better than seemed possible six months ago. Nevertheless, conditions in some industries are still critical."

In giving vent to the same sentiments Australian Labour Party supporters have been described as knockers. In fact the hon. member who just resumed his seat referred to hon. members on this side as knockers. All we are anxious to knock is anything that will interfere with the growth of Queensland, her industries, and the living conditions of her people. We will continue to knock such things irrespective of the laws of the land or whatever may be used against us from time to time. I give my assurance on that. We have done it in the past and we will do it in the future.

Mr. Young continues—

"Although the commercial atmosphere has been greatly disturbed in recent months by the Federal Government's economic restrictions and more liberal policy with regard to imports into Australia from overseas, the confidence in Queensland's future development is still strongly in evidence."

If we want to continue to build that confidence we have to exercise our democratic privilege to dismiss the present Commonwealth Government from office and return a Government that will bring confidence, not only to one section of the community, but confidence and prosperity to Australia generally and every section of her people.

Dealing with southern manufacturers Mr. Young drew attention to how Queensland, from a manufacturer's point of view, suffers greatly from a scanty and scattered population in the far-flung areas, and the distance between different centres of population, such as between Brisbane and Maryborough, Maryborough and Rockhampton. He points out that many southern manufacturers find it much more profitable to manufacture their commodities in the southern States and then retail them in Queensland. He points out that rail and shipping freights are an impediment to industrial development in Queensland. All these factors have been with us down through the ages. It is a well-known fact that manufacturers, like all other employers, like to have their industries established where they can make the greatest profit. Until we remove the profit-making incentive from industry we always will have to contend with that handicap. We always will see an unbalanced economy, whether it be in Queensland, New South Wales or throughout Australia generally. We have to remove that before we can obtain what Mr. Young is so anxious to obtain.

Continuing he said—

"There have been numbers of other Japanese industrialists visiting Queensland investigating the possibility of obtaining bauxite, copper concentrates, etc., but perhaps the most important have been those

in connection with the vast coal deposits in Central Queensland. The coal fields of Kianga and Moura where steaming and coking coal are available have been the main centre of interest. Initial orders for 294,000 tons of coal have been received and dependent on satisfactory tests, orders up to one million tons per annum may be obtained. There is a possibility that the Japanese may finance construction of an £8m. electric railway from the coal fields to the coast."

That may make very pretty reading, particularly the suggestion that they are going to spend £8,000,000 to convey this coal from the coalfields to the port of Gladstone. I want to emphasise what I have said in this Chamber before. The Japanese people are only interested in taking the best of our coal for the manufacture of steel. They are not interested in the coal that we have in abundance at Blair Athol and Bowen. If they were to take the coal they wanted from the Blair Athol field which at the moment is only being worked at one-third of its capacity or from Bowen, which would be ever so much cheaper for them, because they could ship it almost direct to Japan through Bowen, or even if they took it through Brisbane, nobody would have any objection. If they took the steaming coal of which there is none better for providing energy than that at Blair Athol, no objection would be made by anybody. We should like to see our coal export trade not only encouraged but expanded. The Bowen district could supply Japan with all the coal she needed, but the Japanese say, "We do not want that coal." When they want a coal that we have not got in abundance, but in very limited supply, it is quite a different matter.

The report says—

"During June a further Japanese Trade Mission visited Australia to make a survey of the coalfields at Kianga and Moura, iron-ore deposits near the same site and coal handling facilities at Gladstone."

All those natural resources are so close together as to encourage a foreign power to come to Queensland and say, "You have the coal we want; you have the iron ore we want and the harbour we want. We want you to allow us to take the raw material from Queensland. We will manufacture it in Japan and send it back to you in the form of steel." That is not creating much employment for Queenslanders nor is it developing Queensland. It is keeping Queensland as a wood-and-water joey, providing raw material for them.

If Queenslanders themselves could erect a steel works, or could induce someone else to erect a steel works at Gladstone it would be a wonderful thing for this State. There could not be a more logical place to build it. The coal is suitable, the iron ore may be suitable, and we all know that the port of Gladstone is suitable. I doubt if there is a better port on the coastline of Australia. We

would be doing something far better for Queensland, Australia and the British Commonwealth of Nations, if we could exploit our own raw materials and produce the steel that Queensland, Australia and the world so urgently need.

Australia produces some of the best and cheapest steel in the world. It was my objection the other day, and I still think that it is foolish that we should export our raw material, particularly coal and iron ore of a type of which we have limited quantities. Every ton of coal and every ton of iron ore taken from Queensland is a ton of coal and a ton of iron ore lost for the development of our State because metals and minerals do not grow. They are not like farming commodities, something that can be produced over and over again. They are commodities that nature created for us. They are in the bowels of the earth to be won and, having been won, they do not grow again.

Dealing with the tourist industry the report says—

“Current credit restrictions have affected expansion of even the larger motel groups and they too have sought assistance, but in most cases limited funds in the hands of the banks has made them reluctant to accept a guarantee which is the only means of assisting these industries under the Labour and Industry Acts.”

I am not critical of the department for not advancing these people the money they needed to develop the tourist industry. The previous speaker spent much of his 25 minutes in eulogising the tourist attractions of Queensland. He would not for one second criticise the Government he supports—the Government that will from the hustings be seeking re-election on 9 December—for mismanaging the economic affairs of the country to such a degree that money not only cannot be guaranteed but also cannot be loaned to people who are building motels in order to attract people to Queensland to enjoy its pleasant climate and sunshine.

In regard to cement the report states—

“Sales for cement received a setback during the last year due to credit restrictions and imports. As a result, total sales were reduced in the North to 66,000 tons and in the South, the tonnage sold was only 3.0 per cent. greater than the tonnage for the previous year which compares unfavourably with the increase in previous years.”

It is not necessary for me again to criticise the disastrous effects of the economic policy of the Commonwealth Government on the development of the continent and particularly Queensland.

The report continues—

“The seriousness of the threat to the Northern industry resulted from the fact that freight rates charged on cement from Japan to Cairns were only approximately half of the rail freight from Townsville

to Cairns. However, State action was approved by Cabinet with the object of counteracting this threat, and future prospects should improve. As a result of the counter measures, the tonnage of imported cement for the year was limited to 977 tons.”

I recollect the agitation by the people of Townsville to have a cement works established in that centre. They had no difficulty in getting assistance from the State Labour Government in the form of a guarantee for the establishment of the works. But what do we find now? Owing to credit restrictions, Japan which is many thousands of miles from Australia is able to land cement in Townsville at a much cheaper rate than it can be produced there. The report states that some corrective action has been taken, but the Commonwealth Government cannot win praise for it as it was taken by the Queensland Government. Their political bed fellows in the Federal sphere were crippling a young, growing and necessary industry. Although we do not know what action was taken, we are led to believe by the report that it corrected the position. The fact that cement can be shipped from Japan to Cairns at half the cost of rail freight from Townsville to Cairns gives some food for thought. Surely to goodness our transport system is not so unsatisfactory and our standard of living and wages so high or so far in advance of those of the Japanese worker that we have to charge such a high price for cement. If we could take corrective action after we were seriously threatened, why were the people in control of our transport not wise enough to take it before we were threatened? Or was it that they were so anxious to create profits for shareholders and a big return for investors that they were willing to cripple a young industry that former Governments took such great pains to establish?

The report deals with iron and steel. Iron and steel have been the backbone of many industrial nations in the past. No nation can come to prominence without an iron-and-steel industry. Mr. Young, in his report, states—

“The possibility of the eventual establishment of an iron and steel industry in Queensland has not flagged during the year and there is more reason to be optimistic at present than has been the case for some years.

“Assuming greater importance is the recent discovery of iron ore deposits near Cracow to the South of the Kianga coalfield from which coal is being exported to Japan. The proximity of coking coal and iron ore deposits in the same area are, of course, important factors affecting the economics of the industry. The decision also to establish a major power station based in the same area is of vital importance to the area. It will be some time before the iron ore deposits are proved as to extent and quality.”

The report says further—

“The projected direct railway from Kianga to the coast makes Gladstone the most likely point for establishment of the industry. If it eventuates the industrial importance of the area is virtually unlimited for there are many possibilities in the area which could be based on the supply of cheap power and other resources.”

That confirms what I said previously, that if we can produce the raw materials for export there should be nothing in the wide world to prevent our using them to manufacture steel in the State, particularly as the report says, and the Japanese confirm, we have the coal, the iron-ore, and the port. If we have all this, it is, of course, correct to say that we will be able to build up an industry at Gladstone that will attract many workers, and many industries, and the population we need so urgently. For those reasons I think it is a mistake to send away from the shores of Queensland these essential commodities that we need to build a strong and healthy nation.

The report continues—

“The iron and steel industry could not be based on present Queensland markets for these commodities. However, the presence of commercial quantities of the raw materials makes possible the establishment of an industry which could compete in markets outside of Queensland. In addition, modern methods of processing could reduce the capital required.”

I agree with that. It reinforces the argument that I have already advanced. We have excellent steel works in Australia at present although it is true that they are all controlled by the one company, but they cannot produce all the steel we need. It is a shame that we must import steel when we have the raw materials from which steel can be made.

A very interesting table is to be found on page 9 of Mr. Young's report in which he points out that there are 104,693 workers in the State producing goods with a total value of output of £468,963,000 and a value of production of £162,392,000. I wish to compare Queensland with South Australia. We have 5,675 more workers in Queensland factories than there are in South Australia. The value of our output is £83,261,000 higher than South Australia and the value of our production is £581,000 less. Although our workers exceed by 5,675 the number employed in South Australia they receive £5,871,000 less in salaries and wages. We cannot be very pleased about that; it is certainly nothing to be complacent about and we must try to rectify it.

While the value of output of Queensland workers is £83,261,000 higher than the value of output of South Australia, the earnings for producing the higher output are

£5,871,000 less. It is true that our basic wage is the lowest in the Commonwealth, but that does not explain the disparity.

On page 10 there is another very interesting table and one that should give a great deal of satisfaction to the people of the West Moreton district and particularly of Ipswich. Our population has more than doubled, having increased by 22,100 since 1939-1940. We have 2,555 more males and 323 more females in employment in our factories. The net value of production has increased by £6,577,892. Even allowing for the inflation of the last two decades the increased production is something of which we can be very proud. It goes to prove that we are at least a very progressive city. We have moved from being the fifth to the fourth city in the State and we still have the best balanced economy in Queensland.

Before leaving the subject I should like to pay a tribute to the relief department administered by Mr. McCarthy. The department gives assistance to people in need. Its work is not very much publicised—but the department deserves praise. As one who has handled quite a number of railway requisitions issued by the department to enable people from the district to come down for necessary hospitalisation, medical, dental and optical treatment, I should be failing in my duty if I did not express appreciation of the courtesy always extended by Mr. McCarthy and those under him. No doubt the hon. member for Ipswich West has the same experience as I. A few years ago we had a weekly list, a fortnightly list, a monthly list and a three-monthly list. Now we have none of those lists but only requisitions for the people who come along to us at the Trades Hall, Ipswich on a Saturday morning.

(Time expired.)

Hon. K. J. MORRIS (Mt. Coot-tha—Minister for Labour and Industry) (2.22 p.m.): I appreciate the spirit in which hon. members have joined in the debate. While members of the Opposition have been critical of some aspects of the administration, that is only natural and indeed desirable as one of the functions of an Opposition in Parliament. There has been nothing of a personal nature, only a friendly pointing out of what is thought to be lacking. I can only repeat that all matters referred to in the debate will be examined very thoroughly.

The hon. member for Kedron said that many people had expressed concern at some happenings in the Police Department and he referred specifically to a comment published in the Press about the removal from the Force of those officers who were not doing their job in the way they should. I am rather sorry that he used the word “purge” because the language I used, from which the report was written, certainly did not include words of that type. I should like the Committee to know that when the statement was made to which the Press

report referred, there was a meeting of the Police Union here in Brisbane. I cannot say just when but it was not very long ago. Quite a number of officers of that union from all over Queensland were present. I was invited to open the conference and was delighted to take the opportunity of doing so. Although I am not able, of course, to remember the exact words that I used, I said that the people of Queensland have every reason to be very proud of their Police Force but that, unfortunately, in a body of 2,500 men, when one realises the ordinary frailties of human nature, it is only natural that there are a few who spoil the good name of the force for the many. I went on to say that I was sure that I, the Commissioner, the commissioned officers and all ranks of the Police Force would work together to try to eliminate the few—the very few—weak links in the chain so that there would not be even occasional reference to matters that are not good publicity for the Police Force. When I made that statement, I might say that it was received with many expressions of approval from members of the union. You see, Mr. Dewar, the members of the union are jealous of the good name of the Police Force, and they are as anxious as I am to ensure that the very few who spoil their good name are discovered and removed from the Force. I believe that is very important. It is no good shutting our eyes to the fact that, within any body of men, these occasional malpractices inevitably creep in.

Mr. Mann: Do you think there are more malpractices amongst young policemen now than there were in the olden days?

Mr. MORRIS: No, there are not more malpractices than there were in the past. Now that the hon. member has raised the matter, I can say that today we do not smother them; we bring them right out into the open. I believe that is the correct thing to do, and I have a very good example to give hon. members. The hon. member for Brisbane no doubt will have seen the article in "The Courier-Mail" this morning, under a very good photograph, headed in strong black letters, "Story of a very rude policeman."

Mr. Mann: I read it this morning.

Mr. MORRIS: This sort of thing does not do the Force any good, and whenever I receive a complaint from anybody about a member of the Police Force, I think it is my duty to ensure that it is brought out into the open and examined. If there is a fault, it can then be corrected; alternatively, if the statement is unjust it can be corrected. This is a very good example, because it is quite a disturbing article. I asked for a report on it and I have here the two-page report that I received. I shall not read it all to hon. members, but a very rapid investigation into the incident was made and the two principals—I do not like using

names if I can avoid it—who were associated with this function yesterday said that they think the article is grossly exaggerated and unwarranted. Unless that had been examined, there could remain in the minds of all hon. members, members of the public and myself the impression that a policeman had been rude. He has now been completely vindicated. As I said, I do not like using names if I can avoid it, but there is nothing in the report that hon. members should not see and I shall make it available to any hon. member who wishes to read it. The report completely vindicates the officer concerned. It is very desirable that such matters should be investigated. If, by any chance, a police officer is not vindicated by an inquiry further action has to be taken. Unless that action is taken all the other members of the Police Force suffer for the acts of one. I would never accept the principle of smothering up matters so that they cannot have the light of day thrown upon them. That would be doing an injustice to every section of the community. Because I hold that opinion is no reason to level the criticism that I am disloyal to the Police Force. I say that with a much greater degree of emphasis than usual. I am sure hon. members opposite will find that police officers say that I am outstandingly loyal to them. They are grateful for the interest that I have taken in their work and welfare. As a Government, we have done far more for the Police Force than our predecessors. For example, the average amount spent on police buildings in the seven years before we took office was approximately £33,000 a year whereas the average yearly expenditure since we took over has risen to £232,000. There can be no justification for the accusation that I am disloyal to the members of the Police Force.

It is not good for incorrect statements to be made. I now refer to another one. It was suggested that there is a feeling of unhappiness and disquiet amongst the Police Force because inspections of various police stations all over the State are taking place. A police officer in charge of a station would be pleased and proud to know that the Commissioner and his senior officers are sufficiently interested in what he is doing to inspect his office and report on the conditions and activities in his district. Irrespective of their occupations prior to entering Parliament hon. members would know that they were subject to supervision and discipline. Equally so are officers of the Police Force. There are no hard feelings about that; indeed, the reverse applies. We are looking into everything where there is a report that is not very good. Police officers welcome that. When I was addressing the Police Union and made the statement to which I referred, I was applauded for it and I am sure there were no bad feelings as a result of it. Two days afterwards I was given the opportunity of being host to these

officers of the union. We do not always agree but, at least, when we disagree we do so, not in a spirit of unhappiness, but in one of recognition that the other man is always entitled to his opinion.

I am completely in the hands of the Press in regard to the headlines they put to anything that is said. I do not write the headlines and to quote them against me, seems a somewhat strange approach.

I am rather sorry that the hon. member for Kedron referred to the police rules in a way that suggested that something was being suddenly loaded onto the Police Force in a fashion that had never been adopted before. I think he referred to Army discipline or something of the sort. If he cares to make a proper investigation he will find that for years and years there have been in existence what are known as "Commissioner's Instructions." There was one such instruction, No. 1130. It is a very long list and it has been in existence for a very long time.

It was considered that the police rules should be promulgated by Order in Council and all I did was to introduce by Order in Council, by amendment of Rule 74, the rules that had been in existence for a long time. I changed them in only one or two particulars.

Mr. Mann: That was thought to be a direction. It was accepted by the public to be a direction from you, when you brought them in by Order in Council.

Mr. MORRIS: I had no influence on the rules 15 or 16 years ago. They existed then. I changed one or two. I deleted one because it had a good deal to do with the grooming of horses which is a matter that does not now concern the Police Force universally. We felt it was unnecessary to leave it in.

A few words were changed to modernise the phrasing, but, with one exception, no major changes were made. I am bound to say that I did include one new rule in the list of about 40 rules under the one heading. The new one that I introduced was a simple one. It was to the effect that persuading, or endeavouring to persuade a person to plead guilty, by a police officer, would be an offence. That is the only one I introduced, and I am quite sure that hon. members will agree it was a good one.

Mr. Mann: We commend you for it.

Mr. MORRIS: Exactly. That is the only one I changed although some may have been moved from one place to another.

Mr. Hanlon: Your putting a rule like that in shows that you have a sense of humour.

Mr. MORRIS: I will admit that I am frequently tempted in this Chamber to allow that sense of humour to go further than I should. I restrain myself and I think that is a rather desirable trait.

There are one or two other matters to which I should like to refer. The first is in the section dealing with industrial development. It will be admitted that on many occasions when statistics have been used in this Chamber I have claimed that they have been misapplied. Unfortunately that is so. Very often statistics are used in such a way that they mislead rather than help. I want to refer to a book that all hon. members get—at any rate, if they desire it. It is "Queensland Statistics" and it is issued by the Commonwealth Bureau of Census and Statistics, Queensland Office. It gives the number of factories, the number of employees, and a great deal of other information about transport, retail sales, and so on. On page 1 in the first paragraph it states—

"This publication is issued during the fourth week in each month and contains the latest figures available at the date of preparation. In a number of cases the latest figures are only provisional and are subject to revision in later issues."

It then gives a deal of detailed information. It has been used by Opposition members as proof that the number of factories is fewer than it should be or that the number of employees is fewer than it should be. I have become more and more interested in tracing the basis of the information. I spoke to the Government Statistician only a few days ago. I said, "Where do you get your figures from? You have not any inspectors in Queensland; we have, but you have not. Where do you get the figures from and how do you know they are right?" I was told there were broadly three sources, the first and the most important being my department, the Department of Labour and Industry, the second being police officers who are inspectors of factories and shops in outlying areas, and the third being registration of firms. Bear in mind that my department supplies the greatest proportion of the information. That is very relevant to what I will say in a moment.

Hon. members will recall that last year they helped me to amend the Factories and Shops Act. I have no doubt they will recall that up to that time, although certain districts had been declared as factories and shops districts, a great deal of the State had not been included. With the passing of the amending Act, the whole State, for the first time, became subject to a uniform law on registration. I want it to be clearly understood that we did not change in any major degree the classification used for the last 20, 30 or 40 years; we merely extended the area of operations. In addition there were a couple of minor changes in the law.

Having said that, I should now like to point out that our records show that as at 31 January, 1960, the number of registered factories in Queensland was 6,306. In 1961 the figure rose to 6,518. And then, of course, the Factories and Shops Act became

law, and as at 31 January this year the figure had jumped to 9,828 from 6,518. I want to be very clearly understood on the point. I am not trying to tell hon. members that in nine months we brought about an increase of approximately 50 per cent. or 3,000 in the number of factories; to do so would be misusing statistics in a way that I claim they have been misused by Opposition members on several occasions.

Mr. Graham: You have used them yourself.

Mr. MORRIS: I am trying to show the Committee that if it is intended to use statistics it is essential that they be correct, and it is necessary to make quite sure that all the circumstances are covered in the figures.

I will now deal with the number of employees engaged at various times. At 31 January, 1960, our records show that factory employees numbered 86,622. On 31 January this year there were 88,450, just slightly under an increase of 2,000 in a year. On 30 September the figure had risen to 103,916—nearly 104,000. I would not try to tell hon. members that in nine months the number had increased by 15,000. It is merely that we are getting closer to a correct recording. That is all I am trying to tell hon. members.

I wish to emphasise that when I took over the administration of the department I looked firstly for statistics to guide me. I have told hon. members previously that the department was almost devoid of the statistics I sought. These are some of the statistics that I have collated in four years. I should like hon. members to listen to them because they are very important. I have asked for a monthly list of new companies. Those records were not previously available. I asked for a list of occupational accidents. There were no relative figures for accidents when we took over office. We now have them and they help us tremendously in our attempts to reduce industrial accidents. I also get the figures showing the numbers of employees on strike. I can tell hon. members at the end of the year the number of man-hours lost throughout Queensland because of industrial disputes. I get a weekly list showing me the cases before the Industrial Conciliation and Arbitration Commission. With this information I can keep my finger on the pulse and see if we are dragging the chain in any cases. I get a monthly list of all people registered as unemployed. That was never available before and is tremendously valuable in the administration of my department. There are many other instances. I could give hon. members a long list of them. One to which I wish to refer particularly is the data and the statistics that are available in the Police Department. I do not think statistical work has developed in any other department to compare with the Traffic Branch of the Police Department. When we became the Government there were no statistics of this

nature being kept. There was no statistical department at all. This has been built up under the Traffic Superintendent and much of the work has been done by Sergeant Bryce, an officer who has been attached to the office for a long time. He compiled a system, and kept statistics, that have been invaluable to the work done for the reduction of accidents.. I would say briefly that this is a system of recording the causes of all accidents, as far as we are able to determine them. Also we record where accidents happen, and all other aspects of this very great problem. From that work the Police Department has evolved what we call "selective enforcement." Simply stated, selective enforcement is a recognition of danger spots and enforcement of the law specially in those areas to reduce accident and death. The work they have done in first of all discovering what they needed to know and then applying that knowledge in reducing the toll of the road has been responsible for saving very many lives. The main reason for the reduction in Queensland's death rate per capita, while the same cannot be said of other States, is the work of the statistical data section within the Traffic Department of the Police Force. It cannot be developed in a day or a month or a year but the longer it goes on the more valuable it becomes. Recently we have been able to prove that, where this system of the preparation of statistics and selective enforcement has operated, the death rate has been reduced spectacularly. The further it spreads through the State—and it will take time—the more effective will become the work of the department. It is highly desirable that that should be told. If any hon. member, either opposite or on the Government benches, is interested in seeing how the statistical data section is working, he is very welcome to go along and have a look at it. I know that the Commissioner, the Superintendent and the officers occupied in the task will be delighted. If any hon. member has any suggestion to make for the improvement of their work we will all be delighted to hear it. A great deal more could be said about this work but I will not monopolise the time of the Committee.

I have been asked whether the Tourist Bureau has been able to bring any parties from overseas. It would take too long to compile a complete list of those that have arrived but several of us have dredged our memory and calculated that in the past 11 months there have been 47 visits from groups, some from Hong Kong, some from Japan, some from America, some from New Zealand and some from the southern States. These are continuing. We are doing more in one year in group travel than was done in any year preceding the last two, or any 10 years, and it is from that that we are getting a big surge of tourists into Queensland. Next year there will be a continuation and acceleration of the policy. Indeed I already have notice of one party that is coming from overseas in May comprising 170 people.

When hon. members talk of tourism they should not try to play it down. When people talk of tourism, hon. members should try to build up its importance in their own minds and in the minds of other people.

Mr. Mann: We always try to build it up if we can, to help you.

Mr. MORRIS: I believe that the hon. member is trying to do that, as are many other hon. members; but there are a few who are not. Unfortunately, we are nearly always required to preach to the unconverted, not to the converted. If hon. members want to see what is being done in this field, I refer them to yesterday afternoon's "Telegraph". They will see in it some very good articles. Naturally, I think they are good because there is much in them that is good for Queensland. Modesty prevents me from saying much more about those articles, but all hon. members can do much for the extension of this work if they will co-operate with those of us who are working in this field.

The Leader of the Opposition said that there had been a reduction in the number of factories in many country areas. I am bound to say that there has been a reduction in the number of factories in some areas. However, when one quotes figures it is not fair to leave some out, and one would have expected the hon. member to include his own city, the city of Toowoomba, above all others. Obviously it was not omitted because he is not interested; he certainly is interested. The figures show that in 1957 there were 376 factories registered in the district, with 3,595 employees. Hon. members should not forget that this area has always been the same in his district. It is merely the growth of the town, not the inclusion of another area, that has brought about the increase. At 31 January, 1961, there were 416 factories and 4,053 employees.

Mr. Mann: Do you think the excellent mayor they have there, Mr. McCafferty, might have something to do with that?

Mr. MORRIS: Those figures show that the number of factories has increased by 31 per cent. and the number of employees by 13 per cent. When we use figures, let us be fair about it and use them all. I wanted to finish giving those figures, but if the hon. member for Brisbane would now like the answer to his question, I should say that Toowoomba's basic riches and opportunities are so great that not even the influence of the person mentioned by the hon. member can hold it back.

I was very interested in the letter from a person named Mark R. Sherwood that appeared in "The Courier-Mail" of 10 November. Speaking about drinking drivers, he said, "Why the almost savage penalties for 'drink-driving'?" He then went on to show

by figures that drinking drivers were responsible for 2½ per cent. of the total number of accidents. That is absolutely incorrect.

Mr. Mann: There is an answer to that in "The Courier-Mail" this morning.

Mr. MORRIS: That is what I wanted to say. In this morning's paper Dr. Tonge very adequately answers it. We would be doing a grave disservice to Queensland if we were to regard the menace of the effect of alcohol on the driver of a vehicle as a minor matter. It is a very major matter, a very troubling matter. It can be proved that a great many accidents are the result of mixing drinking and driving—Dr. Tonge refers to a figure of 64 per cent. A person who has one or two drinks may have his driving ability affected even though he could not be proved to be sufficiently under the influence of alcohol to be termed drunk. Neither I nor anyone else has the right to tell a person that he should not drink alcohol; neither I nor anyone else has the right to tell that person whether or not he should drive a car—that is his business as long as he can obtain a licence. But it is the business of the public if he mixes the two. Everybody should recognise that they have a responsibility to the community and should refrain from mixing drinking and driving. Let them do one or the other, but not the two together.

Mr. DIPLOCK (Aubigny) (3.2 p.m.): I agree wholeheartedly with what the Minister said in his defence of the Police Force, but it is regrettable that there should be any need to defend a body of men to whom society owes so much. During my term as a teacher and later an inspector of schools, I lived in most parts of the State. I repeat what I said some time ago in the Chamber, at all those places I found police officers doing everything possible to promote and maintain law and order and acting as good citizens. It is true that lately in a few instances police officers have stepped out of line. But that is not to be wondered at. The police service is not unique in that respect. In every branch of the Public Service there would be a few officers who have stepped out of line on some occasion. People who step out of line are not confined to the Public Service. From time to time we read of professional men who have stepped out of line. The small number of men in the service of the Police Force who have had to be reprimanded compares more than favourably with the number who have had to be reprimanded in other sections of society.

At this stage I make it perfectly clear that any comments, criticisms or suggestions I make about the Police Force do not necessarily refer to any of the officers in the area I represent. Aubigny is under the direction of the police inspector stationed at Toowoomba, and I cannot speak highly enough of that officer. I do not know him

very well personally, but I have had occasion to interview him in connection with certain matters at various times, and I have always found him to be courteous, just and desirous of maintaining a well-ordered community in the area. I must add that his subordinates, in the main, follow the pattern set by him.

The Commissioner of Police is to be commended and congratulated upon his consistent and sustained efforts to promote good public relations between the Police Force and the public generally. When the time arrives that the public trust the police and the police have the respect of the public, I think we will have a society of which we will be pleased and proud to be members.

I do not think that the Press, in highlighting little misdemeanours as they have done in the past, are helping to bring about this state of affairs. The reports that are printed do nothing but breed and develop distrust. Like the Minister, I think that all complaints should be investigated but, before any damaging report appears in the Press, the paper concerned should at least wait until investigations have been made and then publish a report that is considered to be fair, honest and reasonable.

One danger connected with the Commissioner's efforts to bring about good public relations between the Police Force and the public generally is that, in the minds of a section of the public—and I refer to the smart, bodgie type—there is engendered a feeling that they have a chance to get away with misdemeanours by reporting to him supposed unethical behaviour on the part of officers who have occasion to reprimand them. I do not think, for one moment, that they get away with it. That would not be paying the Commissioner a compliment, but I think it could have the effect of causing these fellows to "have a go" and rely on the benevolence of the Commissioner.

It is my opinion, too, that the goodwill the Commissioner is striving to establish could be very effectively destroyed by the over-zealous policeman who imagines that promotion depends on the number of prosecutions for which he is responsible. Because of this he treats all offenders in the same way. I do not wish it to be inferred that I think that one person guilty of one crime should be punished and the others go scot free. I refer mainly to traffic breaches. There are policemen—and I am not saying just where they are—who, irrespective of genuine circumstances, and sometimes circumstances arising as a result of an emergency, connected with an offence, zealously prosecute in every case. For instance, a person may receive an urgent call to a hospital, or may have brought a case urgently to a doctor, yet the over-zealous policemen, because such a motorist has breached the traffic regulations, is not prepared to accept any excuse, treating every offender as one who commits an offence and thinks of some

snide excuse to get away with it. That can cause much harm and can militate against the success of the Commissioner's efforts, because it can develop in the mind of the individual who suffers in that way the thought of unfairness.

In my Address in Reply speech I criticised the Government on the ground that country police stations were often left unmanned during the time that the permanent officer was on leave. Since making that criticism I have been reliably informed that the practice has been adopted by the administrative authority owing to the resultant heavy expense of providing relief. Because of this I must be fair and retract the criticism I levelled at the Government. After all, we have plenty of just cause for criticism without looking, as it were, for a bogus cause for criticism. Although I recognise the need to economise, the practice is in my opinion a dangerous one. I want to make it perfectly clear to the Minister that I did not voice that criticism because of anything that happened during the time one of the stations in my area was left unmanned. I think it is dangerous to leave a country police station unmanned and that it is wiser to speak about the matter than to wait until something of a serious nature happens in an area where a station is left without a policeman in charge. I am pleased that the Minister has informed me, as has the Commissioner, that an officer will be sent to Cooyar during the period the permanent officer is on leave. I again wish to say that I had no just cause for criticising the Government on that score.

I agree that drunken driving must be stamped out and consequently the penalties must be severe. I consider however, that the policeman's duty is to prevent rather than to foster crime. A few weeks ago a paper cutting was sent to me. The evidence in the case reported in the cutting showed that prior to arresting a drunken driver the policeman followed the offender while he was walking from the hotel to his car, allowed him to drive the car for a couple of blocks and then arrested him. Surely hon. members would agree with me that the policeman's job was to arrest the man before he entered the car. While he was driving down the street he could have been responsible for an accident; he could have been responsible for a death. I was very pleased that the magistrate who tried the case had some very caustic comments to make. Incidentally the driver was not found guilty or fined. The policeman's job is not to wait until the man enters his car. If the motorist, in his opinion, is not fit to be in charge of a vehicle, he should be arrested for drunkenness. In quoting that case, I am not suggesting for one moment that it is a common occurrence, but it has occurred, and could have occurred in many other cases that have not come to light. Once it is brought to the Commissioner's notice I think he will take the necessary steps to ensure

that policemen who are in a position to arrest a motorist for drunkenness before he enters his car will do so.

Judging by the increase in expenditure, the Traffic Department is fast becoming a major department within a department. I am not in a position to say whether or not the resultant steep increase is justified. However, the cost of painting lines and erecting signs in some of the suburban areas seems hardly justified.

Mr. Morris: It is no higher this year than last.

Mr. DIPLOCK: I have heard much about the power of the traffic engineer. It is true that the Act gives him great power. I can speak from experience, and I feel honour bound to say that the present engineer is never likely to use those powers. We had trouble in Dalby a little while ago about parking. When I approached the proper authority it was rectified temporarily until the engineer had an opportunity to visit the town and investigate. I was privileged to attend a conference between members of the Dalby Town Council and the engineer. I assure hon. members that no standover tactics were employed by Mr. Leitch. The Council were not very happy about his coming, but after he had talked with them they were very happy that he came along to do the job. The members of the Council advanced their arguments for a certain type of parking. They were absolutely set on this type of parking. The engineer pointed out to them the advantages of a modified scheme and a very long debate took place. At the conclusion of the debate the Council decided to leave it to the engineer. He was to draw up a plan and submit his plan and suggestions to the Council, and they would decide. I am very pleased to be able to say that the Council members are very happy now that they were prepared to listen to, and act on, the recommendations of the engineer. I suggest to other local authorities that they cannot do better than request the engineer to make investigations and recommendations.

Mr. Hanlon: You would think he would do a better job than he has with parkatareas.

Mr. DIPLOCK: I am talking about what has happened in my area. There are no parkatareas in Dalby.

A great deal of effort and money has been spent to encourage tourists to come to the State and I believe that the efforts have been rewarded with a measure of success. Last year my wife and I caravanned through a large part of Queensland, New South Wales and Victoria. I was amazed at the number of people from all ranks of society who chose such a holiday. Heads of Universities, doctors, lawyers, chemists, headmasters, and retired gentlemen with their caravans had decided to be vagabonds and spend their leisure time on the road. Many

of the people I met had not included Queensland in their itinerary. It was only because they were firmly convinced that there were no first-class caravan parks in Queensland. I can speak from experience when I say that we have in Queensland caravan parks second to none in New South Wales or Victoria. I suggest to the Minister that he has a survey of them made. Caravaners will not take very much notice of snide advertisements but if the Government do what the Victorian Government did and have a survey made, with caravan parks rated according to the amenities they provide, and have the information supplied in brochure form to our agencies in the South, I feel sure it will be the means of attracting to the State many more tourists who prefer this type of holiday and they will bring a great deal more revenue to the State.

Mr. HOUGHTON (Redcliffe) (3.21 p.m.): I should like to express the appreciation and thanks of the Redcliffe City Council for the efforts of the Traffic Commission under the supervision of the Traffic Engineer, Mr. Leitch, Inspector Risch and Inspector Palethorpe. We believe the assistance they have rendered has been very valuable. As a motorist I am fully convinced that the work of the Traffic Commission under the guidance of Mr. Leitch has been very worthwhile. The installation of traffic lights alone has been responsible for saving many lives not only of motorists but also of policemen. Hon. members will recall the days of the old traffic policemen. They are a dying race now, and it is as well, because some motorists have no respect for policemen or even for traffic lights.

I want to repeat some observations I have made before about "stop" signs. "Stop" signs are placed on the left-hand side of an intersection but the rule of the road is that a motorist must yield to the vehicle on his right. I am firmly of the opinion that some accidents could be avoided by having "stop" signs placed on the right as well. In our own locality it has been brought out in evidence that the motorist, through looking to the right while approaching an intersection, has missed the "stop" sign immediately on his left. So I ask the department to consider installing "stop" signs on both sides of the road. I drive my vehicle every day. I automatically look to the right at an intersection and I think every other motorist does so instinctively. If there were a "stop" sign on the right there would be no valid excuse for a motorist's failing to see it at an intersection.

Some hon. members have castigated and condemned the Police Force but I think we are fortunate in having a police force of the calibre and quality that we have in the State today. Admittedly there have been a few unfavourable actions by some members of the Force recently. But the Police Force as a whole should not be condemned for the actions of a few. After all, that applies in any Government department or in any other organisation.

I venture to say that no city in the Commonwealth has so few policemen controlling and regulating it as Redcliffe has. We are proud of the 13 members of the Police Force who are stationed there—a senior sergeant, two sergeants, eight constables, and two detective constables—because they are all excellent officers. Last year they made approximately 4,200 reports, dealt with 346 cases of crime, and made 207 arrests. They were also called upon to act as court orderlies when courts were sitting from time to time and to do other jobs, and I do not think policemen anywhere are called upon to do as much work in a 40-hour week as the members of the Police Force at Redcliffe are required to do. We have approached the department on numerous occasions and asked for an increase in the staff, and I think serious consideration should now be given to providing some relief. As I pointed out in the Chamber recently, over 2,000,000 cars a year pass over the Hornibrook Highway alone, and that traffic requires the care and guidance of members of the Police Force. Accidents occur from time to time, and these also have to be investigated.

Mr. Bromley: Would you say that there should be more patrols?

Mr. HOUGHTON: Yes, I agree entirely. These men in Redcliffe are able to carry out their duties only by making a super-human effort, and other towns similar in size have 24 to 26 policemen. I firmly believe that there should be more road patrols, and I commend to the Minister the suggestion that the metropolitan patrols should operate in the Redcliffe area. I have seen some of the "cowboys" down there racing up the street at 60 to 70 miles an hour, but we cannot expect 13 policemen to be everywhere. A policeman on traffic duty may book the motorist who double parks. That person can do very little harm by comparison although he has committed a breach of the Act. But the person who speeds along the main highways gets away with it because road patrols are inadequate.

I should also like to bring to the Minister's attention the establishment of the Woody Point Police Station. The Government saw fit to erect a fine modern building at Woody Point—it was long overdue—and the station is manned by one senior constable. So far he has had to attend to 752 police reports and 27 crime reports. While he is on holidays the police station is left unmanned although arrangements are made for patrols by cars from the metropolitan area. With a local population of 22,000 plus a floating tourist population the Redcliffe police have a tremendous task on their hands. In these hard financial times there is a noticeable increase of petty thieving in Redcliffe. There is always the likelihood of an upsurge of vandalism. We have received the utmost co-operation at all times from the police but we cannot expect a

policeman to be standing as a watchdog outside any particular building or part of the city in order to catch offenders. It is necessary that a review be made of the staffing of the Woody Point and Redcliffe Police Stations.

I should like the Minister to give serious consideration to placing at the disposal of the Redcliffe Police Station a small craft fitted with an outboard motor, together with a trailer so that it would be available immediately in emergencies. When drownings have occurred or sea rescues have had to be effected the police have had to solicit the co-operation of people on the Peninsula who own small craft. The boat could be housed at the police station where it would be readily available in an emergency. If a tow-bar was fitted to the police vehicle the boat on the trailer could be towed to wherever it was required.

I congratulate Mr. Wilson upon his appointment as Director-General of the Queensland Government Tourist Bureau. Several submissions have been made by the City of Redcliffe about the inclusion of Redcliffe in tourist brochures. We hope in future that city will be included. I was very pleased to hear the Minister castigate a staff reporter of a certain newspaper.

The City of Redcliffe paid about £26 for an advertisement in another newspaper, but we were not even mentioned in the tourist supplement. Next time they will be hard-pushed to sell us advertising space. I do not know whether it is prepared by the Government Tourist Bureau or by any other Government department but there have been numerous occasions on which we have protested very strongly about Redcliffe being excluded from these tourist articles. We have even been excluded by this Government from tourist propaganda written about tourist areas of the State.

The main point I should like to stress is the shortage of Police Force staff in the Redcliffe area. It is causing a great deal of concern to the citizens of Redcliffe and I ask the Minister to give serious consideration to overcoming the position. A proposed increase in the strength of the force has been reported. I suggest that amongst the children who will be leaving secondary school at the end of this year will be many who are capable and willing to become police cadets. They could be appointed to increase the strength of the Force.

Mr. WALLACE (Cairns) (3.36 p.m.): In entering this debate first of all I should like to refer to some of the officers in this department and particularly to the Under Secretary, Mr. Hoare, and the Industrial Officer in Cairns, Mr. Owen Duffy.

Ever since my advent to this Chamber my associations with members of the staff of the department have been first-class. It is a pleasure to deal with them.

Much has been said about the Police Department. I do not wish to add very

much except to stress that my association with it has always been of a very cordial nature. It is in the interests of the electors that their member of Parliament should be on cordial terms with members of the Police Force and its administrator. I have always found the Commissioner to be reasonable in any approaches or requests that I have made to him.

The feeling of the Police Force in regard to the Minister could not be said to be so cordial. From my talks to police officers all over the State I find that the consensus of opinion is that if the Minister were to assume a little more responsibility elsewhere and a little less in relation to the Police Force both the members of the Force and the general public would be much happier. The opinion seems to be that the Minister, having occupied his portfolio for three or four years, presumes to know more than any policeman Queensland has ever had. The majority of citizens and members of the Force feel that if the Minister were to go and hide himself somewhere for a few months and allow them to carry out their duties they would be very appreciative.

Mr. Mann interjected.

Mr. WALLACE: I know he is always saying that, but people do not believe him. My colleagues have dealt with many departments covered by these Estimates and they have not left me a great deal more to say. You have ruled, Mr. Taylor, that we cannot discuss the Mt. Isa Mines dispute. Your ruling has certainly robbed this debate of much of its colour. This department is administered by a very controversial Minister. It is almost impossible to debate any matter in which he is involved without having a lively discussion. People outside generally look forward to a lively debate every time the Minister is in charge of the Chamber. For my part I am always happy to debate matters with him. The Minister has been at great pains to cloud the issues by making scant reference to many of his sections and no reference at all to others. Apparently he is averse to the spotlight of public opinion being thrown continually on him. For several months public opinion has been against the Minister. In that time he has taken somewhat of a bashing from hon. members, particularly Opposition members, and for that reason he is trying to avoid the spotlight. He laughs now, but he may not be laughing when we have finished with him.

I remind hon. members of the many statements made by the Minister and his colleagues on the hustings about what was to happen in far northern Queensland. Despite all the flowery promises of the Premier, the Minister and his ministerial colleagues of the new era we could expect throughout Queensland, particularly northern Queensland, we have no evidence of any new era in any part of Queensland, and certainly not in North Queensland. On

the contrary there is ample evidence of a slow but steady deterioration in far northern Queensland under the administration of this Government, and the people of the area are naturally very upset. They look to their representatives to put their case for North Queensland so as to let the Government know that they are not very pleased with what is happening up there. Any person, not knowing the facts, could be excused, after reading the report of the Secondary Industries Division, for believing that the Government's alleged policy of preference to local industries had been implemented 100 per cent. But such an assumption is a complete negation of the fact. We have glaring examples of the failure of the Government to give preference to local industry. One is the sea transport of beef cattle, a matter dealt with in the report of the Secondary Industries Division and referred to by the Minister in the "Telegraph" last Thursday and "The Courier-Mail" last Friday. Today I asked the Minister a series of questions on the subject but his answers were very far from satisfactory and they were not strictly in accordance with the report of the Secondary Industries Division. I directed the questions to him because of the rumours circulating in Far North Queensland, and I expected direct answers from him. In view of his answer, however, I think there is a solid foundation for the rumour and belief of the people in Far Northern Queensland that there is, and has been for some considerable time, a secret agreement between the Government, through the Minister for Labour and Industry, and the Clausen Steamship Company. I think the secret agreement has been detrimental not only to the originators of the sea-beef scheme, that is, Marine Contracting and Towing Co. Ltd., but also to other shipping lines that may have desired or intended to engage in the sea transport of cattle.

Mr. Mann: Do you think he has shares in it?

Mr. WALLACE: I do not know about that, but I think some of his friends have shares in it. I will not say that he has because I have not had a chance to look at the share register. A secret agreement with the Clausen Steamship Company, in my opinion, would be in keeping with the agreement that I have no doubt was in operation with Mount Isa Mines Ltd., about the bonus payments and the Industrial Conciliation and Arbitration Act. I believe that it is this Government's policy, and always will be their policy, to have agreements with the people who decide their policy from outside. I have no doubt about that, and I believe there are many thousands of people outside this Chamber who agree with me. It is a fact that organisations such as Amagraz, and Mr. Beaver, a director of that company, and Sir William Gunn, who is also a director of that company, and, I understand, an

associate of the Clausen Steamship Company bring pressure to bear on the Government. There is no doubt in my mind that they would be two of the people bringing pressure to bear on the Minister and the Government. Although the Minister went all round the bush to avoid giving an answer to my question this morning, the general belief is that a boat is being built in Europe at the moment. That belief may be assumed to be correct, because of something appearing in the Secondary Industries report, although the Minister said that there is nothing definite about a shipping line for the lifting of beef cattle from the Cape and the Gulf and Territory areas. Our information is that the vessel being built is to cost approximately £750,000 Australian, delivered in Australia. It will be 270 feet long, with a 6-foot draft to carry 800 head of beef. If that is correct, I have no objection to its being built. We are anxious to see the cattle lifted from those areas if it can be done successfully and economically, but I am very much concerned that such action should be taken without the knowledge of the people of Queensland. If the Government and the Minister for Labour and Industry intend to do something like this, there was no need for any secrecy. To try to break through the wall of secrecy I asked this question this morning—

“In view of the details of a plan to provide sea transport for beef-cattle from Cape York Peninsula, the Gulf Country and the Northern Territory to markets on the East coast, as announced by him—

(1) Were tenders called for the provision of this service?

(2) Did the originators of the scheme, Marine Contractors, submit a tender?

(3) Was John Burke Ltd. approached in relation to providing a service?

(4) Is it intended that the service be a dual one, that is, cattle from and cargo to the areas?

(5) Is it a fact that the proposed new vessel is in the process of being built?

(6) Will the vessel be subject to import duty or will it operate under permit in Queensland waters and not subject to Australian award conditions?

(7) What is the amount of the proposed developmental subsidy and is it payable in advance?

(8) Will freight charges be further subsidised by £2 per head?”

I could have asked this other one—

“Is it a fact that there is an Australian company that made an offer to provide the service free of any subsidy, provided they could be guaranteed 25,000 head to be lifted each year?”

In the preamble to his reply, the Minister said—

“Because no agreement is yet finalised, and negotiations with potential users of

this service, and also with the Federal Government in relation to the Northern Territory, are proceeding to determine the full extent of the need, answers to all these questions are not at this stage available.

“The Queensland Government has, for many months, been making every possible effort to encourage sea transport for cattle from North Australia, and also to ensure that it is as comprehensive and effective as possible.

“It also realises that cruising speed and ship construction are critical factors, as many of the potential supplying areas can only be effectively tapped by suitable vessels.

“The Government has, as its objective, the conversion of the five meatworks from Bowen to Cairns, inclusive, from seasonal to year-round operation. One vital prerequisite is obtaining cattle from every possible source. There exist also large numbers of what are termed ‘Salvage Cattle’—probably in excess of 10,000 head per year, very few of which have been, in the past, sent to killing works, or even could be, by any other method of transport. Many are beyond the range of anything other than speedy vessels, but, being entirely suitable for the second grade Hamburger markets available overseas, will, if slaughtered and exported, very greatly improve the overall economy of this industry.”

He added the following:—

“In detail, in as far as is at this stage answerable,

and then he answered the questions as follows:—

“(1) No, but the Government’s efforts to negotiate a sea transport service for cattle have been publicised. As a result, enquiries and/or proposals were received from four companies.”

I should like to ask the Minister at this stage if it is a fact that there was another company which had made an offer to transport those cattle purely on the guarantee of 25,000 head a year. He went on—

“(2) Marine Contracting and Towing Company Ltd. submitted a series of proposals but none of these were considered to be economically practical or sufficiently comprehensive for the long-term development described in the introduction hereto.

“(3) Yes.

“(4) A dual service has been considered but so far is not regarded as practical. It is, of course, quite possible that such a service might ultimately develop.

“(5) Clausen Steamship Company has widespread cattle transport interests and I understand has under construction more than one vessel, one or two of which, I am advised, are of the type required for this service, should it eventuate.

"(6) I do not know. The Honourable Member will, I am sure, realise that these matters are of a nature as to be Federal rather than State responsibilities.

"(7) and (8) Proposed developmental subsidy is for a period of one year certain with a maximum of three years, but until negotiations are finalised, I am not in a position to advise either the amount or the terms."

His answers to questions (7) and (8) are directly in opposition to the following statement contained in the report of the Secondary Industries Division:—

"The proposal was on the basis of a subsidy of £50,000 per annum for three years and a freight rate from the Gulf to Cairns of around £8 per head."

That is exactly what the rumours in Far North Queensland were some weeks ago. The report goes on to say—and I believe it will be true—that the £50,000 a year will be paid in advance in one sum and that will be paid for the purpose of allowing these people to build a ship. It is being built in Europe in yards where ships can be built on a long-term contract, and the people of the Far North have every right to be up in arms about it. Ships to transport cattle from these areas can and should be built in Queensland. If any exorbitant subsidies are to be paid to companies, let them be paid to Queensland companies rather than to overseas companies. Moreover, it is possible that the ship being built overseas will be allowed to enter Australian waters duty free and to operate here on permit with foreign crews and not subject to the by-laws and conditions of the Seamen's Union of Australia. That causes a great deal of concern to many because we have a number of people who could be employed on ships of this kind in Far North Queensland. I have no brief for Marine Contracting and Towing Co. Ltd., but they are the ones who in the first place investigated the trade and proved that the sea-transport of beef from the areas was economically possible. They also proved it was economically impossible to carry beef from there on a vessel with a carrying capacity of 200 head. Because of that, they decided to build or buy a bigger ship. They made application to the Federal Government in 1955 for assistance to provide a ship that would make it economically sound to carry the cattle from that area, but they were told that it was a State matter. If the State Government were interested in making a success of the sea-beef cattle industry, why did they not get behind the logical people to develop it, the people who initiated it and proved that it was possible? These people surveyed the whole area for landing places and channels to make it possible for the ships to go in and bring the cattle out. They surveyed right along the coast, into the Gulf of Carpentaria and up some of the rivers in the Gulf. They are

the people who should be given the opportunity of developing the trade now. They spent about £12,000 or £15,000 in building delivery yards at Marina Plains, which is the main delivery point. They have now been muscled out of the industry because of the association of Sir William Gunn, Beaver and others with the Clausen Steamship Company, and what they have put into the industry will now be used by somebody else.

Mr. Davies: The hon. member for Roma and the hon. member for Tablelands are very quiet about this.

Mr. WALLACE: Yes. The Marine Contracting and Towing Co. Ltd. did an excellent job in proving that the trade was economically possible and that it was necessary to have a ship that would carry 400 to 500 head of cattle. They made many mistakes, but, because of that, I think it is logical to assume that they would have improved the service had they been given assistance to provide a larger ship. The Clausen Steamship Company did bring in two small ships, but they were not able to operate completely successfully in the shallow waters into which they had to go to get the cattle.

The Minister has said that John Burke Ltd. were approached in relation to this trade. They have served the Gulf and Thursday Island areas very faithfully and well for a number of years, and now they are about to be muscled out of that area too because the dual carriage of cattle and goods has been suggested. It is reasonable to assume that John Burke Ltd. were not very happy when they were approached about this, because they realised, as everybody else does, that the carriage of cattle and goods for the people of the outback on the one ship is neither economically sound nor completely hygienic. The rumour circulating in Far North Queensland is to the effect that John Burke Ltd. have been told that unless they were prepared to institute a dual service they would no longer be paid the subsidy that is now paid to them for carting goods to the Far North. Where there is smoke there is generally fire, and that is how rumours start. People who have access to a smattering of information quickly find out that there is something doing here and something doing there, and then they pass the information on.

I do not want to decry this scheme. I am very happy to see the sea-beef trade develop to a very high degree. But I think that the building of the beef roads will interfere with this trade. Once the road from Normanton to Julia Creek is completed, a certain number of cattle that have been going by ship or over the road to Forsyth will go to Julia Creek. If the Minister is going to try to implement the policy of giving preference to industry in Far Northern Queensland, when tenders are called for a service up there contracts should be given to people within the area who have the capacity to do what is required. There are people

there with the capacity to do it. Recently, in connection with the prefabrication of portion of the Barron River high-level bridge, a certain firm was advised that it was not capable of doing the job. Subsequently we were able to get them the right to submit a contract. That firm tendered and they were successful against some of the big contractors in Southern Queensland. They have already done many big jobs in Far Northern Queensland. I remind the Minister that whenever there is need for a firm to do something for the development of Far Northern Queensland, whether it is for the cattle industry or any other industry, that in Cairns and on the hinterland there are firms and persons fully capable of carrying out the terms of any contract for which they might tender.

(Time expired.)

Mr. DEWAR (Wavell) (4.2 p.m.): I shall have a few words to say about one or two particular aspects of the Minister's portfolio, but first of all I should like to make some general comments on the overall work of the Department of Labour and Industry. I commend the Minister and his departmental officers for the enthusiasm they have displayed towards the promotion of the tourist industry in Queensland, and the encouragement of secondary industry. I am aware of the comments by the hon. member for Cairns and other hon. members opposite to the effect that the Government did nothing to encourage industry to go to country areas. No doubt they think they have made a good case, but the cold facts, as I have often indicated, are that no Government, regardless of political colour, can direct a private industry to go to any specific spot. Private industry will go to the area that suits it. If a private industry wants water adjacent to a coal mine to start a steel works, it will look for water. If it wants a ready market for its commodity, it will look for a large centre of population. There is absolutely nothing that any Government can do to direct a private industry to set itself up in any part of the State. But it cannot be said that this Government, and the present Minister for Labour and Industry in particular, have not done everything possible to implement a programme to encourage industry to go to various parts of the State. The Minister has made everything at his disposal available to private industry to show where it can get what he and his departmental officers think it requires. In the long run, it is private industry itself that decides where it will establish itself, and no amount of bemoaning will alter that fact.

Naturally, on these Estimates I intend to say something about police work and the accident rate, and, in particular, about the need to be ever mindful of the problems of drunken driving.

I am afraid I have reached the stage where I am sick to death of the sanctimony that one hears on every hand about drink driving. In a Bill recently presented to

this Parliament, the Minister outlined some aspects of the work of the Police Force in relation to this matter and I was very pleased to hear him say that both he and his Police officers think that there is every necessity for an investigation of this work. I will be frank; I was not aware that such appreciation existed. Consequently, I made an appeal for it to be done. I was very happy to learn from the Minister on that occasion that the work was being done.

I agreed with the Minister when, earlier in this debate, he referred to the worthwhile work of certain officers of the department in this field. I had the opportunity of studying just how they have approached the problem of traffic accidents and the need to be aware of why and where such things occur, so that we may do something to minimise their effects. I agree with the Minister when he pays tribute to the work of these officers. They are doing an amazingly good job that compares favourably with that being done in any other State in Australia. Happily, they have made the basis for carrying out their work in this field the necessity to go thoroughly into every aspect of it.

It is all too easy to realise that the average person in the community is completely unaware of, or completely disregards, or is completely disinterested in the terrific toll of the road occasioned directly by alcohol and the driver who drinks. We are not set a very good example by the Press in this matter. Any criticism of the liquor trade in the average run-of-the-mill debate in this Chamber never gets past first base in the newspapers, the reason obviously being that the liquor trade spends so much money on advertising in the Press. Newspapers, like most businesses, are run with the profit motive and they are not prepared to do anything to endanger their sources of advertising income.

Further than that, they often take the opportunity to defend the liquor trade. I refer particularly to an article in the "Telegraph" of 26 October, a photostat of which I have here. It is headed, "Keep it out," and it says

"The Police Minister, Mr. Morris, should not allow himself to be stampeded into setting up breathalyser tests as part of Queensland's legal machinery to trap motorists suspected of being under the influence of liquor.

"Much more objectionable is the compulsion with which its use must be backed. The Victorian Bill, which proposes to authorise the breathalyser as official equipment, sets out a penalty of £20 for any person who refuses to submit to it.

"Queensland wants none of this nonsense. Mr. Morris should make it quite plain that there will be no monkeying around here with the basic principles of justice."

As I say, I am sick and tired of the sanctimonious twaddle one hears in regard to this matter. There is no justice, they say, in adoption by the authorities of a method of proving that a man or woman who is driving on the roads is a menace to human life. No justice to whom? No justice to the drunken driver who blatantly breaks the law? But what about the poor unfortunate victim who is killed in consequence of lawlessness? That is all there is to it. Has he no right to some justice? Do we ever hear of the Press getting on his side? Not on your life!

I refer hon. members to a recent case in which a man was sent to gaol for nine months for causing road deaths. At Strathpine, this man, having on his own admission drunk three bottles of wine, proceeded to drive his car and killed three people. What do we find the Court saying about it? As reported in "The Courier-Mail" of 7 October, the Court said—

"All persons who drive cars must learn to drive and not drink, or drink and not drive, and it is the duty of the courts to try to impress that on persons who drive cars."

Did that man get a seven-year sentence for taking the lives of three people—not on your life; he got nine months' gaol. Do we find the Press criticising this inadequate sentence? We did not hear a peep from them, although they reported the case, because they are not interested in knocking anything affecting the liquor trade.

Mr. Hughes: On that basis they would not print anything relating to these accidents.

Mr. DEWAR: I am glad of the interjection. On any occasion that we see any reference in the Press to an accident, murder, rape, manslaughter or any other indictable offence—and I have been making a study of this matter over the last 12 months—and alcohol is a factor, one, two or three lines are devoted to it in an article covering a quarter of a page. If the article continues over a period of months there is reference to alcohol on only one occasion. I give as an example, a case in Perth, where a person of subnormal tendencies broke into a room and murdered a blind girl of approximately 25 years of age. I think she was the daughter of a millionaire in Melbourne. It happened in the last 12 months. I read eight reports of that case in the Press, and only once was there any reference to the fact that the lad admitted he had been drinking. The facts were published by the Press throughout Australia. Of the eight articles only one referred to the fact that he had been drinking. I therefore have every reason to believe that the Press play down the factor of alcohol in accidents.

We have to recognise—it is beyond doubt—that the process of thought of the average person is entirely to blame for this state

of affairs. We say all too glibly that traffic accidents are something that occur to everybody and that we should not put these incidents in the same category as criminal offences. I know that the Bar Association has repudiated the decision, but the House of Lords recently held that if a man commits an act under certain conditions, and is aware that he is breaking the law in doing it, and so causes a death, he is liable to be charged with murder. The judgment of the House of Lords given not long ago simply means that if a man is aware that driving under the influence of liquor is illegal, that after having had two bottles of beer he is likely to have an alcoholic content well in excess of .1 per cent., that he is likely to be under the influence of liquor, and then proceeds to drive his car and kills someone, he is liable to be charged with murder, as he was fully aware of the likely consequences of driving his car in that condition.

Until we get rid of muddled thinking, and we put the drunken driver where he rightly belongs—in the category of the malicious murdering type—we are not likely to get far in our efforts to reduce drinking driving, and the number of deaths and accidents caused by it. We have the classic state of affairs in our society where normal types of persons considered to be scions of society, quite reputable types, have shares in the liquor trade, in either breweries or hotels. These people raise their hands in horror at the sight of aged women or children being killed or maimed on the road by drunken drivers. They raise their hands in horror when they hear of a relative's child or a friend's child being hurt in such conditions, but those same hands raised in horror will reach out and take the profits from the trade that caused the death of that child. While we have such muddled thinking we will not get very far.

The Minister indicated in a recent debate that the increased number of accidents was being investigated in the Queensland Traffic Branch. He also said that in 1960, 26 deaths on the road were found conclusively to be directly traceable to alcohol. They represented 36 per cent. of the deaths on the road. In 1961 25 deaths were found to be in the same category representing 38.4 per cent. of deaths on the road.

I wish to refer to a matter to which the Minister gave cursory attention. He referred to a letter written by a Mr. Mark R. Sherwood from New South Wales a week or so ago to the Editor of "The Courier-Mail". I was amazed that the reply was printed in this morning's paper because it is a very good attempt to tell the truth about alcohol and the alcohol-using driver. If ever there were people in a position to say what is the truth then surely those who have signed their names to this article are the people, because they perform the autopsies at our city mortuary. The letter is signed by Dr. Tonge, Dr. O'Reilly and Dr. Davidson, Members of

the Institute of Forensic Pathology, Department of Health and Home Affairs. They say quite definitely that the penalty for drink driving is not as savage as the drink driver is to his victim. Amongst other things they refer to traffic accidents, in these words—

“Many factors cause these accidents, including speeding, inattentive driving, failure to give right of way, inexperience, road conditions and faulty vehicles, but the consumption of alcohol by road users is the most important single factor.”

That is the first time in this State that I have seen anything in print so positive and so indicting of the liquor-consuming driver. It is the first time I have seen any evidence in our papers that points the finger right where it belongs, and to the extent that it belongs. We hear from all sides of public opinion this everyday statement that speed is the biggest problem. We hear quite truthfully that without speed there is no great damage. That is correct. Anyone who is prepared to look at this with an unbiased mind will admit if they are not prepared to accept the evidence of experts—the people who investigate such things—that the greatest contributing factor to speed is the fact that those who speed have indulged in a fair amount of alcoholic elbow bending. That, and that alone, is the reason for their driving at high speeds. If an accident occurs and it is simply proven by skid marks, and the evidence of by-standers, that the man was doing 65 miles an hour the police officer in charge, knowing all of the problems associated with drink driving, and knowing how it is almost impossible to make a charge stick, will obviously lay a charge against the man for speeding—not for drink driving. He may know in his own heart that the man was well and truly under the influence of liquor. As evidence of that I should like to quote a case. Dr. Birrell, police surgeon in Victoria and an expert in these matters, in “The Medical Journal of Australia” of 9 September, stated this case, amongst others—

“A man drove his small car on a wide, four-lane highway in broad daylight into the back of a large, very visible bus. He was found sitting behind the wheel seconds later by the bus driver and his conductor. He admitted to the bus driver, the police, and to the doctor that it was his car, that he was driving it and that he was drunk and not injured. His blood alcohol level was 0.268 per cent.”

That blood alcohol level is well in excess of that which the B.M.A. has found to put a man completely under the influence. The report continued—

“The case was dismissed because there was no evidence of driving.”

There was no evidence that the man had driven the car. I ask you: is it hard to understand why a policeman will book a man for speeding, when he is required to produce such simple evidence to prove

speeding, and will not proceed to book a man for drink driving when he has that to contend with? It is long past time to take the scales from our eyes on this matter. Without a doubt an investigation by anybody in America, Australia, Sweden, Norway or England will prove conclusively that between 40 per cent. and 60 per cent. of the deaths on roads are directly attributable to alcohol.

I want to refer briefly to a Press comment the Minister mentioned in a previous debate. In the “Telegraph” of 29 September last under the headline “New View on Drink Driver” appeared an article about steps that were taken in England following a B.M.A. inquiry. A very fine booklet was produced by an expert 17-man committee on the relation of alcohol to road accidents. Following that, and the findings of the committee, the Royal Society for the Prevention of Accidents came out with a statement and the “Telegraph” report had this to say—

“The Royal Society for the Prevention of Accidents says there is no danger for the average man if he drives after drinking 1½ pints of ordinary beer.”

That is English beer. I have the relative figures of the percentage by volume and weight of proof spirit of the various beers of the world. The average English beer is 3 per cent. alcohol by volume as against Queensland’s 4.8 to 5 per cent. One-and-a-half pints of beer would be six 5 oz. glasses. Six 5 oz. glasses multiplied by volume would give 18, and to get 18 means that four 5 oz. glasses of Queensland beer is the maximum that anyone can take with a reasonable degree of certainty that his driving skill will not be badly impaired. That has its variations. On the B.M.A. report it was found conclusively that above a blood alcohol level of .5 per cent. it is reasonable to suppose that the legislation throughout the various countries of the world would consider a man to be under the influence. One-and-a-half pints of English beer or 1 pint of Queensland beer will produce a level of .5 and after that a man can be presumed to be under the influence.

Recently the Government amended the Liquor Act and provided that an amount not exceeding £30,000 should be set aside each year for the purposes of an educational programme on the dangers of alcoholism. I ask the Minister to consider applying to Cabinet for sufficient of that money to be paid over to his department to have published at least four times a year an advertisement of reasonable size in the newspapers. A suitable advertisement in either of the reputable newspapers in Brisbane would cost about £1,000 for the year. The penalties for drink driving would then be put before the public four times a year, together with an excerpt from the report of the B.M.A. I go so far as to say that

there is not one person in a thousand in the community who drives a car who is aware, firstly, of half the ramifications of the Traffic Act relating to drink driving and, secondly, who is aware of the extent to which he can go in his drinking and then drive.

The hon. member for Aubigny deplored the fact that recently a policeman had seen a man who had been drinking walk to his car, get into it and drive off, and had then apprehended him a couple of hundred yards down the road. He wanted to know why, in all justice, the man could not have been apprehended before he got into his car. As I know the criminal law, a man would have to be in a fairly advanced state of drunkenness before he was arrested for drunkenness. How could a man be arrested for any breach of the Traffic Act before getting into his car? He could only be arrested for drunkenness. It is obvious, therefore, that he had to get into his car before being arrested for drink driving.

In conclusion, let me say that I do not believe that the Government or the Police Department are tackling this problem in the correct way unless we have police supervision of our hotels on Friday afternoons and Saturday afternoons.

(Time expired.)

Mr. TUCKER (Townsville North) (4.27 p.m.): After listening to the hon. member for Wavell, I should say that his statements about liquor would be laudable if they were not so hypocritical. He speaks of those who make profits from liquor, but he conveniently ignores the fact that his own Government are entering that field to offset a shortage of revenue caused by bad government.

The Minister for Labour and Industry certainly has a large number of sub-departments under his control. Each sub-department is important, and, without wishing to be unduly critical or harsh, I believe it is manifestly clear that the Minister cannot administer all of them efficiently. They must make great demands on his time, and I believe that some of them should be given to another Minister. He has under his control the Chief Office, the Office of the Traffic Engineer, the Industrial Court, the Police, the Tourist Bureau, the various inspectors of machinery, scaffolding, and weights and measures, and the Secondary Industries Division. In fairness to the Minister, I must say that all correspondence I have with him or with his department is dealt with expeditiously. I give honour where honour is due and thank the Minister for that. On every occasion that I have had reason to go to the department, either here or in Townsville, I have been treated courteously, and I know that people whom I have sent to the department have received similar courtesy.

Mr. Sullivan: Very efficient.

Mr. TUCKER: There are some very courteous and efficient officers in Townsville. The present Police Inspector, Inspector Diflo, has not been there very long, but he is very efficient and approachable. The former inspector, Dan Cantwell, stood very high in the regard of the community and was highly esteemed by the citizens of Townsville. He is now stationed in Brisbane, and I think he has received the promotion that he deserved.

I attend many tourist development association meetings in Townsville when Parliament is not sitting. I have seen for myself the keenness of Mr. Titley who heads the Tourist Bureau in Townsville.

On every possible occasion I have drawn the Minister's attention to the unemployment in Townsville. It is rapidly approaching the desperate position we had last year. The latest figures published in "The Courier-Mail" today show that there are 911 unemployed in Townsville. I assure the Minister that there are many more than 911 unemployed in that city. Because they cannot draw unemployment benefit there are many young unemployed people who are not included in those figures. There are many eking out a living from what they have saved from their wages. Allowing for those who have not registered as being unemployed the figure would be well over 1,000. There are many who camp out at night as best they can, some on the beach, some on the hillside, and some in the parks. Their numbers are increasing. I do not know how many would be in that category but the police should be able to give a fairly close estimate of the number presently without accommodation in Townsville. The police have been very tolerant towards these unfortunate people in the Townsville area who are unable to pay for shelter. They have assisted many young fellows to get accommodation. They say to them, "We will let you stay here until you get your social service benefit and then we will show you where to get accommodation." I know that has happened on a number of occasions. I commend them for their humane attitude, which flows from the top. It comes right through from Inspector Diflo himself. If a different attitude were adopted many of them would be in a very precarious predicament.

From what I have been told I think the Minister may have already taken some action, but, if not, I ask that he call for a report from the Townsville police on the conditions I have just mentioned. Many of them are very young people. It is imperative that we give them at least a place to call home, somewhere to put down their swag and lay their head. It is not their fault that there is no work available in Townsville. It is not their fault that their small savings for a rainy day are running out. The unemployment benefit is barely enough to keep body and soul together without having to pay for accommodation. There is no work to be had in Townsville and the position has been

aggravated by the Mt. Isa dispute. I understand, Mr. Taylor, you have ruled that we must not touch on that matter. Nevertheless it has aggravated the problem. A survey should be made of the position in Townsville with a view to providing some sort of accommodation for those who through no fault of their own cannot afford to pay for lodgings in that city. The Premier this morning, in answer to a question, drew attention to the fact that seasonal workers receive a greater rate of pay as compensation for working only seasonally. Perhaps that is right in some instances, but in Townsville, in the meat industry anyway, the season this year was the shortest on record. I have mentioned this to the Minister previously. This year the meat season was 18 weeks without any weekend work—about one-third of a year. Although there are compensatory payments for seasonal work, they by no means amount to three times the average weekly rate. It does not need a mathematician to work out that these people will have nothing left in their bank accounts nor anything on which to live by the time the next meat season arrives.

Workers this year in Townsville did not have any hope of earning anything like an average year's wages. The Railway Department do not now employ the seasonal labour they formerly did. Previously, when the sugar and meat seasons ended and men came on the labour market, the Railway Department invariably engaged large numbers of them to go ahead with outstanding works. That has not happened over the last couple of years and the intake to the railway workshops has dropped to a trickle. These seasonal employees are not being taken into the workshops as they formerly were. Contracts are being let to outside firms and the Railway Department is not employing the number that used to be employed under Labour Governments. The people who were formerly absorbed are now left on the employment market.

This year we are faced with our annual scourge and I ask the Minister, as I have asked him before, "What immediate plans have the Government to relieve the situation?" We have asked that before but hon. members opposite reply, "What plans have you?" We are not the Government, and I again ask, "What plans have the Government to relieve the immediate situation?" I do not believe they have any real, concrete plans or any one constructive thought in their heads in regard to the unemployment position. As I asked the question I watched members of the Cabinet, and I felt that they were like Micawber—waiting for something to turn up. They do not seem to have the ability to say, "We will do this or that" in regard to the unemployment in the North.

The Minister for Labour and Industry must accept a great deal of the responsibility for the existing position. He saw fit to accept the portfolio, or was placed in it by his colleagues. The responsibility rests on

his shoulders and he must accept it. If he seeks to take the bouquets for his department, he must also take the brickbats for the great number of unemployed in Townsville at the moment.

He must know that scores of young people who left school last year failed to find jobs. Many of them went back to school. Many others were too young to draw social service payments. If one asks them how they are getting on, they say, "We are too young to draw unemployment benefit." That is a sad position and I ask the Minister to raise it with his colleagues in Canberra. If they got it, they would at least be able to eke out a living until they got work.

I ask the Minister to protect those people who become unemployed through no fault of their own. Rent and hire purchase commitments are their immediate worry. Fares spent by them in seeking work are a drain on their pockets. The matter should be considered and legislation should be introduced for the protection of people who are obliged to pay £3 or £4 in rent, if they are lucky, and much more in some cases, and in addition meet hire-purchase commitments during a period of unemployment.

The following paragraphs in today's "Telegraph," are well worth recording—

"But Queenslanders, unfortunately, cannot be too happy about the employment position in their own State. They may be heartened by the improved over-all picture, but there will be disappointment that Queensland's register of jobless workers rose during October by 324 to a total of 16,896.

"The total, representing 2.9 per cent. of the Queensland work force, is proportionately the highest of any State.

"The industrial dispute at Mount Isa has contributed to this unsatisfactory record, but much of the trouble lies in Queensland's dependence on seasonal work in a number of important industries.

"As long as thousands of men are thrown idle at the end of every meat season this difficulty will continue.

"The solution is to provide a cushion of developmental works capable of absorbing the seasonal shock.

"That cannot be done until the Commonwealth revises its attitude towards this State. Canberra must be made to appreciate that money spent in exploiting Queensland's great natural potential and in providing constant work for its people is a national investment."

The "Telegraph" could hardly be said to be on the side of the Opposition, but its opinion on those matters is very true.

On many occasions in the Chamber I have asked for the immediate implementation of the Burdekin scheme. Hundreds of men could be employed on it throughout the year

or particularly in the off season when thousands are unemployed in Townsville. On every occasion this great developmental scheme has been mentioned by me, it has been knocked by the Government, in my opinion because they cannot persuade their miserable colleagues in Canberra to get moving on it.

I asked the Minister previously to consider emergency assistance similar to that provided by the New South Wales Government through their welfare office. An amount of the order of £5 can be obtained by an unemployed person for the two weeks or so until the first payment of unemployment benefit.

Earlier in my speech I referred to the Police Department. Townsville, the second city of the State, is very short of police officers. Even the residents there would be astounded to learn of the small number of policemen who are available to watch over the whole of the city at nights. They should be reinforced immediately. The closure of the police stations at West End and Railway Estate was a retrograde step. Even if it is claimed, as it was when we protested, that the area can be covered by a patrol car, the basic function of the officers in charge of these stations is lost when the station is closed and the officers transferred to a central area. The basic requirement of officers in charge is that they keep in close touch with all the people in their district. A good sergeant knows nearly all the people in his district; he knows their comings and goings, and all about them. I have proved this on many occasions by interviews. I have been told, "Oh, yes, Mrs. So-and-so, up in that street." The sergeant knows her just like his mother. By closing these stations we are losing close contact with the people, and the moment that is lost I believe that slowly and surely the confidence of the people is lost in those areas. A patrol car is a very cold impersonal thing, and the moment one sees it one shuns it. A good sergeant in an area wins the confidence of the people and the people in the areas where these stations have been closed are very sorry about it. I voice their protests.

The Minister's portfolio covers tourism, and it is under that heading that I wish to mention Magnetic Island that has a tremendous tourist attraction. People who have been overseas and have stayed at various places on the island have claimed that it is much more attractive than the Isle of Capri in the Mediterranean. If Magnetic Island is to take its correct place as a tourist centre an adequate water supply is essential. When the island has dry seasons, as it has had in the last few years, the water level drops in the wells until salt water is encountered. The local authority cannot carry out the project on its own. I know that the Minister is very interested in pushing ahead places that have tourist

potential and perhaps he may be able to persuade his colleagues to help Magnetic Island get a good water supply. I know it does not come within his province, but if he could persuade the Government to help the Townsville City Council with the project he would be doing a great deal to help tourism in the district. I believe that Magnetic Island will become the focal point for tourism in North Queensland, if it is not already. If the Minister can help at all we will be very grateful.

Mr. DUFFICY (Warrego) (4.49 p.m.): I am glad to have an opportunity to speak during this debate because I believe that the Department of Labour and Industry is one of the most important departments of government. It is extremely important because the Industrial Conciliation and Arbitration Commission comes within its scope. The old Industrial Court is today divided into a Commission and a Court and whether that is advisable or not I am not prepared to say at this stage. However, I believe that the division of the Court has been responsible for considerable additional expense to the department under the Minister's control. For instance, we have seen the spectacle of Mr. Harvey, the chief Conciliation Commissioner, with no penal powers under the Act as far as I know, flying backwards and forwards to Mt. Isa and not achieving very much in the process. It seems unfortunate that Mr. Harvey has incurred all that expense and really has no authority to adjudicate on the Mt. Isa dispute. That expense has been brought about by the action of this Government. It is true that Mr. Harvey can call conferences; he can incur considerable expense in flying backwards and forwards to Mt. Isa; he can call conferences with union representatives, but his authority is practically nil. The reason for that unnecessary and ineffective expenditure can be ascribed to the Minister, who, I assume, advised the Government on the amendment to the Industrial Conciliation and Arbitration Act.

Mr. Aikens: Do you think he should have ordered the men back to work without holding those conferences?

The CHAIRMAN: Order!

Mr. DUFFICY: What Mr. Harvey should have done or should not have done I am not discussing at the present time. If I did I should be completely out of order. What I am discussing is the Estimates of the Department of Labour and Industry and the unnecessary cost that has been incurred in the Mt. Isa dispute, which would not have been incurred had the Industrial Conciliation and Arbitration Act not been amended as it was. At the present time, unfortunately, the authority of Mr. Harvey and his fellow Commissioners is very limited under the Act but they are trying to do their best within their limited jurisdiction but they are incurring considerable expense.

I do not blame them for incurring that expense, and I am not blaming them because they have not the authority to adjudicate on the Mt. Isa dispute or any other disputes that may occur.

Mr. Aikens: If the conferences had been successful, would not the expense have been justified?

The CHAIRMAN: Order! I do not think the hon. member for Townsville South was here on Friday last when I ruled that a discussion of the Mt. Isa industrial dispute was out of order. The hon. member for Warrego will please not refer to the subject.

Mr. Aikens: You let him go a hell of a long way.

The CHAIRMAN: Order! If the hon. member reflects on the Chair to that extent I shall be obliged to deal with him and to ask him to leave the Chamber. I give him this last warning.

Mr. DUFFICY: I just do not know what is implied in your ruling Mr. Taylor. If we are discussing the Estimates for this department—

The CHAIRMAN: Order! I make it perfectly clear to the hon. member that my ruling has nothing to do with the Estimates for the Industrial Court. He may not refer to the Mt. Isa dispute.

Mr. DUFFICY: If your ruling is given because that matter has been dealt with by this Assembly in previous legislation, might I ask you, with respect, why you allowed the hon. member for Wavell to talk about drunken drivers, a subject which was dealt with in legislation introduced during this session?

The CHAIRMAN: Order! I am not entering into a discussion with the hon. member. I have made a ruling about the Mt. Isa dispute. I ask him to proceed with his discussion of the Estimates for the Department of Labour and Industry.

Mr. DUFFICY: With respect, Mr. Taylor, which particular part of the Mt. Isa dispute do you wish me to refrain from discussing?

The CHAIRMAN: Order! I ask the hon. member to proceed with his speech or resume his seat.

Mr. DUFFICY: All right.

Mr. MANN: I rise to a point of order. Will the hon. member be in order in discussing the amendment of the Industrial Conciliation and Arbitration Act.

The CHAIRMAN: Order! Yes, the hon. member is perfectly in order in discussing the operation of the Industrial Conciliation and Arbitration Act.

Mr. DUFFICY: I shall leave Mt. Isa and say that the unfortunate position in which the Government find themselves today is

that Mr. Harvey, or any other Commissioner, has no authority to give a decision in relation to the dispute at Mt. Isa. When the amendment of the Industrial Conciliation and Arbitration Act taking from the Court, as it then was, the right to adjudicate on the question of bonuses was introduced, hon. members on this side of the Chamber warned the Minister and the Government exactly what would happen. That has now happened, and no legal tribunal in Queensland has any authority to adjudicate on the question of bonuses. We have the shocking situation that thousands of employees have been locked out by Mount Isa Mines Ltd.—it is no good hon. members opposite saying they are on strike—and 13,000 people in Mt. Isa—

The CHAIRMAN: Order! the hon. member is getting beyond the scope of the debate.

Mr. DUFFICY: I am sorry, Mr. Taylor.

The CHAIRMAN: I shall get for the hon. member a copy of the ruling that I gave. He must refrain from further discussion of matters relating to Mt. Isa.

Mr. DUFFICY: I am suggesting that this situation has arisen because of the amendment of the Industrial Conciliation and Arbitration Act. If I am entitled to discuss that amendment, surely in all fairness—I know that you are completely fair, Mr. Taylor, and I respect your rulings—you will give me the privilege of discussing the effects flowing from that amendment. If I am not entitled to discuss the effects that flow from that amendment surely I cannot discuss it at all other than to say that the amendment of the Industrial Conciliation and Arbitration Act was wrong, without giving any reasons why it could be wrong or why in my opinion it was wrong. I say that the Government were foolish to introduce such amending legislation. Unfortunately the Minister did not take any notice of the warnings given by hon. members on this side. The unfortunate position we see today has flowed from his—I would not like to say "stupidity"—but his foolishness, and his inability to appreciate the difficulties that would inevitably arise from his action. I think it was a shocking waste of money to fly Mr. Harvey to and fro, from Brisbane to Mt. Isa.

The CHAIRMAN: Order! I think the hon. member has made his point and is now repeating himself.

Mr. DUFFICY: It was a shocking waste of money—

The CHAIRMAN: Order The hon. member is repeating himself unnecessarily. Has the hon. member completed his speech?

Mr. DUFFICY: No.

The CHAIRMAN: I hope he will not repeat the statements that he has made already otherwise I shall be obliged to ask him to resume his seat.

Mr. Aikens: He is like an old woman darning a sock.

The CHAIRMAN: Order!

Mr. Mann: Why don't you deal with him?

The CHAIRMAN: Order! The hon. member for Brisbane should know from his long experience as Chairman of Committees and Speaker that it is a serious matter for him to reflect on the ability of the Chair to deal with an hon. member.

Mr. Mann: I am very sorry.

The CHAIRMAN: Order! I will deal with the hon. member for Townsville South. I have already warned him once that if he makes an interjection that is irrelevant or obstructive to the Chair I shall deal with him.

Mr. DUFFICY: I do not want to annoy you any further. I am sorry if I did.

The CHAIRMAN: Order! Continue with your speech or sit down.

Mr. DUFFICY: I think the Minister made a serious blunder when he accepted the advice of an ex-member of the Liberal Party who was the chairman of the committee that investigated and reported on the Industrial Conciliation and Arbitration Act. I think he made a serious blunder when he did not appoint to that committee experienced industrialists who may have been able to give him logical and sensible advice about the Act. Unfortunately, he did not do that. He accepted the advice of a barrister whose industrial knowledge was nil, augmented by that of people whose industrial knowledge was no greater than that of the Chairman.

It is very unfortunate that he did not appoint experienced union officials who have been industrial advocates in the court for years. Had he done that the position that this State is in today with industrial disputes would never have occurred.

In conclusion, the attitude that the Minister has adopted towards the present dispute—I have been warned not to mention Mt. Isa—and other disputes that might occur, indicates to me that the Government know nothing at all about industrial matters. In addition, they are not prepared to learn nor to benefit from the experience of people outside who might, if they were requested to do so, serve on committees similar to that chaired by Mr. Connolly and to impart to the Government a knowledge of industrial affairs of which they are sadly in need.

Mr. TOOTH (Ashgrove) (5.7 p.m.): At the outset, I should like to congratulate the Minister on the obvious recovery in his health and on the return of his good spirits.

Mr. Davies: When was he sick?

Mr. TOOTH: I thought it was no secret that many of us had been concerned until quite recently with the obvious weariness and physical exhaustion that the Minister

exhibited. I am sure that hon. members on both sides of the Chamber will be glad to know that his recent very brief holiday has restored his customary energy and enthusiasm.

The Estimates that the Minister has presented to the Committee provide a revelation of the extent of the many-sided activities under his control and, indeed, the burden of administrative responsibility that falls on him. We do, indeed, feel happy to see him fully restored to health.

Of the many sections of administration under his care, the report in relation to that part controlled by Mr. Hilless, the Division of Occupational Safety and the sub-Departments of Machinery, Scaffolding and Weights and Measures, proved of considerable interest to hon. members. A reference to the report of this officer provides a wealth of interesting and useful information.

Amongst the matters that I particularly noted was the evidence provided in Section 1 of the report, of the industrial growth in Queensland of recent times. I should like to quote from the report.

After referring to the increasing number of pressure vessels of all kinds and of cranes being manufactured in Queensland, Mr. Hilless goes on to say—

"The continued expansion of industry throughout the State is reflected in the amount and variety of work handled. During the past year two Brisbane manufacturers have undertaken the construction of class 1 boilers, two of the units so constructed having heating surfaces of 2,700 square feet."

He continues—

"The manufacture of class 2 boilers and pressure vessels and class 3 pressure vessels is still increasing throughout the State but some restraint is imposed on industry as a result of the continued shortage of suitable steel plate. Importation of steel plate from Japan and other sources has not been sufficient to relieve the shortage."

Mr. Davies: Fancy having to import steel!

Mr. TOOTH: The statement that expansion has been hindered by a shortage of steel plate and that there is need for importation of it from Japan is, I am sure, of concern to hon. members, and I think it has some relevance to the recent efforts of the Commonwealth Government to encourage the transfer of economic energy and labour to the basic industries of the country.

Another pleasing feature of the report is the reference to the close co-operation of the sub-department with the engineering laboratory of the University of Queensland. I understand this is a two-way traffic, that a good deal of co-operation and assistance are given by the sub-department to the engineering laboratory and that the engineering laboratory in turn assists the sub-department. This is, indeed, as it should be.

The report also makes reference to co-operation with members of the traffic police in road checks and inspections generally, and I should like to take this opportunity to refer to the relations of the traffic police with the public. This comment has no connection whatever with the report in this morning's newspaper, a report with which, I understand, the Minister has already dealt completely and adequately. But I do think this is a suitable opportunity to say that the traffic police have a special and a heavy responsibility in the community, quite apart from their primary duty of controlling traffic and road movements in a satisfactory way. Traffic police are in effect the chief public relations officers of the Police Force. Circumstances make this inevitable. I am sure this was never intended, but it has so developed, because traffic police are dealing not with any criminal element in the community but with a large body of reputable, law-abiding citizens. Therefore the attitude of the public towards the Police Force in general must be coloured by and probably depends to a very great degree upon the traffic branch, perhaps to a greater degree than upon any other branch of the Police Force.

I offer no sweeping, overall criticism of our traffic police. Their duties are difficult and monotonous and members of the public can be cantankerous and unco-operative, but I do say there are some individual officers whose manners and methods should be drastically overhauled, particularly in view of their special relationship to the public, their special influence and their opportunities for colouring and guiding public attitudes towards the police. Having said this, I am sure hon. members will expect me to pay a tribute to the general efficiency and to the courtesy of the great majority of the traffic police, and that I am very happy indeed to do.

However, I return to the report of the Chief Inspector of Machinery. The report makes reference in the third section, the section dealing with weights and measures, to a very important sub-department, a sub-department which though small, renders a very essential service. It has an impact upon the life of the community in all sorts of ways that are not obvious to the man in the street, and indeed not obvious to anyone except those who are closely associated with the department or come under its close supervision. Firstly, the officer in charge of this sub-department has the care of the States' primary standards of units of weight and measure. These consist of weights, 1 lb. and 2 lb. avoirdupois and measures of volume, the imperial gallon, and so on, and measure of length, the yard, that have been checked against the imperial standards unit in London. For a very long time they have been the basis of the measures of weight and volume and the

measure of length in the State of Queensland. At the present time an important change is being effected. I understand that in July, 1959, all branches of the British Commonwealth of Nations, and the United States—and that is what makes it so very important—agreed to a change. They agreed to define a pound avoirdupois, and the yard, in terms of the international standard units of the kilogramme and the metre that have been located in Paris. This is a very important departure and it produces, amongst a number of advantages, one very important one—uniformity between the British and American yard. Each is now defined as .9144 of a metre. They each are defined in the terms of a common base. I am sure hon. members will be aware that hitherto there has been a discrepancy between the British yard and the United States yard of .0039 of an inch. In ordinary terms, this seems very small, but of course, hon. members will realise that it creates a situation of great difficulty, at times, in the technical field. I understand it was a source of very considerable problems during the war when interchanges of various types of arms between the Americans and the British Commonwealth Forces were attempted.

Legislation approving of the adoption of the international standards passed through the Federal Parliament in October of last year and this legislation, of course, will supersede the current State Act, but legislation at a State level may be necessary in the near future, and this leads me to suggest that an opportunity may be taken to decide who is the Minister responsible for the custody of the State's primary standards. At present, in the terms of the relevant Acts, they appear to be in the custody of the Treasurer although the sub-department is controlled by the Department of Labour and Industry. The operative clause in the Act reads—

"The standards of weight and measure for Queensland deposited in the Treasury shall be there safely kept and those standards, and all balances, apparatus, books, documents, and things used in connection therewith or relating thereto, shall for the purposes of this Act be deemed to be in the custody of the Chief Inspector."

The custody, for the purposes of carrying out the Act, lies with the Chief Inspector, but the Act lays down that these things shall be kept in the Treasury. I understand that in the terms of the Act they are held in a room in the Treasury Building. Whether that complies with the terms of the Act, I do not know. It is only a technical point, but it may be rather interesting for the parties concerned at the time that the new legislation is under consideration.

Following on the adoption of these standards and the legislation recently enacted, the Commonwealth Government now maintain a prototype kilogramme and metre

from which have been derived the various units—pounds, gallons and yards to be used in Australia. In turn the various standard units held by the States will be tested against them and become Commonwealth legal units of weights and measures. It is rather interesting to consider how we arrive at the standard gallon from the kilogramme. We take the gramme, one-thousandth of a kilogramme, and then assess the pound as being equal to 459.59 grammes and 10 such pounds of distilled water at 68 degrees Fahrenheit at a barometric pressure of 30 in. of mercury will be the measure of a gallon.

Under the terms of the new legislation the Chief Inspector will be appointed an approved authority under the Commonwealth Act, and this will mean a considerable increase in the activities of the department. It will become a certifying authority for matters relating to weight, length and volume. State legislation, as I have mentioned, will probably be required to authorise this additional duty and also to effect the gearing of the State's primary standards to the Commonwealth's primary standards held in Canberra.

Before the war, the principal activity of the Department of Weights and Measures was the testing of scales used for retail trade and of petrol pumps but a great change has taken place over the last few years. While the department's activities still include those I have just mentioned, they have increased in other fields of testing. An instance of this modern trend is the self-service store where all types of foodstuffs are on sale ready packed for selection by the customers. The old-fashioned family grocery or cash-and-carry is fighting a strong and perhaps brave rearguard action against this type of trade. I am sure hon. members generally will hope that the corner store, the old-style store as we knew it, will remain with us. Nevertheless, these new modes of merchandising are making heavy inroads, and one of the means by which their sponsors achieve their purpose is the sale of this pre-packed food. These matters require careful consideration and careful inspection, so the department has a very important function in checking ready-packed items for accuracy of weight and also in seeing that the goods are clearly marked with the weight or measure so that the purchaser is aware of the ratio of quantity to price.

There is much lack of uniformity in the weights-and-measures legislation of the various States, particularly regarding the method of marking the statement of weight or measure on packets and the prescribed quantities in which certain goods must be sold. This causes a great deal of confusion because in many cases what is allowed in one State is prohibited in one or more of the others. This matter was the subject of much discussion at a conference held in Sydney at the beginning of this month—just a week or so ago. A number of

resolutions aimed at achieving ultimate uniformity were passed and they await legislative approval in the various States.

Indeed, the Department of Weights and Measures in Queensland has been steadily and consistently throwing its influence behind uniformity in all the various fields. Just digressing for a moment—it plays a very active part in the work of the Standards Association of Australia.

Another particular activity that is of interest to the housewife is the check-weighing of bread. Queensland is unique in the method that is adopted, the dry solids system, which is considered to be the best of many methods by which the weight of bread is checked. The three methods of checking bread are—

1. The straight-out method of weighing a loaf within 12 hours of baking;
2. The dough weight system; and
3. The dry solids system.

The dry solids system which is adopted in Queensland, has the full approval of the baking industry, the members of which consider it to be very fair. Two other States are at present investigating it and may ultimately adopt it. Its purpose is to allow the baker to cook his bread thoroughly and to produce a wholesome loaf without running the risk of prosecution for selling a loaf that is short in moisture content only. Under either of the other systems, an honest baker is apt to be caught and prosecuted because of the short moisture content of the loaf. A loaf of bread after 35 to 40 minutes' baking—the usual baking time—will contain 40 per cent. of free moisture and 60 per cent. of solid matter, principally flour. If the baking time is increased, more moisture is baked out of the loaf as steam but the solid matter remains constant.

In every case, before a baker is prosecuted an average weight sample loaf is submitted to the Government Analyst for checking. I have not time to go into the method by which this check is made, but for a 2-lb. loaf the minimum dry weight is 19.2 oz., and for a 1-lb. loaf 9.6 oz., or 60 per cent. of the loaf as it should come from the bakehouse. Only when the Analyst's certificate shows that the content of the loaf is below these figures is legal action taken. I should like to say that there is evidence of a very careful effort on the part of departmental officers to avoid on every occasion anything in the nature of an unjust or unfair approach to this difficult problem.

In concluding, I should like to refer to another aspect of the department's work that has a great influence in other fields. From time to time the department has conducted training courses at the request of Commonwealth departments and other weights and measure authorities. A few years ago two weights and measures inspectors, one from Indonesia, the other from Thailand, attended

a course of instruction under the Colombo Plan, and early this year an officer from the Weights and Measures Department in Fiji underwent a similar course of instruction. These courses have been followed by visits to the State by numbers of other people, which in itself is a tribute to the efficiency of the department. For instance, at the request of the Northern Territory Administrator, an officer from Darwin underwent a refresher course on weights and measures testing and administration. This officer had undergone a training course here two years earlier. From time to time military personnel have completed the training course, and more recently three technicians from the Postmaster-General's Department also completed the course.

I think we may well be proud of the standing and efficiency of the sub-department of Weights and Measures in Queensland.

Mr. SHERRINGTON (Salisbury) (5.28 p.m.): I rise to speak on these Estimates because I believe that during the past year the actions of the Minister for Labour and Industry in introducing amendments to the Industrial Conciliation and Arbitration Act have brought about a very bad industrial situation in Queensland. I was really prompted to speak in this way by an article that appeared in the daily Press some months ago. It stated—

"A State Government advocate suggested before the Industrial Commission yesterday a system of reviewing the basic wage each May, with any resultant adjustment operating from late June or early July. He said, 'Now is an appropriate time to adopt this principle'."

From that it would appear that the Government and the Minister, when bringing down the amendment to the Industrial Conciliation and Arbitration Act that removed the principle of allowing quarterly cost-of-living adjustments, had in mind that they would adopt a system of reviewing the basic wage yearly, with no adjustment in the ensuing 12 months. I am further prompted to speak about this matter because of an article from Canberra by Arthur Cox headed, "The Honeymoon is Over," in which he said—

"A honeymoon for Queenslanders is over. The bad news is that Queensland is only one of two States in which the cost of living is still rising.

"Because it is going up fastest does not so much reflect sudden adverse influences operating on prices as the inexorable impact of the national economy generally is slowly forcing the cost of living in Queensland up to the level of the other States.

"Partly due to the continuance of price control long after it had been abandoned elsewhere, Queensland since the war has been consistently the cheapest State in which to live but the margin is steadily diminishing."

The article goes on to point out that up to that time, since 1953, the cost of living had increased by 27 per cent. It has quite a bearing on the yearly review of the basic wage by the State Industrial Commission. I wonder what the Government's attitude would have been had there been a decline in the cost of living in Queensland. Would they have been content to provide for a yearly cost-of-living adjustment when prices were falling? In those circumstances I am sure there would have been no talk of extending the period to 12 months; rather they would have stuck steadfastly to the quarterly cost-of-living adjustment so that the Government and employers generally could keep pace with the fall in the cost of living. If we look at the matter in the broad sense we have to be consistent. The Minister erred very badly at that time. Indeed, hon. members on this side accused him of having misled Parliament about the amendment to the section dealing with the court's powers to determine quarterly cost-of-living adjustments. In view of the trend in the cost of living in the last 12 months the Minister should give justice to wage-earners and consumers by re-inserting the provision in the Act that enabled quarterly cost-of-living adjustments to be made. Even quarterly adjustments to the basic wage lagged behind the rise in the cost of living. By subjecting wage-earners in Queensland to a 12 months' lag in the adjustment to the basic wage an even heavier burden is being placed upon them.

Another matter that the Minister should investigate concerns the conveyance of employees by contractors and local authorities to and from jobs. It is standard practice for many local authorities and Government departments, including the Department of Public Works and the Queensland Housing Commission, to use their vehicles to convey the men and material to the jobs. I have studied the various Acts dealing with mobile vehicles and I have not been able to find any provision in any of them that would compel employers using this type of conveyance to provide for the safety, much less the comfort, of the persons being conveyed. The only form of control exercised was provided in the State Transport Facilities Act, and that provision was omitted when that Act was repealed in the last session of Parliament.

As a member of the Electrical Trades Union for many years, I know it is common for local authorities throughout the State to use this means of conveyance, and there is nothing to force them to provide any form of seating on the vehicles, nor is any control exercised over the securing of goods or materials carried with the personnel. I know that, in the last five years, there have been in the vicinity of eight accidents to members of the Electrical Trades Union because no fixed seating was provided and materials carried on the trucks were not properly fastened.

The accidents were caused by vehicles cornering or by the driver suddenly applying brakes to avoid an accident. I ask the Minister to investigate the problem with a view to eliminating such industrial accidents caused through lack of care or supervision in the carriage of these workers. Such care and supervision is lacking because they are not mandatory in any Act or award.

Mr. Morris: Can you give me any examples of such accidents?

Mr. SHERRINGTON: Without being able to instance particular accidents I know that it has been the common experience of Electrical Trades Union members to be carried on trucks loaded with drums of cable, some of them weighing up to 2 tons, insulators, the necessary tackle and the like, and for only makeshift seats to be provided. I myself have seen employees sitting on the drums of cable.

Mr. Morris: I am trying to discover if the accidents are caused by such things being insufficiently secured.

Mr. SHERRINGTON: The seats are not secured, nor is the material, and I know of occasions when a sudden braking to avoid an accident has caused either the material or the seat to shift. Men have suffered lacerations, broken bones, and so on.

I have perused every Act that I thought should contain some reference to it, but nowhere have I been able to find any provision that would compel the Government, through the heads of the departments, to set a standard of adequate safety that all employers would have to comply with.

Mr. Morris: If you can give me an example, I will look into it.

Mr. SHERRINGTON: I have mentioned electric authorities. The Brisbane City Council does a very good job in providing a double-cabin type of truck. The employees sit in the cabin and not amongst the material. I do not wish to name the other electric authorities because I believe in being fair, but I will be quite happy to supply the Minister with the authorities that do not provide this seating accommodation.

Mr. Morris: I shall be happy to receive it.

Mr. SHERRINGTON: Employees have been injured. I suggest to the Minister that he could embody in the regulations covering inspection of vehicles a provision that a vehicle used for the purpose should have an endorsement on its certificate of registration or road worthiness to the effect that it is used for the dual purpose of carrying both passengers and materials. The inspector could make sure when the vehicle came up for inspection that every precaution had been taken against injuries to persons riding in it.

In the brief time still available to me I should like to mention a matter reported

to me only last evening. It has to do with a breach of traffic laws. I should like the Minister in his reply to indicate clearly why the department adopted the attitude taken in this instance. In my opinion the circumstances do not justify it. The gentleman informed me that at Highgate Hill on 4 October last he was hailed by members of the Mobile Patrol who were making snap inspections of vehicles. They inspected his vehicle and on his certificate or the ticket issued to him was the note that he had a defective stop-light, that his foot-brake needed adjusting slightly and that his vehicle had a loose shock absorber. I have known the gentleman for many years and I think he would be the first to have such matters attended to. He said to me, "I am not an expert. I would not know whether my foot-brake needed adjusting slightly and it would be very difficult to know that the stop-light was not working." He had those defects repaired the following day, presented the truck for inspection at the Machinery Department and was given a certificate of road worthiness.

Mr. Morris: A car or a truck?

Mr. SHERRINGTON: A truck. He is a painter by trade and he has a utility. He told me he then received from the department a letter stating that having committed a breach of the Traffic Regulations, he was requested to report at the road safety lectures, and that failure to do so could result in action being taken against him.

He was at a loss to understand, and so am I, why he should be called on to attend a lecture on traffic safety when he was booked because of a number of defects in his truck. He agrees wholeheartedly that there would be merit in the request to attend the lectures if he had been booked for speeding, for going against traffic lights or for failure to pull up at a stop sign. I fail to see why he should be required to attend a lecture on road safety merely because the officers found minor defects in his truck. As I have instanced, there were very minor defects, and I fail to understand why he should be called upon to attend these lectures. From my knowledge of the lectures, they deal with failure to obey the rules of the road as applying to speed, and failure to obey traffic laws.

Mr. Morris: Would you give me his name afterwards? I should like to look into it.

Mr. SHERRINGTON: I will do that; just for my own information. I do not wish anyone to think that I am making a personal issue of it because he is known to me. I think that in the interests of the public the Minister could let us know why this person was called upon to attend the safety lectures.

Mr. AIKENS (Townsville South) (5.46 p.m.): In this debate quite a few interesting points have been raised, and unfortunately quite a lot of unutterable drivel has been

spoken. The hon. member for Salisbury, who has just resumed his seat touched on what I think was a very important matter, the question of drivers' licences.

Mr. Sherrington: I hope you are not referring to it as drivel?

Mr. AIKENS: No. Had I thought it was drivel I would have said so. Let there be no misunderstanding about it.

I should like to clean up how some people manage to get a driver's licence when they are incapable of driving a car properly. They have absolutely no knowledge of the rules of the road, particularly with regard to safety, yet they can drive along the road and no-one seems to bother about them. I really think that if we are to deal with the problem of the roads one of the things we must deal with is the apparent ease with which people of all shapes, sorts, ages, and conditions, can get a driver's licence.

Mr. Hughes: I said the other day that there should be a re-examination of drivers. Do you support that?

Mr. AIKENS: My word I do! I think certain people should have to go back now and again.

I do not wish to criticise the old because I will be old myself one day. However, we have many people driving cars today who are really too feeble and weak. We had the case of an old Chinaman in Townsville last year who was too feeble to control his car. He just drove it over a flower bed and onto the footpath. There was nothing wrong with the poor old fellow except that he just did not have the strength to handle his car. We see that quite frequently. As I say, there are all sorts of people holding car licences. I would say that, from my own personal observation, the easiest thing to obtain in Queensland is a licence to drive a car.

However, I will not develop that particular theme today. If possible, I want to get some information from the Minister for Labour and Industry about the establishment of industries in Northern Queensland. The question of helping the unemployment position in North Queensland has been mentioned. We all know that the solution to unemployment in North Queensland is the same as anywhere else, and that is to find more jobs for the people there.

Some time ago the Minister for Labour and Industry came to Townsville with quite a great deal of pomp and ceremony and held a meeting to which certain distinguished people were invited. Naturally, I was there. He formed what he called an Industry Consultative Committee. It received quite a great deal of coverage in the Press, over the radio, and in various other places. Various organisations were told to submit

their suggestions to this consultative committee, and everything in the garden was to be lovely; everything was to be examined. Every proposal put forward was to be put under the microscope and personally examined by the Minister himself, and if there was any suggestion at all put forward then the Minister was going to gird himself up in his shining armour, mount his charger and gallop back to North Queensland to save the battle as far as the industrial aspect was concerned. Since then, of course, we have had the Commonwealth census figures that show that in the last seven years—for four of which this Government have had control of the State—the population of Brisbane has increased by more than all the rest of the State combined, and industries are being attracted to Brisbane at almost an overwhelming rate. We had the statement by the Minister for Labour and Industry, very definitely published in the Press quite recently that he was going to spend £5,000,000 of Government money, which means, of course taxpayers' money, to establish a huge industrial empire at Wacol.

Mr. Morris: That I was going to spend £5,000?

Mr. AIKENS: Not the Minister's own money, but that he was going to spend £5,000,000 of the Government's money.

Mr. Morris: Rubbish!

Mr. AIKENS: The Minister does not know. I asked him a question about it and he admitted it.

Mr. Morris: I did nothing of the sort.

Mr. AIKENS: He spoke of a huge industrial empire at Wacol to cost £5,000,000. When I asked him whether he was going to spend even £5 on establishing an industrial empire in Townsville, all that he came back with was the old blah-blah-blah that all that would be done in due course.

Mr. Morris: If you say I said it, why don't you produce the evidence?

Mr. AIKENS: Why does not the Minister look it up? I only asked the question. Surely his memory is not as deficient as all that. I am making the statement.

Mr. Morris: And you know it is not true.

Mr. AIKENS: It is for the Minister to disprove it. He will be rambling on for about an hour and a half closing the debate tonight. He has a whole flock of public servants out in the lobby waiting to hear him. They can all go and dig it up. It is there on record. It is published in the paper, all about this huge industrial empire that the Minister is going to set up at Wacol.

Mr. Morris: You know it is not true; otherwise you would produce it.

Mr. AIKENS: I will tell you what I will do. Can I bet him in the Chamber, Mr. Taylor?

The CHAIRMAN: Order!

Mr. AIKENS: I would pick up a few easy pounds to supplement my meagre salary. I want the Minister for Labour and Industry to tell us what he has done and what he proposes to do to establish industry in North Queensland.

Now that the Federal election is in the offing we have all sorts of wild and weird creatures coming up from Canberra telling us what they are going to do for North Queensland. We have Dr. Dittmer, who was a member of this Assembly for several years and did not even know that North Queensland existed, telling us that he is going to form a huge corporate State from the Kimberleys in the West to Mackay in the East. We have Mr. Calwell, who starved the people of Townsville during the war and prevented the papers from mentioning anything about it, telling us they are going to develop the North. I suppose we are going to have Senator McManus come up and tell us they are going to develop the North. As a matter of fact I read the other day in the policy speech of the D.L.P.-Q.L.P. that they too were going to develop the North—on the eve of the Federal election. I have not the slightest doubt that the Prime Minister, the Rt. Hon. R. G. Menzies, will be up there, too—all going to develop the North on the eve of the coming Federal election. What they do not realise is that the people of the North no longer fall for their malarkey and their blarney. The people of the North expect them all to come up, all shapes, sizes and colours, in all stages of sobriety, on the eve of the Federal election and promise us all pie in the sky when we die, as long as we vote for the particular party propounding the particular policy for North Queensland on that particular night.

I am going to tell the Minister for Labour and Industry just how hypocritical his Government are. For many years I have been advocating in this Chamber, and have been trying to drive home the simple fact, that we will not get industry established in the North until the people we hope to attract there as industrialists are given some assistance, some tangible assistance, financial assistance, some concessions, Government trade and what-have-you, to induce them to establish themselves in the North and to stay there once established. When the Labour Government were in power I do not know how many times the Hon. V. C. Gair when he was Minister for Labour and Industry, the Hon. Arthur Jones when he was Minister for Labour and Industry, the Hon. T. A. Foley when he was Minister for Labour and Industry, and the Hon. K. J. Morris who is now Minister for Labour and Industry, all came back in reply to my suggestions and

questions with the same oleaginous argument, "It is not our policy to try to get the people to go to the North. It is not our policy to tell industrialists where they should go. It is our policy to lay before the potential industrialists who might go to the North the possibilities of developing an industry in North Queensland, but we cannot tell them where to go. We cannot spend State money in order to assist them to go there. We must just say. "While we would like you to go to North Queensland, of course if you do not like to go to North Queensland that is too bad for the North. Come back to Brisbane and we will welcome you with open arms." That was the policy of former Labour Governments, and it is the policy of the present Minister for Labour and Industry.

But what a changed atmosphere when along came Amoco Australia Pty. Ltd. and said, "We would like to establish an oil refinery in Queensland." The Minister for Labour and Industry and the Government did not say, "Now, we would like you to go to North Queensland; but if you do not like to go to North Queensland, we would like you to go to Central Queensland. If you do not like to go to either North Queensland or Central Queensland, come down to Brisbane where all the rest of the industries are." They did not do that. They did not allow Amoco to make the decision. They said, "We will give you Bulwer Island. We will spend so many hundreds of thousands of pounds developing Bulwer Island. We will enter into commitments to buy your petrol. We will enter into a pledge and buttress you financially to the extent of hundreds of thousands, even millions of pounds, in order to have you set up your oil refinery on Bulwer Island." So when it came to putting an oil refinery on Bulwer Island in their beloved Brisbane, the sky was the limit for financial and other assistance.

I understand that the Leader of the Opposition once tried to dissect how much the people of Queensland, as taxpayers, were going to pay for the establishment of the oil refinery on Bulwer Island. Frankly, he could not work it out, because we still do not know how much the people of Queensland will have to pay to have that oil refinery established there. We also know that, after it is established, the Government have entered into a contract to buy for Government departments for many years only the petrol and oil that comes from that particular refinery. The Government justify their attitude by saying, "Well, we wanted an oil refinery in Queensland."

Mr. Walsh: You generally support the Government, anyhow.

Mr. AIKENS: I support the Government only when I think they are right. The hon. member supports the Government whether they are right or wrong. I am a North

Queenslander. If I think that the Government are doing anything for North Queensland or for the useful people whom I very effectively represent, then I support them. If they do something that I think is wrong for North Queensland or for the useful people whom I represent, then I oppose them. I should like again to call the attention of the Committee to the fact—it will be recorded truthfully in “Hansard”—that time and time again the hon. member for Bundaberg and the A.L.P., gang up with the Government to vote against me. They did it at the introductory stage of the Liquor Acts Amendment Bill.

Mr. Walsh: Not I. You have never found me over there.

Mr. AIKENS: It does not take me long to show who are the real Tories in this Chamber.

The CHAIRMAN: Order! I ask the hon. member to return to the Estimates under discussion.

Mr. AIKENS: If we are to have in North Queensland the work necessary to absorb our unemployed, if we are to have the population that is necessary to make North Queensland a bastion in defence and development, we must have industry, and we are not getting industry from this Government. The only industry that is being established in North Queensland is industry that is going there, sometimes against the strong advice of the Government, because it thinks it can make a better profit in North Queensland than it can in Central Queensland or in Southern Queensland. But when I suggest that the Government should put their hands in their pockets or that they should pledge the resources of Queensland for the assistance of the establishment of industry in North Queensland, they tell me, as former Labour Governments told me for years, that it is not the policy of the Government to do it.

I challenge the Minister to tell us, first of all, what his much-vaunted co-ordinating committees that he formed with such a flourish of trumpets, waving of flags, banging of drums and rattling of kettle-drums in North Queensland have done to establish industry in North Queensland, and, secondly, to tell us why the Government are prepared to pawn the credit of the State to establish an oil refinery on Bulwer Island, at the mouth of the Brisbane River, and how much they are prepared to pawn to establish a single industry in North Queensland, or for that matter in Central Queensland. In other words, I challenge him to tell us why there is one Government policy for the establishment of the oil refinery on Bulwer Island and another Government policy for the establishment of any industry at all in North Queensland.

I would not have continued speaking after the dinner adjournment except for the challenge thrown out to me by the Minister for

Labour and Industry just before we adjourned. It is true that I referred to an article in a leading newspaper about the Minister for Labour and Industry's intention to establish a multi-million industrial area at Wacol. I mentioned that the Minister in his reply had admitted that that was true. Of course, with his typical bravado and bluff, the Minister tried to bluff me out of it and asked me to quote it. I went through the Votes and Proceedings of the Legislative Assembly for Wednesday, 27 September, from which I quote the second part of my question—

“Was he correctly reported in ‘The Courier-Mail’ newspaper of Saturday, 23 September, 1961, as saying, *inter alia*, that the Government has plans for a multi-million industrial area at Wacol?”

I stressed the word “Government”—“the Government” has plans, not the industrialists who may go there, not anybody else, not the man in the moon or Father Christmas, but this Government. In his reply, of course, the Minister became quite facetious and sarcastic as we would expect him to be. He talked about the fact that Townsville was the only place that I am concerned about. He finished up with this most revealing statement—

“The question of extending the policy of industrial areas to other centres will be considered, in the light of experience gained on the Wacol project.”

So that he admits that the Wacol project is financed by the Government. He admits that the Government are going to back a multi-million project at Wacol. Then he says, “Yes, but if we are successful at Wacol we might”—and with a good deal of emphasis on the word “might”—“consider establishing industrial areas in other parts of Queensland.”

I very rarely bother to defend statements that I make in the Chamber because ipso facto they are true. But during the dinner adjournment I looked up the Votes and Proceedings and there we have the Minister's admission that they are going to have a multi-million industrial area at Wacol and if it is successful the policy might be extended to other areas.

Mr. Morris: You will remember that before dinner you said that we were going to spend Government funds on it—

Mr. AIKENS: I clearly read out that it is going to be a Government project. If this multi-million Government project is not going to be one that will need the expenditure of Government funds on it, if it were not a Government project, why would the Minister for Labour and Industry, with the humility and modesty that is characteristic of him, rush into the Press and announce in glaring headlines that the Government were going to do it? If someone else were going to do it why would the Minister for Labour and Industry rush into the Press

and claim credit for it? He does not take credit from other people, surely! That is not his form!

Mr. Morris interjected.

Mr. AIKENS: The Minister did not say anything of the sort.

Mr. Morris: Yes, I did.

Mr. AIKENS: He did not say anything of the sort. I shall quote the Minister's whole answer—

"(1 to 4) I am well aware that the only place for which the Honourable Member has any concern is Townsville and, if he completed the reading of the census figures to which he refers, he must have been impressed by the definite confirmation of the Government's policy of decentralisation illustrated by the fact that Townsville's population increased by 10,753, and the city rose from fourth city to the second city of the State."

That is all he said before he went on to say what I have already quoted—

"The question of extending the policy of industrial areas to other centres will be considered, in the light of experience gained on the Wacol project."

Who is going to extend the policy? Are the Government going to extend it? Where now is the Minister's statement that he said that it is not to cost the Government anything?

As a matter of fact, I have the Minister in a hole. He is twisting, and turning, and squirming, and shuffling, and backing and filling, trying to get out. I know that, with the impetuosity for which he is noted, he rushed into the Press and said, "This will be a nice bit of electioneering propaganda on the eve of the Federal elections. I will announce that this Government"—with their eyes on the half-million voters or whatever it is in Brisbane—"are going to sponsor a multi-million pound project at Wacol." He should have known from experience that I would pin him down on it; he should have known that I would ask him how much he was going to spend in Townsville; he should have known that I represent the salt of the earth, North Queenslanders. Now I have him in a funk hole, if I may use the term, and he does not know what to do. He says, "I told you it would not cost the Government anything." I read his reply. This is a complete change to what he previously said.

Firstly, what have this Government done for North Queensland? What recommendations have the Committee made to the Minister, if any, and what recommendations has the Minister approved? Secondly, when are we going to get the financial and material assistance towards the establishment of industries in North Queensland that the Government so lavishly gave towards the establishment of the Amoco refinery on Bulwer Island? When, Mr. Taylor, if I might ask

the Minister through you, are we going to get a multi-million pound industrial project in North Queensland?

Mr. CAMM (Whitsunday) (7.22 p.m.): The number of departments and portfolios controlled by the Minister whose Estimates we are discussing prevent me from dealing with them as a whole, so I intend to restrict my remarks to the tourist industry which comes under his jurisdiction.

Firstly, I congratulate the Minister in charge, and his officers, on the annual report of the Government Tourist Bureau. It is a very informative document and sets out in detail the diversified work of this department.

I do not know whether it is the holiday frame of mind that I have been in, but whenever I have had occasion to do business with this department I have always received the utmost courtesy and satisfaction from the various officials concerned.

The tourist industry must continue to play an ever-increasingly important part in the economy of this State and in some particular districts the income derived from tourism could, in future, rival that of established primary and secondary industries.

It is only during quite recent times that this industry in Queensland has emerged as a potential earner of overseas capital. This no doubt has been a result of the faster and more comfortable air travel and of the running by overseas shipping companies of tourist voyages along our coastlines, the building of better roads and facilities, the existence of accommodation supplied by motels and caravan parks, and the policy of encouraging these overseas tourists to include, during their stay in Queensland, motor tours of our tourist resorts. We value very highly in our tourist districts not only the overseas visitor but also our own people, whose money might otherwise have been spent outside the country on an overseas tour. We hear and read much about the money spent in Queensland by overseas tourists. I sometimes wonder if the amount might even be exceeded by the amount of money taken out of Australia by those who go as tourists to overseas countries. Undoubtedly the Tourist Bureau, as the Government instrumentality, must be prepared to cater for and advise people who want to go overseas, as well as those who visit our country. Having regard to the number of employees who go overseas, what a wonderful standard of living we must enjoy in Queensland.

Mr. Lloyd: The unemployed.

Mr. CAMM: They are not unemployed when they go overseas. Such a trip would cost between £1,500 and £2,000. For the benefit of the hon. member, I might point out that it was my privilege some six months ago, when travelling to Brisbane to attend a sugar conference, to have as a travelling companion in my compartment a young

man from Townsville who was about to go on an overseas tour. He toured the Continent. By a peculiar coincidence, the same young man was in my compartment, going home to Townsville, the last time that I went home.

Mr. Lloyd: Did you go overseas with him?

Mr. CAMM: No, he had just returned from overseas. Further, for the hon. member's benefit, I mention that in the next compartment were a man and his wife whom this young man had met on the boat coming back from his overseas trip. They were also from Townsville. In the compartment ahead there was another gentleman who was about to depart on a tour of Japan. They got together and had a great talk about the wonderful attractions of overseas countries. All those tourists, the young man, the couple, and the other man, were railway employees in Townsville. It is said by some people that those who work on wages cannot afford to go overseas. The stories they told and the pleasure they derived from their trips make one realise just how much people are prepared to spend on an attractive trip. If more and better facilities for tourism were provided here, I wonder how many of these potential overseas tourists from Queensland would be prepared to spend their vacations here.

The greatest scope for development in the tourist industry lies in encouraging Australian citizens to see and know more of their own country before taking an expensive overseas trip. Naturally, we have not the historical or cultural background of older European countries that attract tourists, but, on the other hand, we have some attractions that are possessed by no other countries, miles of bushland in its natural state, a coastline that embraces some of the most beautiful beaches one could wish to see, and above all a climate unsurpassed by that of any country. Further, we have one of the wonders of the world, the beauty of which can be exploited to a tremendous degree, the Great Barrier Reef.

Mr. Davies: The sugar mills are closing down next week.

Mr. CAMM: Yes, after a very successful crushing season. The mention of the Great Barrier Reef takes my mind to my own electorate of Whitsunday, which possesses some of the finest tourist attractions in Australia.

Mr. Lloyd: Are you going to send all the unemployed on a tour of the North?

Mr. CAMM: I will deal with that in a moment. The sugar industry provides a good deal of interest for visitors. Quite a number of visitors enjoy conducted tours through sugar mills.

Of course, the Whitsunday Island group is within easy sailing distance of the reef. I emphasise that extreme care should be exercised in advertising this area. Even though

there are wonderful waterways and outstanding views, the islands are not on the Barrier Reef itself. That causes confusion and disappointment for people who are under the impression that when they go to the Whitsunday Islands they are going to the Barrier Reef.

Mr. Davies: Dishonest advertising.

Mr. CAMM: I should not say dishonest advertising, but it causes some misapprehension to some tourists who think they are going to the Barrier Reef. I should say that the islands are far more beautiful than the Barrier Reef itself. It is but a short cruise to the Barrier Reef and there is a trip from each of the islands every week.

I remind the hon. member for Maryborough that a reef is not habitable. A tourist resort could not be built on the Barrier Reef. The water comes over it and it is only at low tide that one can look at the beauties of the coral.

Mr. Mann: What about Flat Top?

Mr. CAMM: That is only a little island near Mackay.

However, all the Whitsunday Islands have coral beds abounding off their shores. If one wishes to look at them, they can be observed at low water through a glass-bottomed boat but the reef itself must be viewed at low water if one is to see the beauty and magnificent sights in the coral beds.

Off the mainland coast, between Cape Conway and just south of Bowen, there are several coral beds of considerable attraction. One very good coral display is at Mandalay on the coast, near Proserpine. This coral display has been built from one of the coral beds that exist right on the mainland itself. These reefs constitute the only actual living coral along the entire coast of Queensland. An investigating university team that examined these coral growths said that their presence there, and nowhere else in Queensland, is attributable to the absence of any major river or stream entering the sea in the locality. Apparently if there is too much fresh water the coral growth dies. The prevailing currents along the coast in this area and Cape Conway prevent the flood waters from the Proserpine River from polluting the sea water and destroying the coral. As this is recognised as the only portion of the coastline where coral is found growing in any quantities, a move has been started to have this area called the Coral Coast. I know there will be some objections. However, as the people interested in attracting tourists to this area were the first to advance the idea of this name I sincerely hope that the department concerned with place-naming will give the request very serious consideration.

There are various ways of getting to these islands and the Government have been helped by providing the necessary facilities to

enable tourists to depart from Mackay by boat to Lindeman Island and Brampton Island, and also by air to the same islands using an amphibian to travel to Brampton and a land plane to Lindeman where the people have constructed an aerodrome themselves. From Mackay the same amphibian goes to Hayman Island. At Proserpine tourists arrive by air or train and embark by boat for the various islands—Hayman, South Molle, Happy Bay, and Palm Bay on Long Island.

The completion of the Shute Harbour road and jetty will make a tremendous difference to the tourist traffic in the area.

With the final stages of the Bruce Highway nearing completion the number of motoring tourists must increase enormously. From information I have received the number of tourists travelling by car and caravan through there in the past 12 months has been doubled and I am confident that the money spent by the Government in this district will be appreciated by all visitors to the area. Further, with the continued increase in travellers coming to the area the facilities for parking and also for accommodation must be provided in the Shute Harbour area. As the money derived from the sale of land in this locality is to be used to offset the cost of the project. I hope that the Government will in the near future offer blocks of the land for sale to intending purchasers. I have had many inquiries from all parts of Queensland as to when the sale will take effect. That will necessitate the excising of a further portion of land from the Conway National Park.

Security of tenure of islands has encouraged the proprietors of those tourist resorts to expend considerable sums in the provision of amenities and improvements to the resorts and a building programme in excess of £300,000 is envisaged throughout the Whitsunday Islands.

I have always been impressed by the part private enterprise has played in the development of the tourist industry in the Mackay and Proserpine districts. The island resorts have been developed over the years by private enterprise, nearly all of them starting as family concerns controlled and worked by the families living there. It is pleasing to note that some of the islands are still controlled by descendants of the original families who pioneered them. Pioneers they were in the true sense of the word. For years and years the only facility they had for landing tourists on their islands and taking them off was a rowing boat.

Another and popular attraction in the area and one that has been greatly encouraged by the present Government is the large fleet of tourist launches operating from Mackay and one from Proserpine. These boats were originally Fairmile vessels built during the war, and they were converted and adapted to the tourist trade. The work

performed on them is a wonderful example of what men of vision and confidence in the tourist industry can do when they set about it. The Royley fleet stationed at Mackay was started with one boat by a gentleman named Tom McLean. Today he has six Royley boats operating. They sail in convoy, which gives the passengers a feeling of security. When they can see another ship on one side and one on the other they have the feeling that if anything happens to their own vessel there will always be help at hand. They provide a magnificent cruise through the entire Whitsunday Islands and they visit the reef several times during the cruise. Recently one of the vessels established a record with a catch of some 2,000 lb. of fish. There have been challenges thrown out and accepted for next year's cruise. The Esmeralda operating from Proserpine provides a similar cruise. These cruises are becoming very popular with a certain class of American tourists. These people have their own travel association in America, and the agent books the entire boat for a week's cruise and takes the party out.

Mr. Walsh: All that might be very interesting, but what are you doing about Queensland tourists who are humping their swags on the road?

Mr. CAMM: They could hardly be called tourists, could they?

To show hon. members what private enterprise can do, following the building of the road to Shute Harbour a private company in Mackay realised the tourist potentialities of the Shute Harbour area and constructed a fine air-strip close to the jetty. They are now using small planes to fly people to this point from which they can embark for quick fishing trips to the Barrier Reef. It is only about an 18-mile trip in fairly smooth water.

Mr. Davies: Tell us about the development in the cities along the coast.

Mr. CAMM: I told the hon. member when I began to speak that the Minister's portfolio covered many departments. If he wants to make a speech about development in the coastal cities, he may.

With a continuation of faithful advertising and unexaggerated publicity, I believe that the tourist industry in Queensland has a very bright future from both overseas visitors and people residing in Australia. A good deal of the advertising is done by conducting festivals at least once a year. All hon. members know about the Carnival of Flowers at Toowoomba and the Jacaranda Festival at Grafton. We now have a Barrier Reef Festival. It was my privilege recently to spend a week as the guest of the proprietor of one of these islands.

Mr. Bennett: Did they want to freehold it?

Mr. CAMM: The hon. member asks, "Did they want to freehold it?"! The publicity received from these festivals more than repays the expense involved in conducting them.

Mr. Davies interjected.

Mr. CAMM: The hon. member for Maryborough keeps interjecting about unemployment. The tourist industry creates a good deal of employment. The money spent by tourists is the same sort of money as the hon. member and I spend, and the men employed by the tourist resorts, the waitresses, and the men who run the boats, earn the same sort of money as the hon. member and I earn. The employment provided by the tourist industry in the Whitsunday electorate is more than equal to the employment that would be provided by another sugar mill in the locality.

Mr. Walsh: You are exaggerating now.

Mr. CAMM: No, I am not exaggerating. We employ 250 men at our sugar mill.

The CHAIRMAN: Order! I ask the hon. member please to address the Chair.

Mr. CAMM: The hon. member for Bundaberg says that I am exaggerating. We employ 250 men at one sugar mill, but there are more than 250 men employed in the tourist industry in the Whitsunday electorate. I refer to the sugar mill, not to the sugar-growers.

I repeat that with good advertising and truthful publicity the tourist industry in Queensland, especially in the Barrier Reef islands, has a wonderful future.

Mr. THACKERAY (Rockhampton North) (7.44 p.m.): In speaking to these Estimates, I say at the outset that the Minister is completely lost in the wilderness and is groping in the dark. People in Queensland are in a quandary about the statements that frequently appear in the Press. They do not know where they are going. The Minister constantly makes statements that are completely untrue. I shall quote some of them later. What he says never comes to fruition. People ask, "Where is this man going?" He is in a complete mess, not only as Deputy Premier but also in the Liberal Party with all the internal strife that is present there.

The CHAIRMAN: Order! I ask the hon. member to deal with the Estimates, not with personalities.

Mr. THACKERAY: Thank you very much, Mr. Taylor. The Minister has a series of failures behind him. No. 1 in the series is his failure to cope with unemployment. He has failed to attract industry to Queensland to any extent as he promised to do. There has been his loss of labour to the southern States; his failure

to advertise Queensland as a whole, not merely a section of the State. He can take a bouquet for the industrial dispute at Mt. Isa because of his amendment to the Industrial Conciliation and Arbitration Act.

The CHAIRMAN: Order! The hon. member knows that that subject is not to be discussed.

Mr. THACKERAY: Thank you very much, Mr. Taylor. He has created greater unrest in the Police Force than any previous Minister in charge of Police. He says that he does not like publicity. He said that in the Chamber last week yet here is a photograph that appeared on 18 March, 1959. The caption reads—

"Time rolled back for the Deputy-Premier (Mr. Morris) last night as he motored through the city in the 1904 vintage car, Genevieve, of film fame, as a prelude to opening the Centenary Autorama at the City Hall today."

Yet he says he does not like publicity.

Honourable Members interjected.

The CHAIRMAN: Order! I am growing a little tired of the interjections and interruptions from both sides of the Chamber. I ask hon. members to allow the hon. member to make his speech so that I can understand what he is talking about.

Mr. THACKERAY: Let me tell the Committee of another statement that is credited to him when he was over in Ireland. A prominent businessman who returned to Queensland told me that they wrote him up in the newspapers over there as the Deputy Prime Minister of Queensland. One of the many things the Minister said was that he could not say just when Queensland would be able to invest heavily in Ireland.

Look at the present unemployment in Queensland! In "The Courier-Mail" this morning we read that though unemployment in Australia fell during October the number registered as jobless rose in Queensland to nearly 17,000. In the statistical division of Rockhampton we have approximately 900 unemployed. Yet every time an hon. member on this side asks the Government what they are going to do about unemployment they get a Dorothy Dix answer. We well remember the Minister's famous words in 1957 when he said there would be more jobs than men.

The Minister says that he does not like publicity but this is what we read in "The Courier-Mail" of 21 December, 1959—

"Morris sees an end to season job crisis.

Hopes for quick aid by Commonwealth."

Again in "The Sunday-Mail" of 26 February, 1961—

"Nicklin Acts to Aid the Jobless.

State 'juggles' £50,000 to find work for 250."

In "The Courier-Mail" of 28 February, 1961, we find—

"Holt gives a jobs pledge.

Queensland's unemployment problem was under constant scrutiny by the Commonwealth, the Federal Treasurer (Mr. Holt) told a trade union deputation yesterday.

And he gave this pledge: 'I will not allow to develop in this State the growth of an unemployment situation which will damage its economy.'

Yet on 14 March, 1961—

"3,000 need first job.

More than 3,000 children who left school last year in Queensland have not found employment."

Still again in "The Sunday-Mail" of 10 April, 1961—

"Relief Works for Cabinet Review.

State Cabinet will consider today moves to relieve unemployment in North Queensland."

Again in "The Courier-Mail" of 24 May, 1961—

"Work for jobless boys, says Morris.

All jobless male teenagers in 'absorbable' Queensland areas would be employed by the end of next month, the Labour and Industry Minister (Mr. Morris) said yesterday."

There are a number of statements that have appeared in relation to the employment of boys and girls. Yet, when Members of Parliament attend speech nights at various schools in Queensland one of the first remarks they hear Principals make to the students is that the employment outlook for next year is not very bright.

I should like to know how much this vast unemployment in Queensland is costing the Commonwealth Government. I have here "Queensland Bulletin" No. 10, which, on page 22, shows that in the four years of office of this Government the Commonwealth of Australia paid unemployment benefits totalling £4,761,290. For the previous three years under a Labour Government, 1954 to 1957, payments totalled only £958,171. That is conclusive proof that unemployment benefits in Queensland have increased by at least 400 per cent. in the last four years.

I refer hon. members now to an editorial in "The Courier-Mail" on this waste of money. It says—

"This seasonal unemployment is an extravagant waste of able-bodied manpower which might be doing useful work that would earn much more money than a seasonal dole. If such work could be offered it would be eagerly accepted by many men now mainly dependent on seasonal employment, particularly if it provided jobs in or about their home towns for those with wives and young families to support."

It is time the Commonwealth Government realised just what the Unemployment Benefit Fund is costing the taxpayers each year, and altered the Social Services Act to formulate a plan whereby, by agreement with the State Governments, local authorities in each State could plan works for the relief of unemployment. If something like that is not done the present unsatisfactory position will continue so long as this Government are in power. The only hope the people of Australia have is that after 9 December, at least half of the 15 Liberal-Country Party members who are merely seat-warmers in the Federal Parliament are thrown out, and some young A.L.P. blood are elected in their places to represent Queensland.

I should now like to deal with the Government's failure to attract industries to Queensland. Firstly, I shall analyse the position in Rockhampton. Not one new industry has started in Rockhampton in the four years this Government have been in office, yet approaches have been made to the Government for a guarantee to permit of the establishment of a cement works in that city. Hon. members will remember the Minister's famous words about the jubilee of decentralisation.

Let us see what those words really meant. I refer hon. members to page 5 of the Report of the Director of Secondary Industries and Chairman of the Industries Assistance Board for this year wherein he states—

"During the year the activities of the Division covered a certain amount of work in reference to coastal fattening. The reasons for this interest are the seasonal operations of the coastal abattoirs and the associated problem of seasonal unemployment."

Yet, there is not any move by the Government to establish an abattoir in Rockhampton. I should like to read to hon. members a letter sent from the Town Hall, Rockhampton, on 3 March, 1959, to the Minister for Agriculture and Stock, Mr. Madsen. It reads—

"Re District Abattoirs—Rockhampton.

"In reply to your personal invitation—"

The CHAIRMAN: Order! I appeal to hon. members not to interject, and to the hon. member for Rockhampton North to speak a little slower. He must realise that the "Hansard" staff are following his speech as best they can with the noise and interjections. They can hardly be expected to catch every word if he speaks so rapidly.

Mr. THACKERAY: The letter continues—

"I have to advise that the Council has again reconsidered the possibility of being represented at the delegation to meet you on the subject of the proposed District Abattoir in Rockhampton.

"I regret to advise, however, that they have again reiterated their decision not to be represented at this stage.

"The Rockhampton City Council is fully in favour of the establishment of a District Abattoir Board, and when this is done and the proposition discussed in detail, a further move in the direction indicated in the previous paragraph will be taken.

With Best regards.

Yours faithfully,

(Sgd.) R. B. J. Pilbeam,
Mayor."

He says one thing up there and another thing down here. It is a secret mission.

Mr. PILBEAM: I rise to a point of order. I have no desire to educate the hon. member, but for his information I point out—

The CHAIRMAN: Order! if the hon. member wishes to rise on a point of order to correct an incorrect statement, he may do so, but he will have an opportunity when he makes his speech to reply to any statement made by the hon. member for Rockhampton North.

Mr. THACKERAY: I am pleased of the opportunity to place that on record for the information of the people of Rockhampton. It is a copy of a letter sent to the Minister for Agriculture and Forestry.

The Government have failed to establish new industries in Central Queensland. The Minister and the Premier made rosy promises about what they were going to do. In his 1957 policy speech the Liberal Party leader, the present Minister for Labour and Industry said—

"A Liberal-Country Government will encourage the promotion of new secondary industries, and the establishment of factories to produce the goods which Queensland now buys from other States."

This is what the Prime Minister, Mr. Menzies said, as reported in "The Courier-Mail" of 12 June, 1958—

"Queensland is on the threshold of the greatest development since the gold rushes of the 1860's . . .

"When people overseas asked me which State had the best prospects I replied Western Australia and Queensland.

"I sometimes wondered whether I had overplayed my hand. I am now sure that I did not.

"If I were to select one area of Australia where I feel most certain of development to come I would choose Queensland. It is very much in my mind."

In his 1957 policy speech the Minister dealt with what the Government parties would do for Central Queensland. In order to try to elevate himself to the Premiership of the State he gave details to newspapers of grandiose schemes that he had in mind for Central Queensland. He had much to say, as reported in the "Telegraph" of 7 September, 1957 about "Industry plan to play up Central area." On 8 September,

1957, he spoke of a five-year scheme in Queensland. In "The Courier-Mail" of 3 December, 1957, we find an article under the heading, "Big Cabinet plan to expand Central Queensland"—an announcement by the Premier. On 6 April, 1960, we get another newspaper article under the heading, "First report on master plan for Queensland." The article reads—

"The State Government has received the first report on a master plan it is drawing up for the development of Queensland."

All those newspaper cuttings deal with reports, but so far we have heard nothing about the reports, and the people of Rockhampton are getting sick and tired of the statements made from time to time by Government leaders.

Mr. J. R. James, Secretary of the Queensland Employers' Federation had a few outstanding remarks to make. It is little wonder that we find him saying, as reported in "The Courier-Mail" of 1 June, 1961, the day after the Statistician's bulletin was issued, that Queenslanders were in danger of being relegated to the role of wood-and-water joes for all time, with Queensland a Cinderella State.

The same gentleman, Mr. James, as advocate for the Employers' Federation, addressed the Full Bench of the Industrial Court in Brisbane on 9 November, 1960, in these words—

"Unpalatable though it may be, the sad truth is that the rate of industrial development in this State has not kept pace with the rate of development in New South Wales and Victoria. It is doubtful whether it is keeping pace with the development in South Australia, Western Australia or even Tasmania.

"Therefore, whatever justification may have existed in the past for maintaining parity or superiority of Queensland wage rates with wage rates in New South Wales and Victoria, no such justification exists today.

"The sad fact is that we can no longer afford to keep up with the Joneses in New South Wales and the Smiths in Victoria."

The lag in industrial development—in effect, the failure to develop secondary industries to process our own raw materials—is pointed up in the 31 May bulletin of the Statistician, in which he says—

"Queensland's interstate exports consist mainly of goods to be used or processed in other States."

There are some other points that I should like to raise. As time is moving on, I should like to place on record a statement that appeared in the "Telegraph" of 27 October, 1961. This statement was made by the hon. member for Rockhampton South, about graft in the Police Force. In the first edition of the "Telegraph" it appeared under my name, as if I had said it. I could have issued a writ against the

"Telegraph" for defamation for printing that statement under my name. Later on, it appeared in the second edition, and the mistake was corrected. However, the "Telegraph" did not have the decency or the courtesy to admit that they had published a statement under my name and that it was an error on their part. I say quite openly that if I had anything to say about graft in the Police Force of Queensland I would make it in writing to the Minister or the Commissioner. It is an indictment of any member of Parliament to stand up in the Chamber and say what the hon. member for Rockhampton South said. I have a very high regard for the Inspector of Police, Inspector Nesbitt, and also the sub-Inspectors.

Mr. PILBEAM: I rise to a point of order. The hon. member has no right to draw an inference. I made no reference to South Rockhampton.

The CHAIRMAN: Order!

Mr. THACKERAY: It is in "Hansard," for your perusal, Mr. Taylor, that the hon. member used the word "graft." It has never been denied and the Minister has not come forward and asked the hon. member for Rockhampton South to withdraw it or make a specific statement about it. Therefore, I do not have to withdraw my remark. I repeat that it is an indictment for any hon. member to come into the Chamber and make a statement like that about an inspector, whether it is referring to Rockhampton South or any other area. It is a reflection also on the members of the Police Force in Rockhampton.

An inspector who has been appointed by the Minister to rove around Queensland is creating a great deal of unrest in the commissioned and non-commissioned ranks. He does not even pay courtesy to the inspector in charge of an area that he visits. He goes in and out of a station and interviews people at all hours of the day and night and then reports back to the Minister. He should not be allowed to go into a station unless he extends common courtesy to the inspector in charge. When any statement is to be taken the man concerned should be brought up in front of the inspector and the inspector should be given a chance to hear what is said. It seems to me that he is running around Queensland looking after Liberal Party supporters with a grievance against the Police Force and, no doubt, Liberal Party supporters are whispering in the Minister's ear about things that are happening in various parts of Queensland. We find that some young and officious officers in the Police Force—and fortunately there are very few—have joined the Liberal Party, or the Young Liberal Movement, to advance themselves in the Police Force. They are operating all around Queensland.

I said earlier that the tourist area of Central Queensland has not been placed in

the map for development. The tourist potential has not been publicised. In the Rockhampton "Morning Bulletin" of 9 November appeared a statement by Mr. T. B. Macaulay. The article is headed "Missed again. Little C.Q. Publicity in London."

The CHAIRMAN: Order! I must again ask the hon. member to speak in tones that can be heard by me and by the "Hansard" staff. I cannot hear half of what he is saying probably because there is so much noise in the Chamber and also because he is speaking too fast.

Mr. Mann interjected.

The CHAIRMAN: Order! I warn the hon. member for Brisbane that he will be dealt with if he continues to interrupt.

Mr. THACKERAY: The newspaper article goes on—

"Two ancient photographs—one of the Rockhampton Town Hall and the other of the Lakes Creek meatworks—made up the display matter relating to Central Queensland held at Queensland House, London.

"Mr. T. B. Macaulay said this at the meeting of the executive of the Rockhampton and District Development Association yesterday.

"He made a bitter complaint about lack of Central Queensland publicity in Britain.

"Mr. Macaulay who recently returned from a trip overseas, said it was a 'poor show' and had come as a shock to him.

"He had visited Queensland House, with its windows opening on to the busy Strand, but had found neither outside nor inside any display material, photographs or illustrations advertising Rockhampton or any other part of Central Queensland.

"He spoke to the Assistant Agent-General, who frankly admitted that they had very little material about Central Queensland.

"The assistant said they would be only too pleased to set out any display matter that was sent to them.

"No thought

"'Obviously the Government departments in Brisbane had not been thinking about Central Queensland,' said Mr. Macaulay.

"There are pictures of suburban homes in Brisbane, the Gold Coast, pineapple farms at Nambour, photographs of Brisbane and a few of Cairns and Townsville.'

"There was nothing about Mt. Morgan and other places and industries in Central Queensland.'

"Mr. Macaulay said that films were screened regularly at Queensland House for people planning to go to Queensland, but there was nothing in the films about Central Queensland.

"Will Help

"Officials told him they would be only too happy to use display material which could be sent direct to Queensland House.

"They would enlarge or 'blow up' suitable pictures and slides.

"It could be a matter for the City Council to take up, he suggested.

"Members considered that amateur photographs and movie cameramen might be willing to provide suitable illustrations."

In a subsequent editorial of the Rockhampton "Morning Bulletin," written no doubt by the editor himself, about the development of Central Queensland and its neglect by the Agent-General—I do not think it is his fault; the fault lies with the Minister because he is too busy up around Hayman Island with a lei around his neck to worry about Central Queensland—

The CHAIRMAN: Order! Will the hon. member please address the Chair and not keep on reading with his face averted so that I cannot hear him!

Mr. THACKERAY: For his guidance I should like to quote, if I may, the sub-leader that appeared in the "Morning Bulletin." It said—

"This year two important brochures were put out by the District Development Association itself at the expense of a good deal of labour and some financial cost. One was a survey by Mr. Glenister Sheil, general manager of Mt. Morgan Ltd. of the mineral and coal resources of Central Queensland and their adaptability for industrial exploitations. The other was a summary of a thesis by Mr. Juppenlatz, of the University of Queensland, on the Fitzroy River basin and its resources.

"What a number of pamphlets have been sent to Australia House, to the Queensland Agent-General in London, to the Immigration Department at Canberra and the State Ministry for Labour, Industry and Tourism in Brisbane? If they have been sent and there are copies in the hands of the Agent-General then it was a grave omission that no mention was made of the fact."

No doubt the development association has forwarded the brochures on Central Queensland to the Minister—the Minister can correct me if I am wrong—and he has not sent them to London, to the Agent-General for Queensland.

Mr. THACKERAY: I do not have to get up at 4 o'clock in the morning to milk cows. The Government should realise that we are a part of Queensland and that the people of the central district have at least three representatives in this Parliament. They should realise that we are entitled to some share of the expenditure on publicity.

(Time expired.)

Mr. PILBEAM (Rockhampton South) (8.10 p.m.): Before proceeding to discuss the Estimates, I think I should make an explanation of my attitude towards the establishment of a district abattoir board in Rockhampton. I am surprised that hon. members opposite, including the hon. member who has just spoken, have so little knowledge of the Act. I make no secret of the fact that I support the establishment of a district abattoir board. In my opinion, slaughtering should be controlled in every area, and I deplore the fact that until a board is appointed and slaughtering is controlled, butchers can do their own slaughtering and in many cases do it unhygienically. The appointment of a district abattoir board does not make it obligatory on me to support the construction of a district abattoir. Under the Act, the district abattoir board is empowered to accept an offer by a private abattoir to do the slaughtering, and that is what I am in favour of.

Mr. Wallace: We all know what is in the Act.

Mr. PILBEAM: The hon. member is making a mistake when he says that. I have been quite on side in supporting a district abattoir board and at the same time supporting the idea of slaughtering by the Central Queensland Meat Export Company at Rockhampton.

The CHAIRMAN: Order! I think the hon. member has explained his point. I now ask him to return to the Estimates.

Mr. PILBEAM: I hope my contribution to the debate will be constructive, because I intend to speak about unemployment. Unlike some speakers on this subject, I intend to advance a constructive plan and to develop at greater length an idea that I propounded in a speech that I delivered in this Chamber earlier in the session, an idea that was supported to some extent by the hon. member for Rockhampton North in a recent speech.

The scheme is one that is necessary in areas subject to seasonal unemployment. Unfortunately, Rockhampton is such an area. As the words imply, seasonal unemployment is governed by the seasons and can be adversely affected by a deterioration in the seasons.

Mr. Thackeray interjected.

Mr. PILBEAM: Therefore it can be governed by drought, which, for the information of the interjector, is a period in which rain does not fall, and it can be governed by rain. Seasonal unemployment in the meat industry is largely governed by rain. It is too late to act when, as has happened in the past, a sudden deterioration in the season causes large-scale unemployment in the area. That is why I make a sincere plea to the Minister to consider

making an allocation in future Estimates for a continuing scheme to meet seasonal unemployment in Rockhampton and other similar areas. The scheme that I envisage requires the State Government first to determine areas that are affected by seasonal unemployment and then devise a plan to be put into effect at a certain time of the year immediately the season deteriorates. In Rockhampton we have determined that this would be a suitable scheme: that if on 30 September there were 500 unemployed in the area, the Rockhampton City Council should be empowered to bring into being a scheme contributed to by the City Council, the State Government and the Federal Government on the basis of 25 per cent. by the City Council, 25 per cent. by the State Government, and 50 per cent. by the Federal Government. But it is no good talking about the scheme on 30 September. It would be necessary to make a move in January to seek permission for the local authority to put its share on its loan programme. The raising of that money could be conditional on this contingency occurring on 30 September. The State Government in turn would make a similar allocation based on the fact that there are a certain number of areas affected and that a certain amount should be allotted to each area. The Commonwealth Government could do the same.

Mr. Walsh interjected.

Mr. PILBEAM: It is possible to create reserves. I do not think anybody would deny that that would be desirable. It is not a new idea. Local authorities in the past have been allowed to raise money by way of special loan to meet unemployment. What irked me in the past was that on those occasions the full burden had to be met by the local authority except for a small amount of subsidy from the State Government. It does not seem to be a fair sharing of the responsibility of unemployment. In the past, in Rockhampton, we raised as much as £50,000, to which the State Government contributed about 15 per cent. or 20 per cent. in subsidy. We have had to pay it back over the years. I say it is an unfair allocation because the people who are found employment under the scheme would normally be drawing social service benefits. Thus we save the Commonwealth Government a considerable amount by placing these people in full-time employment. That is why we think our scheme a sound one. That is why I ask for the Minister's sympathetic consideration of it.

Mr. Bromley: You might get consideration but he will not give you any action.

Mr. PILBEAM: We will keep on moving until we get some action. It might well be that at 30 September next year, or the year after, we have that number of unemployed in Rockhampton. If we were allowed to plan for this scheme in January, to make the

money available shortly after the end of September, it would be possible for us to give 300 or 400 people 12 weeks' work to carry them through to the end of the year. It would be a tremendous benefit. It would change the scene entirely. It would not place any onerous burden on any of the three arms of government. It would take people off relief and put them on full-time employment. It would be of great benefit to all the storekeepers in Rockhampton. It would enable local authorities to do work that they cannot normally carry out with the usual State Government subsidies. For instance, we wish to eradicate prickly mimosa and rope pear. An adequate eradication scheme could employ a large work force. We would have insufficient money to do it with the normal subsidy. If we were given a 75 per cent. subsidy we would be able to eradicate it. At least once every 10 years it is desirable to clear our waterways of hyacinth. It is very difficult to get rid of it completely but a certain measure of relief can be afforded by clearing the waterways once every 10 years. Mimosa has given a lot of trouble in Rockhampton. A concerted attack on this pest is very desirable in the city of Rockhampton. Many of the unemployed could be found work on such a project, at the same time saving the Commonwealth Government a great deal of money by taking them off social service benefits.

A great deal of attention has been directed to the scheme. Last week I had a letter from the secretary of the Associated Chambers of Commerce in North Queensland in which they approved of it. There is an indication that it would be well supported by the local authorities. If the local authorities are prepared to support it and plan for it there is no reason at all why State and Commonwealth Governments should not follow their lead.

Opposition Members interjected.

Mr. PILBEAM: There again let me repeat that no local authority in the world would be so silly as to knock back work on a 75 per cent. subsidy. They have done it in the past on a 15 per cent. subsidy and not raised the rates; why should they raise the rates on a 75 per cent. subsidy?

I will admit that I have considered striking a special rate to relieve unemployment. I make no excuse for that. If hon. members opposite think that we should not consider raising the rates to help the unemployed—

Opposition Members interjected.

Mr. PILBEAM: Of course we are. I have only considered putting on a special rate on the basis that we put on a special half-penny rate if the Federal and State Governments combine to give us a subsidy. I make no excuse for that. I am interested in putting unemployed men to work even at some small

sacrifice to people who are enjoying full-time employment. I think it is a very sound scheme and I will continue to support it. I can assure hon. members that I have enough influence in local government circles to get the local governments throughout the State to support it.

An Opposition Member: I don't think you can.

Mr. PILBEAM: I will bet the hon. member I can. I ask the Minister to give the problem serious consideration to see if he can work out some scheme of national insurance to cover seasonal unemployment, always around the corner in Rockhampton.

Another matter covered by these Estimates with which I should like to deal concerns the traffic problems in the city of Rockhampton. We have a particular problem because our bridge is not square with the streets. There is a deviation from Fitzroy Street onto the bridge over the Fitzroy River, which causes many traffic problems. I pay a tribute to Mr. Leitch who has been much maligned by hon. members in this Chamber. He and officers of his department have given us very valuable advice and help and have, I am sure, solved our problem.

We are very happy to follow a plan they have laid out by which we will be able to establish on a permanent basis the approaches at each end of the bridge and make a start on Mr. Leitch's plan for a nature strip down the centre of Musgrave Street, the main street of Rockhampton North.

As I say, I know this department has been much maligned in the past. On a few occasions I have complained of dilatory action on their part. That is the only complaint I have ever lodged against them, that they may have been a little late in making some decision. I have no complaint about the decisions they have given us to overcome the traffic problems in Rockhampton.

My main purpose in entering this debate was to make an effort to help the unemployed in Rockhampton and various other areas affected by seasonal unemployment. Unlike other speakers, I offer a constructive plan. It can be altered in one detail or another, but at least it is constructive. I think it is worth considering. It involves forward planning and not just precipitous action when a calamity occurs.

For that reason, I submit it sincerely for the consideration of the Minister and the Government.

Mr. MELLOY (Nudgee) (8.24 p.m.): After having heard the Minister we could well be forgiven for thinking that this Vote related to any department other than the Department of Labour and Industry.

The CHAIRMAN: The hon. member must deal with the estimates for the Department of Labour and Industry.

Mr. MELLOY: I am doing so, but I am pointing out that the Minister did not set a good example to hon. members generally in that he failed to discuss not only labour but also industry. To a great degree his remarks were confined to traffic and tourism, despite the fact that he had ample opportunity to give his views on employment and industry. He religiously avoided those subjects, despite the fact that Queensland is the only State of Australia in which unemployment has increased during the last month. The number of unemployed now stands at approximately 17,000. The Minister completely ignored the industrial and unemployment situation. He studiously avoided giving the Committee any indication as to what he or his Government had in mind to relieve unemployment. An hon. member on this side of the Chamber referred to the leading article in today's issue of the "Telegraph."

The CHAIRMAN: I do not think it is necessary for the hon. member to repeat it.

Mr. MELLOY: The paragraph I am referring to was not quoted, and is relevant to the debate. It reads—

"But Queenslanders, unfortunately, cannot be too happy about the employment position in their own State. They may be heartened by the improved over-all picture but there will be disappointment that Queensland's register of jobless workers rose during October by 324 to a total of 16,896."

The Minister completely ignored the subject of industry. He has at various times boasted of his interest in the establishment of industry and has spoken of his concern for the unemployed. He had a golden opportunity during this debate to deal with the subject. There is no subject more topical in Queensland today than unemployment and the encouragement of new industries to take up the lag in employment.

Without being personal, I say that the Minister has proved himself to be one of the most vicious Ministers for Labour and Industry. Every piece of legislation that has emanated from him and his department has been directed to making worse the conditions of the workers. He has by legislation almost denuded the Industrial Court of its powers for conciliation.

The CHAIRMAN: Order! I think that subject has been satisfactorily disposed of.

Mr. MELLOY: I am not dealing with Mt. Isa. I am just expressing my opinion of the Minister's attitude to the State's industrial position.

The Minister underspent his appropriation last year by £14,000. This year promises to be a much tighter one financially, yet the

Minister is budgeting for an expenditure of £6,414,126, which is £300,000 more than was spent last year. The expenditure this year is to come from lower Government income.

How he is going to spend the extra money only the Minister knows, but I hope for the sake of Queensland that he spends quite a deal of it in providing jobs for the 17,000 persons who are at present unemployed.

Mr. Hughes: Do you want a constructive suggestion?

Mr. MELLOY: Does the hon. member want a constructive suggestion?

The CHAIRMAN: Order! I ask the hon. member for Kurilpa to cease interrupting.

Mr. MELLOY: Through you, Mr. Taylor, I have a constructive suggestion for the hon. member—that he should resign his seat.

The CHAIRMAN: Order! Will the hon. member please discuss the Estimates.

Mr. MELLOY: I was provoked, Mr. Taylor.

Mr. Sullivan: Mr. Bruce Wight will provoke you if you are not careful.

Mr. MELLOY: I will deal with that too, Mr. Taylor.

The CHAIRMAN: Order!

Mr. MELLOY: I pass to the Department of Secondary Industries and the report of the Director. In the Estimates, a Vote of £2,500 is provided for publicity for the attraction of industries. This has dropped from £3,622 spent last year for providing publicity for attracting industries to the State.

I should like to comment on several points relating to the attraction of industries to the State. I am not blaming the Director for what I am about to read. I think it is brought upon him by the policy of the Minister and his Government. There are many instances throughout his report where everybody but the Government is blamed for the lack of new industries in the State. In a paragraph covering the economic survey, he says—

“On this basis, particular industries for Queensland have been primary objectives in the work carried out by this Division. However, it has not been possible up to the present to complete the list of industries which would be regarded as favourable for establishment in Queensland.”

Further on, he says—

“Early in this year, discussions on this proposal were carried out with representatives of various companies interested in the possibility of carrying out such work as we were considering. Unfortunately in most cases, proposed costs were too high and the project was ‘shelved’ for the time being.”

I think that is just a series of excuses for the administration of the Secondary Industries Division by the present Minister. Under the heading, “Industrial Land and Industrial Estates,” we come to the excuse, the restrictions imposed by the Federal Government. The report says—

“The present financial policy in Australia may be responsible to a certain extent as one development company had almost completed a proposal, to place before the Government on, industrial estates in this area and at Wacol when it was forced to discontinue its investigations.”

I have quoted those instances of insufficient encouragement being given to industry. No move is made to overcome the obstacles to enable people to set up new industries in Queensland.

There is reference in the report to the appointment of an Industrial Establishment and Expansion Officer. The report says—

“The officer has reported that there is a sincere and keen interest in Queensland’s future and those with whom he made contact were appreciative of the Government’s enthusiasm to attract secondary industries to Queensland. Although the commercial atmosphere has been greatly disturbed in recent months by the Federal Government’s economic restrictions and more liberal policy with regard to imports into Australia from overseas, the confidence in Queensland’s future development is still strongly in evidence.”

It is all very well to talk about confidence, but we want to see more concrete evidence of the Government’s desire to encourage industry to come to the State to provide employment. We can only do that by providing conditions that make such industries possible. The Director goes on to say—

“Many southern manufacturers claim it is more economic and cheaper to manufacture in centres of big population where they have a big market close at hand, and export their product to Queensland, than it would be to decentralise their production for the limited market that Queensland offers.”

If that is the attitude of the Government and the conditions that they prescribe, is it any wonder that southern business interests will not come to Queensland with industries that will provide employment for Queensland workers?

Another quotation, this time from the section dealing with the tourist industry, is the excuse by the Government why industry has not been attracted to Queensland. The Director says—

“Current credit restrictions have affected expansion of even the larger motel groups and they too have sought assistance, but in most cases limited funds in the hands of the banks has made them reluctant to

accept a guarantee which is the only means of assisting these industries under the Labour and Industry Acts."

It is fairly evident from the report of the Director of Secondary Industries that the division has been hamstrung by the Government's policy on industry generally.

I want to pass on to two matters that I raised in the Chamber before. They relate to the crossings adjacent to the Deagon racecourse and the two racecourses in Nudgee Road, Hendra. The traffic lights that have been installed at Hendra have greatly alleviated the position there for horses and their attendants crossing the road against a very constant stream of traffic. However, if the lights are warranted, it should be the responsibility of the Government through the Traffic Department to install them without any contribution from the sporting bodies concerned. The provision of the lights is for the safety of motorists as well as horses. If a motor-car hit a horse the occupants could be seriously injured. If we asked the racing clubs to contribute half the cost of the lights it would be equally fair to ask the R.A.C.Q. to contribute half. But I do not think either body should be asked to contribute.

Lights have been installed in Nudgee Road, Hendra. I made a traffic count at the two crossings and from it is clear that if the lights are justified at Hendra they are much more justified at the Deagon racecourse. I took the count of traffic for the period from 6.45 a.m. to 7.45 a.m. and it disclosed the following comparison—

	Inbound cars.	Outbound cars.
Hendra ..	793	189
Deagon ..	1,270	230

In the same time the following number of horses and attendants crossed the road—

Hendra ..	17 horses and 15 attendants.
Deagon ..	47 horses.

I did not count the attendants at Deagon but there were many more horses crossing the road, and about 40 per cent. more vehicles. If the lights are justified at Hendra, they are fully justified at Deagon. If they are justified in the interests of the attendants, the horses, and the motorists, they should be installed at the Government's expense.

I also bring to the attention of the Committee the position relating to taxis and taxi ranks in Edward Street. There are taxi ranks between Ann Street and Adelaide Street, Adelaide Street and Queen Street, and Queen Street and Elizabeth Street, and the practice of the taxi drivers, when they see somebody moving on the rank between Adelaide Street and Queen Street, is to pull out of the rank between Ann Street and Adelaide Street and move into the line of traffic going down Edward Street. When they reach the rank between Adelaide Street and Queen Street, the taxi that they saw moving has not pulled out and they are left out in the road holding up a line of traffic. On several occasions

I have seen that line of traffic miss as many as three green lights because a taxi has been trying to move down to the next rank before another taxi has pulled off that rank. I hope the Minister will look into the matter because it is causing a great deal of confusion in Edward Street.

Mr. Baxter: It is a very poor arrangement.

Mr. MELLOY: It is. It causes too much hold-up in one line of traffic.

Mr. Sullivan: There is a bit of cut-throat competition between the taxi drivers.

Mr. MELLOY: That is what it is. They are trying to cut in on the ranks and are being left out in the middle of a line of traffic.

Mr. Sullivan: It is a bit difficult for the Minister to control that.

Mr. MELLOY: The legislation now being introduced will make it necessary for members of the Police Force to supervise parkatareas and other aspects of traffic control. The provision in the Estimates for another 60 policemen will not be nearly enough to ensure that the supervision is effective. The strength should be increased even further.

In conclusion, I suggest to the Minister that he give full consideration to the submissions by all members of the Opposition.

Mr. KNOX (Nundah) (8.44 p.m.): A summary of the speeches by hon. members, particularly by members of the Opposition, indicates that there is very little wrong with the Minister's administration of his portfolio. Hon. members have spent a good deal of time in canvassing certain things that they think should be done in their own electorates and in other places, perhaps to improve what is being done already, but there has been no real criticism of the Minister's administration or a suggestion of failure to do anything that they thought ought to be done. This department deals with probably the most important field of government because it deals with problems associated with industry, employment, safety in industry and on the roads. Hon. members opposite have criticised us because we have some unemployment in Queensland at a certain time of the year. We very much regret that there is unemployment at any time. It is regrettable that the pattern of unemployment in Queensland is such that it gets worse in January and February, reaching a peak, and then dropping away. Seasonal unemployment is not a new feature. It is not something that has been discovered suddenly by hon. members opposite. It has been well known for many years by all hon. members of the Committee, both past and present. The only reason that hon. members opposite have become interested in the problem is that we now have a Government who are seriously considering ways

to overcome it. It was never the consideration of the Labour Government; they never tried to solve the problem. Never did they feel it was their responsibility. Had we not turned our attention to this very serious problem hon. members opposite would not have been aware of it.

I have here a photostatic copy of one of the last reports presented to Parliament just before the war by the Minister for Labour and Industry of the day. It is available for all hon. members who wish to read it. There is a table in the report prepared in the form of an index covering 14 major Queensland towns, showing the degree of unemployment.

Mr. Baxter: When was this?

Mr. KNOX: 1934-1939.

Mr. Baxter: The aftermath of the dark depression days.

Mr. KNOX: It is just prior to the war—up to the first few months of the war.

It was tabled in the House in 1947 to indicate to hon. members of the day that the problem of seasonal unemployment was current then. The index indicates that 11 of the Queensland towns referred to reached their maximum unemployment in the months of January and February. The towns listed are: Ayr, Bundaberg, Cairns, Ingham, Rockay, Maryborough, Bowen, Nambour, Rockhampton, Townsville, Longreach and Mareeba.

Mr. Baxter: Everybody has known that since Federation.

Mr. KNOX: The hon. member may know it because he has been a member of Parliament for a long time but some of his comparatively new colleagues have just heard about the problem for the first time. It has been a characteristic of the unemployment pattern of the State indeed since before Federation. It is a great credit to the present Minister for Labour and Industry that he is the first Minister to try to tackle the problem seriously. From the first day he assumed office the Minister made it his special business to inquire into some of the problems associated with that pattern so as to find remedies for them. Yet here today an hon. member opposite criticised the Minister for all the work he is doing to improve the cattle industry and provide a greater turnoff of cattle in the northern areas. The hon. member for Cairns laid quite serious charges against the Minister, despite all the good work he has done in recent years to encourage the beef industry in North Queensland so as to have a greater turnoff of cattle for the northern meatworks which are forced to put off so many people at this time of the year and close their doors for some months. It has been the Minister's ambition to see that those doors remain open longer each year. We know that if we can keep the meatworks operating

for a longer period of the year, the degree of seasonal unemployment will be considerably reduced. In fact, the total number of unemployed could be reduced by 2,000 to 3,000 in this State.

The Minister, applying himself to these matters, is the subject of criticism by hon. members opposite who claim to be on the side of those who are unemployed. I feel proud to defend the Minister on this problem because he is the only Minister occupying this portfolio who has seriously tackled the problem of seasonal unemployment.

In the last seven years, including the period we have been in office, the population of the State has increased considerably and, although there has been some criticism by hon. members opposite, that people are running away from the State, even in Brisbane the population has increased by something like 30,000. The recent census reveals that the State's population increased by thousands. Even Townsville had a 25 per cent. increase in its population in that seven-year period. Nobody opposite can criticise us for not tackling these problems in a realistic fashion.

I now wish to deal with another matter on which hon. members opposite have previously attacked us although they have been particularly quiet on the subject in this debate. When the Minister set up the Traffic Commission and decided that certain matters regarding traffic accidents and deaths on the road should be attended to, and that certain improvements should be made in traffic control in Brisbane and other cities in the State, members of the Opposition tried to belittle and mock his efforts because they hoped that nothing of benefit would come from them.

Mr. Bromley: Don't be stupid.

Mr. KNOX: The hon. member was not in this Parliament when the matter was introduced. I suggest that he read some of the debates, particularly the speeches of the hon. member now sitting next to him, one of the principal critics from that side.

The hon. member will know that our success with the introduction of traffic improvements in this city alone has contributed greatly to a reduction of deaths on the roads. Indeed, Queensland is the only State in the Commonwealth that has reduced its number of deaths on the road. The figures for all other States have increased, some of them enormously. In Victoria, for instance, there has been an increase from 601 to 698; in New South Wales an increase from 833 to 939. Those are the numbers of people actually killed on the roads.

In Queensland, the number has decreased from 359 to 353—a slight decrease but, at least, a decrease and a step in the right direction. The number of accidents on the road has similarly decreased. Unfortunately, the figures for country districts are on the

increase but, in spite of that, the sum total for both Brisbane and country districts shows an overall decrease for the State.

Mr. Tooth: There must have been a substantial decrease in Brisbane.

Mr. KNOX: There has been a substantial decrease over a period of years and it has been primarily due to the new traffic controls introduced in Brisbane. Now that the Traffic Commission is able to extend its work into local authority areas in country districts, we will get similar improvements in their figures. We will see a reduction in deaths on the road in country towns and cities and a reduction in the number of accidents. The Lord Mayor of Brisbane, in announcing the new Town Plan today, indicated that many of the improvements under the new Town Plan will help to reduce further the number of accidents in the city. He estimated that road accidents cost the City approximately £3,500,000 a year. If we can do anything at all to reduce the toll of the road, we should be keen to do it.

Opposition members opposed all these innovations, yet when they were in power they did absolutely nothing to alleviate the problem. The Minister was prepared to take the risks involved in the introduction of new ideas, and put Queensland in the forefront in the matter of traffic control. Queensland is now the leading State in this field. In spite of the criticisms of the Opposition and the strong criticism of the actions of the Minister by the present Lord Mayor of Brisbane, the Minister in introducing these measures has been successful, and many people who were formerly his greatest critics are now his greatest supporters in the work. The Lord Mayor of Brisbane now acknowledges quite freely that the work done in this State has been of great benefit in reducing the number of accidents. Opposition members who have been in Parliament for some time acknowledge quite freely that they may have been mistaken at the time they attacked and criticised the introduction of legislation to set up the Traffic Commission. The results have been so satisfactory that similar success will be achieved in local authority areas when the work there is completed.

The hon member for Nudgee mentioned a problem in my electorate, that is, the crossing in Nudgee Road, Doomben, provided for the protection of horses and horse-attendants going between the two race-courses, and the motorists who use Nudgee Road. He and I have spoken of the matter on previous occasions. He criticised the Government for asking the interested parties to provide the necessary funds. I agree it was a pity that we had to ask members of the public to subscribe funds for the installation of these lights. However, the Minister pointed out to me in reply to my representations that many demands had been received for lights at Brisbane crossings used by

pedestrians, for which money would be earmarked, that he could hardly be expected to devote the money urgently needed for this work in other areas to a place where the need was not so great. I think the hon. member for Nudgee would agree that the work he spoke of tonight is less urgent than work in other places, although, being a matter affecting our own electorates, we are concerned about it. It was therefore necessary for the interested parties to raise funds for the lights. This was done with the co-operation of State Government officers and the work has proved very effective.

Mr. Ramsden: Are they happy about it?

Mr. KNOX: Very happy, and in that way they were able to get lights much earlier than would otherwise have been possible.

Mr. Ramsden: They are not complaining about having to pay for them?

Mr. KNOX: No, they are not unhappy at all. They had a deputation to the Minister. They understood the circumstances under which the lights were provided. The hon. member for Nudgee can hardly criticise the Minister and the Government for asking for some assistance. I am sure that the hon. member and every other hon. member in the Chamber, could think of 100 places in Brisbane where he thinks lights are more urgently needed. My constituents are very happy about it, and are not complaining at all. I have had several letters indicating pleasure at the results achieved.

I understand that another hon. member wishes to speak, and as time is running out I think I should give him some of the time I should like to use. For the most part, the time on these Estimates has been spent on a discussion of the tourist industry and the encouragement it has received from the Minister. We have been criticised by the Opposition for not providing employment. If Opposition members could only work out the number of people who are in direct employment because of the growth of the tourist industry and the improvement of facilities for tourists that encourage people to come to the State they would realise that it is not something that is nebulous. They would realise, too, that it provides bread and butter for thousands of people and will, in due course, provide bread and butter for many more thousands of people, particularly in North Queensland, where it has developed so rapidly. Even the Leader of the Opposition frankly admits that the Minister has been successful in this field. It is quite an achievement for any Minister to receive the acclaim of the Leader of the Opposition for the excellent work he has done in any field.

Mr. INCH (Burke) (9.3 p.m.): I should firstly like to thank the Minister for his prompt attention in supplying police vehicles in my electorate. They are doing a worthwhile job and I am quite sure they will

prove to be a great asset in the country through which they have to travel. When complimenting the Minister on his prompt attention in this matter I should also like to impress upon him the need for the installation of another facility at Mt. Isa and Cloncurry. I refer to police radio communication. It would permit of communication between local police stations and patrol cars in the area, and it could also be used as a means of direct communication with Townsville or Brisbane. There should not be any necessity for me to elaborate on the distinct advantages that would be provided for the suppression of crime, or the apprehension of criminals who may be attempting to flee from the arms of the law. Should the Minister agree to the installation of this facility in the centres I have mentioned, he might also give consideration to a further suggestion that an emergency telephone number be installed in the communications centre, or room, at those stations similar to those mentioned in the Commissioner's report on page 2, where he says—

"During the year three emergency telephone lines, with the number '000' were installed at the Central Communications Room. This number may be called from any public or private telephone without charge and the service is working well. From a public and Police point of view this innovation has proved particularly satisfactory."

I am sure that if the Minister agrees to my suggestions about the radio communication centres at Mt. Isa and Cloncurry he will also give the same efficient service by the installation of the emergency number. I believe, too, that this type of communication could be of great benefit to members of the Force stationed in the areas and I commend it to the Minister for his consideration.

The various departments administered by the Minister require a great deal of finance, and finance that would have been available for expenditure on them has been, and will be, seriously curtailed through the loss in revenue to the State as a direct result of the loss in production of minerals in my electorate. The full impact that this loss of revenue will have on those departments has yet to be felt and, serious though it well may be, it will be the direct result of the passage through this Assembly of legislation introduced by the Minister to amend the Industrial Conciliation and Arbitration Act. The Minister and his Government have to face up to the fact that they are responsible for that loss.

The undeniable fact is that any discontent prevailing today has been caused by that legislation. The Minister informed the Parliament that the amending Bill would curtail the activities of certain irresponsible trade union leaders and that it would give the rank-and-file members of unions the right to vote on various matters affecting

them in relation to illegal stoppages or strikes. The unionists accepted the Minister's word and, in accordance with the regulations laid down under the Act, they conducted certain ballots the result of which was in favour of a stoppage. After taking those ballots they found, to their discontent and consternation, that the provisions of the Act were not in accordance with the statement that had been made by the Minister. Although the ballots were in favour of a stoppage, the court ruled that all stoppages and strikes were illegal.

Coupled with these facts, the Bill also deprived the union of the right to make an application to the Industrial Conciliation and Arbitration Commission for an increase in bonus payments while making provision for the employer to apply to the court for a decrease, and also by giving the employer the sole right to arbitrate in his own interest in negotiations with the employees on the matter of increased bonus payments. This makes a mockery of the symbol of British justice we have all learned to recognise as the lady with the scales, and employees, or should I say residents of Mt. Isa are now of the opinion that justice has been effectively blindfolded, that the equity of British law has been lost and that the scales weigh heavily in favour of the employer. This is the only State in the British-speaking countries where industrial law gives way against one section of the people. This Government have framed laws in favour of the employer and in doing so a grave injustice has been done to the employees at Mt. Isa.

Decentralisation of industry is a part of the policy of this Government.

The Government may have done something along these lines since they have occupied the Treasury benches, but it has been done mostly in the metropolitan and provincial city areas. Although there may not be a great deal of scope for the decentralisation of industry in Far Western areas, especially in the Mt. Isa-Cloncurry district in which mining is the only important industry apart from the pastoral and agricultural industries, I suggest that the possibility of establishing a meatworks or a canning industry in either of these centres should be investigated as a means of providing employment for the numbers of young men and women who normally migrate from western areas to the coast in search of employment after leaving school. Mount Isa Mines Ltd. in the past has been able to absorb a fairly high percentage of the students leaving school, but in the next few years some avenues of employment for these children will be closed because the company is converting to automatic or electronic operation. This will add still further to the number migrating to the coast and will also frustrate our attempts at closer settlement in the Far Western areas. I repeat that every avenue should be explored to provide employment for these young people and that

an investigation should be made of the possibility of establishing a meatworks or a canning industry, as I have suggested.

A good deal has been said about the tourist industry, which comes under the Minister's jurisdiction. It may seem strange to some hon. members that a member representing the electorate of Burke, which takes in part of the Gulf area, should particularly interest himself in an industry that is confined mainly to the coastal towns and beauty spots. But it may not seem so strange to them when I mention that during the past few years tourist trips by bus from South Australia have been inaugurated to the Mt. Isa, Mary Kathleen and Gulf areas during the winter months. In addition, many tourists travelling by caravan are braving the bad roads in order to view the scenic attractions of the inland and Gulf areas and to see for themselves the industrial advancement and expansion that is taking place in the Mt. Isa and Mary Kathleen areas. I realise that this is not within the province of the Minister's Estimates, but he could do a great deal to assist the development of the industry in the Far West by impressing upon his colleague the Minister for Development, Mines, Main Roads and Electricity the need to provide good all-weather roads throughout these areas and by impressing upon his colleague the Treasurer the urgent need to grant further hotel licences in Mt. Isa to provide suitable accommodation for the tourists who have enforced over-night stops there. If good roads and suitable accommodation were provided I am sure that within a few years the inland area extending right through the Far Western and Gulf areas would provide another asset for the Queensland tourist industry. As I understand that the Minister wishes to reply to the various contributions I shall close on that note.

Hon. K. J. MORRIS (Mt. Coot-tha—Minister for Labour and Industry) (9.15 p.m.): I am very glad that I took the opportunity to make an interim reply earlier because then I was able to say, amongst other things, that the debate had been a particularly good one. Although not for one moment would hon. members opposite deny that they were critical of some matters, they were not critical in a personal way. I have said before that when suggestions are made for the improvement of the department I have them all thoroughly investigated. Very often I am able to implement at least some of them. To be able to do that is an indication of the value of a good debate. I was very pleased to be able to say earlier that hon. members opposite had carried the debate through at that high standard, but I am very sorry to say that since the dinner adjournment hon. members opposite have gravely departed from it. I shall deal with the points as they arose. Unfortunately, the contributions of some of the less experienced hon. members opposite exhibited a complete lack of knowledge of Parliamentary procedure and departmental operation when they

took the opportunity to make a violent personal attack on me. That does not trouble me these days as it did once. Fortunately I have learned the value of serenity. I just do not get disturbed about such things as possibly I did some years ago. The people who engage in that type of unjustified attack are themselves the losers; I certainly am not. If, as an older man, I may give a little advice to those young hon. members who were deliberately insulting in their use of intemperate language, I should advise them to take note of the contributions made earlier by their colleagues. They would do well to follow them rather than engage in their intemperate and absolutely incorrect approach.

I am sorry that I will not have time to reply to everything that has been raised in the debate. When I introduced the Estimates I did not speak very long. I indicated that I was making as much time as possible available to hon. members. I said that I did not intend to hog the time. I have not done so. But having turned down the opportunity, of which I should have liked to take advantage, to talk more about my department, it riles me that I should be accused by some of the fledglings opposite that I have deprived the members of the Committee of the opportunity to listen to my views on every aspect of my administration. They cannot have it both ways. Had I used the time to traverse the activities of each of my sub-departments I would have been severely chastised by some hon. members, probably with more justification. I thank hon. members on this side of the Chamber. I will not refer in detail to their comments but I thank them for their suggestions. The hon. member for Merthyr made a number of excellent suggestions in relation to the meeting that is shortly to be held to endeavour to arrive at a satisfactory basis for a festival in Brisbane, the North and South Coast beaches, and Toowoomba. Those suggestions will be put before the committee which I hope will be formed on Thursday night.

The hon. member for Aubigny was very generous in pointing out that a previous statement he made had been made in error. It was an example of how, whilst we might differ in our political views, we can join in sorting matters out satisfactorily for the State. It was interesting to hear his comments about the local authority at Dalby changing its attitude towards the Traffic Engineer's Department after receiving an explanation from the Engineer. The whole matter, of course, has been frequently traversed and I do not want to go over the same ground. For years in Queensland, local authorities have had no control over traffic within their own areas. That is more or less the situation throughout Australia. We have restored, to a great measure, the autonomy of local authorities. I think we are further along that road than any other place in Australia, and it is desirable that we should be. It is also desirable

that efforts should be made to ensure uniformity in the application of the overall, cardinal traffic rules.

The hon. member also spoke about the need for lists of caravan parks. We have those lists. We distribute them very widely and I will make certain that the hon. member gets a copy. We use them very much in the South. We are asked for them constantly, and throughout the winter months they are a wonderful adjunct to the selling that is done by our officers in the South, in relation to tourism.

I am appreciative of the comments about the Traffic Engineer and his work, by the hon. member for Redcliffe and several others. I should like him to know that the "Telegraph" supplement about which he spoke was not written by us. Had it been I should have felt somewhat uncomfortable because of some of the very nice remarks made about myself in yesterday's supplement. I hope that nobody thinks I wrote those articles. I will admit I was delighted to see them because I believe they were written sincerely.

Many speakers have referred in general to the tourist industry. It was very refreshing to hear the remarks of the hon. member for Whitsunday who represents one of the most outstanding tourist areas in Queensland. He knows his area very well. It is a very attractive area but it has a characteristic that I am sorry to say is not universal throughout Queensland. The people in the area who are providing the accommodation and who desire to see it fully occupied are widely publicising it. Their resorts are full for a very long period of each year now as compared with four years ago when the season was very short. These people themselves are largely responsible for the improvement because of the excellent advertising of what is available at their resorts. They are not always asking for help from the Government because they know it is impossible for the Government to participate too intensively in boosting individual areas. Our task is not to do that, but to boost the overall attractions of Queensland. We are very careful to avoid specific reference to a particular area, because we know that we would have other areas on our backs. The position is improving year by year. Whether credit for that should go to me, the Tourist Bureau, the Government, or members of the Opposition, I do not care, as long as we get extra tourists. The fact that the industry is growing rapidly is an indication that many people are working very hard at their tasks.

The Melbourne office has been the subject of criticism from time to time in the four years the Government have been in power and for years before that date. I am sorry we had to remain in the office that had been used, but I can assure hon. members that I and all officers who were working in this field made very strenuous efforts to

get a good office in Melbourne. We were frustrated time and time again, but I am happy to say that at last we have a good office. I think it will be the best tourist office in Australia or at least the equal of any in Australia. It has more space and the officers will be able to do the job they want to do. They could not do it where they were, but they will be able to do it when they move to their new office during the month. I am looking forward to the opening of the building on the 24th.

We get a great deal of business from Melbourne. During the period I have been actively associated with the tourist industry I have been delighted to see that almost every month with regularity we get an increase in the business of the Melbourne office over the business for the same month of the previous year. If any group has worked hard to get the results we want, it is the staff in Melbourne.

The points raised by the hon. member for Wavell are very much in line with my own thoughts. The problem has been discussed many times in the Chamber and I hope the comments made here will assist towards a reduction in the number of deaths on our roads. I think they will.

Unfortunately I had to leave the Chamber and I did not hear much of the contribution by the hon. member for Ashgrove, who spoke of the work of the weights and measures branch. I am appreciative of his contribution.

The hon. member for Rockhampton South made some interesting references to various aspects of departmental work.

The hon. member for Burke commented very nicely about the cars we were able to provide in his district. They are provided whenever possible. Unfortunately we have not unlimited funds.

Several Opposition members made suggestions about unhappiness within the Police Force. I suppose there will always be a measure of unhappiness where people have to be disciplined, but I should hate to have a Force in which discipline was not a very important and very constant attitude of those in authority. We know it is necessary. The people who are concerned know it is necessary. I point out that we have had many opportunities of pointing out in the past four years that we have done a considerable amount of work to increase the efficiency of the Police Force by physical means. For example, we have made them more mobile. Possibly I will have an opportunity at another time to comment on it.

I must challenge one of the comments of the hon. member for Burke which I resent. He said that this is the only State where the industrial law is weighted against the employee. If that is not a true interpretation of his remarks I will be quite happy to be corrected. I resent that remark and resent it violently, because the people who are

today in office in the Industrial Conciliation and Arbitration Court were appointed prior to this Government's taking office. The previous Government were obviously quite satisfied with them—and I am not surprised at that—because I believe they do a very good job. They are completely autonomous and what they do is in accordance with their recognition of the need of industry. It seems a pretty poor show in those circumstances for anybody to say that justice is weighted against the employee, because it is not true.

Mr. INCH: I rise to a point of order. I did not cast any reflection on the members of the court when I made that statement. I referred to the Amended Act under which they must operate.

Mr. MORRIS: I did not hear the hon. member. I do not want to misquote him.

I believe that in Queensland we have people who are meting out justice as well as it is meted out in any place in the world. Indeed, I am of the opinion that there is no other place in the world where the industrial law is better, or better administered.

Mr. Hanlon: You tied one of their hands behind their backs. That is what we are complaining about.

Mr. MORRIS: I am sorry I cannot hear the hon. member's interjection now. He had his opportunity to speak and he did not take it. I am replying to those hon. members who did, and that is my responsibility.

Many hon. members have paid fine tributes to the officers of the department and before I conclude my remarks I propose to refer to them. However, I will not refer to them as I deal with the comments of the various speakers.

I was quite amazed at the hon. member for Townsville North, who spent some considerable time in saying that I had too many departments to look after, that I did not give enough time to several of them, one of them being the Police Department. It is somewhat amazing that only an hour prior to his speech, one of his colleagues, the hon. member for Cairns, spent a good deal of his time in saying that I should not give as much time as I did to the Police Department. I am quite satisfied now—and I think I have learned a good deal—that if I were the archangel Gabriel himself I could not satisfy some hon. members opposite. But there are others who will be generous enough to recognise my weaknesses. However, I will continue to do what I believe to be right, and for those who wish to be critical, I say it is their business and they are quite entitled to be critical. The hon. member referred to unemployment and asked what were the Government's plans on unemployment. Of course, this subject has been covered many times. The Government are making provision for a long-term solution of the problem, it has never been

done before. We recognise that there is a long-term problem as well as a short-term problem. The long-term solution is the abolition of the seasonal character of many of our industries. I believe we will see that before very long. That is responsible for most of the trouble facing Queensland. It has been covered before and I have no doubt that it will be used as a good political talking point by the Opposition, some of whom, I have said before and I say again, have a vested interest in unemployment figures. I do not say that of all of them.

Mr. Tucker: Do you think we should not raise our voices? You would be happy if we did not.

Mr. MORRIS: I do not care what hon. members opposite do. I am trying to answer each speaker. The suggestion that we have not put forward one constructive thought for the solution of the problem is too silly for words. Hon. members opposite merely exhibit their lack of knowledge, their lack of perception and even lack of restraint in talking such nonsense. If they gave one thought to it they would realise how wrong they are. If I or other members of the Government were the archangel Gabriel himself they would not be satisfied. On the one hand they cry that there is no industry and then when we make an effort, and a successful one, to bring a refinery to the State, they oppose it at every possible turn. If they had their way there would not be an oil refinery in process of construction today, the potential source of a great deal of employment. Since the announcement of the refinery and the commencement of its construction there have already been requests from two quite different sources for a huge quantity of electricity for other industries, which will follow the refinery.

The hon. member for Salisbury mentioned the carrying of goods and people in a vehicle. That matter comes within the province of the Industrial Court. It has already been considered by the court and rulings have been given on it. If any union thinks more should be done, it is an industrial matter. All it has to do is to apply to the court. If the court believes it is justified, something will be done about it.

The hon. member also complained that a certain person had his vehicle inspected, was required to have it repaired and was then given the option of attending a lecture instead of paying a fine. He said the matters that needed to be attended to were very minor. That is not the case. He was good enough to give me the name of the person and the number of the vehicle, and, while I do not propose to give the information to the Committee, I have the file and the report before me and reading from the report these are the matters that were required to be done—

Rectify excess wear and play in the steering linkage.

Pay particular attention to the right-hand outer tie-rod and left-hand steering arm, loose at stub axle mountings.

Make the foot-brake effective.

Rectify excess side play in the front wheels.

Secure the bonnet at the hinges and locking device.

Make the left-hand headlight efficient. (The lights were only 50 per cent. efficient.)

Make the stop-light work.

Fit new reflectors.

All of those matters were necessary. To use a motor-car on the road as inefficient as that, with headlights only 50 per cent. efficient and with the footbrake not operating properly, is a breach of the law. It is very desirable that these breaches of the law should be stamped out. When a vehicle has faulty headlights, faulty brakes, faulty front wheels and faulty steering mechanism there is a likelihood that it will cause a death on the road if it becomes a little worse. I have no sympathy with a person who drives a vehicle in that condition.

Mr. Sherrington: Why did he have to attend the traffic lecture?

Mr. MORRIS: As I told the hon. member, because it is a breach of the law to own a vehicle and drive it on the road in such a shocking condition.

Mr. Sherrington: That means that every driver should be an expert mechanic.

Mr. MORRIS: The interjection is so silly that I am not going to waste time with it. I shall merely say again that vehicles must be roadworthy, and if anybody drives a vehicle on the road that is not roadworthy I will persist in ensuring that steps are taken to make him realise that he may not continue to do it.

I hoped that the hon. member for Townsville South would be in the Chamber, although I did not expect he would because he always runs away before he gets a reply. He spoke of the apparent ease of getting a driving licence. The Commissioner has issued instructions time and time again—I have a copy of his instructions here—and each police officer has been told his responsibility in regard to the issue of driving licences. He has been told that he must be quite sure that the person applying for one gets a licence only if he is efficient and able to control a vehicle correctly. I am not saying that we have achieved perfection. We aim at it but do not always achieve it. However, we are getting very close to it.

The hon. member for Townsville South distinctly said before the Committee adjourned for dinner that I had said the Government would spend £5,000,000 of Government money on an industrial estate. I challenged him on that statement, and I saw him searching in the records during the

dinner adjournment. He later quoted something from an answer I had given, but my answer made no reference to the Government's providing the money. As a matter of fact, the hon. member for Maryborough asked me a question on this subject some time before. He asked was any Government money involved and I said, "No." The hon. member will remember the question and my answer. If the hon. member for Townsville South would only stay in the Chamber when other people are speaking, instead of being a complete egotist and thinking that, having made his contribution, he can depart from this place where many of us spend a good deal of time, he would know what was said in reply.

He also said that the Government did not encourage Amoco Australia Pty. Limited to go to the North. Again, that is a direct misstatement. We did our very best to get a refinery in the northern part of the State, but in the final result the responsibility for where an industry goes lies with the industry itself. We were not successful in getting a refinery in the North, and it came to Brisbane. As far as I am concerned, the development of the refinery will mean a great deal to Queensland and I am not at all ashamed of the fact that we are getting it. I repeat that we tried to get it in the North and we tried to get it in Central Queensland. We did not succeed, and we certainly were not going to tell the company to pack up and go to Tasmania, which was the alternative at that stage.

I tried to see if I could sort out something from the remarks of the hon. member for Rockhampton North to which I could reply. I am sorry to say that his contribution to this debate was the most incoherent jumble of words that it has ever been my misfortune to listen to. It was not only entirely unintelligible to you, Mr. Taylor, as you commented, but it must have been to "Hansard" and every hon. member. All he did was exhibit the fact that he keeps a scrapbook on me. I should be flattered but I am not. All he did was prove more conclusively than ever that he has not got what it takes to make any contribution to a debate. He even blamed me for some of the things that have happened in Europe. Where the connection is I do not know. In the short time that he was not quoting from his scrapbook about me he was giving a classic example of the application of statistics with a complete lack of knowledge of what they mean and with a complete lack of ability to apply them to the subject to which he was allegedly referring. We were left in constant doubt about what he was referring to.

He said that in the Police Department we have appointed a commissioned officer to go round inspecting police stations, that he moved into a station and made investigations without even interviewing the officer in charge, then reported back to the Minister. If I labelled that as a lie you would make

me withdraw, Mr. Taylor. I will not do that, but I say that there is not one semblance of truth in that statement. As a matter of fact none of those officers report to me. They report to the Commissioner. That is what they should do. Surely nobody here would suggest seriously that the Commissioner of Police is not doing the right thing by having senior officers move to every station throughout the State. That is the very thing he should do. I am delighted that he is doing it. For the hon. member to suggest that there is something unhealthy about it is just an insult. Equally insulting was his comment that young police officers in Rockhampton joined the Liberal Party to get rapid promotion. That is as sensible a statement as almost everything else he said, so I need say no more about it!

The hon. member for Nudgee talked about the money being spent by my department. He said, "Over £6,000,000 is being spent. Heaven knows what it is going to be spent on because we don't." He says he does not know but he has the document in front of him from which he can see in detail exactly how the money will be spent. If he says he does not know how it is being spent either he has been too lazy to read the Estimates or he has not got the capacity. He can take his choice, it is one or the other. He said that every piece of legislation that I introduced has worsened the conditions of employees. I should say that that is something just as silly. He and his colleagues have, on many occasions—not always, I will admit—complimented me on a piece of legislation and, it would have to be pretty good before they did that.

I could give hon. members dozens of examples if I had more time. The hon. member went on with the priceless one when he said something about the department recruiting 60 more police officers and suggested that most of those would be needed for parkatarea policing. That again is nonsense. I have stated on more than one occasion, that there would be very few. On one occasion, I think I said there would be about five. At least, I have stated on many occasions that there would be very few indeed, and I repeat it. It seems that there is no value in repeating matters for some people. Thank goodness there is for others!

The hon. member for Cairns' comments are not worth replying to. I think I very substantially covered the subject in my reply today. There was not any point that he mentioned that was not covered in that reply. I am very proud that we are trying to do something for the very isolated area of North Queensland. At least, it is the responsibility of all of us to try. If we succeed, and I hope we will, then I will be mighty proud of it. I am still proud that we are doing our best. To me it is infinitely better than trying to get a little publicity and political advantage out of the subject, as he did.

Finally, many hon members from both sides of the Chamber paid generous tribute to the efficiency and promptness within my department. I should like to feel that I had a great deal to do with that but I am afraid it would be unfair of me to say so. The reason for that efficiency is that I have, and am mighty proud to say so, officers who are outstandingly efficient.

I should like to pay special tribute to one tonight. It is the Under Secretary of my department and I do so feelingly because he will be leaving my department on retirement before these Estimates come forward for debate again. I refer to Mr. R. J. Hoare, who is Under Secretary at the moment. He commenced duty as clerk in the Department of Public Works in 1911. He has remained in the Government service and retires in June next after serving more than 50 years. He enlisted in the A.I.F. and served overseas during the first world war. His war service continued until 25 November, 1919.

In the Department of Labour and Industry and other departments he has performed his duties with great distinction, and, as he is retiring, I feel it is little enough for me to say what I am now saying. I could talk for quite a long time on the major contribution by Mr. Hoare to the public service of Queensland. He has carried out his duties loyally and effectively, and has also assisted younger officers to learn the work of the department. I am happy to say that he has as his Assistant Under Secretary, Mr. Harold Muhl. All those hon. members who have had any association with departmental operations and activity will appreciate that rapid and prompt attention to matters and efficiency within a department are 95 per cent. attributable to the efficiency and zeal of the Under Secretary and to the Assistant Under Secretary. Mr. Hoare will be sorely missed. I think I am expressing not only my own thoughts but the thoughts of every hon. member on this side, and, I am quite sure, of every hon. member on the other side of the Chamber when I say that I wish him well in his retirement. We are glad that the Public Service has had officers of his calibre.

At 9.55 p.m.,

The CHAIRMAN: Order! Under the provisions of Sessional Order agreed to by the House on 25 October, I shall now proceed to put the questions for the Vote under consideration and the balance remaining unvoted for the Department of Labour and Industry.

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

Department of Labour and Industry—	
Chief Office	£ 362,211
Balance of Department, Consolidated Revenue, Trust and Special Funds and Loan Fund Account	8,962,510

Progress reported.

PAPER

The following paper was laid on the table—
Report of Alfred Edward Schwarten,
Esquire, Stipendiary Magistrate, upon
his Inquiry into the Westbrook Farm
Home for Boys.

The House adjourned at 9.58 p.m.
