

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

TUESDAY, 29 OCTOBER 1963

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PUBLICATION OF HOTEL AND CLUB LIQUOR SALES.—Mr. Coburn for Mr. Aikens, pursuant to notice, asked The Minister for Justice,—

Is he aware that the New South Wales Government publicly publishes annually the names of the ten hotels and clubs in both metropolitan and country areas, which have the highest liquor sales? If so, will he consider doing so in Queensland?

Answer:—

"I am aware that the Annual Report of the Licensing Bench and Licenses Reduction Board of New South Wales includes the names of the first ten metropolitan and country hotels and the first ten metropolitan and country clubs in order of license fee. It has not been the practice of the Licensing Commission in this State to give similar information. However, I have referred this matter to the Chairman of the Commission for consideration when the next Annual Report is being prepared."

TUESDAY, 29 OCTOBER, 1963

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

QUESTIONS

HIRE-PURCHASE COMPANY FEES.—Mr. Walsh for Mr. Aikens, pursuant to notice, asked The Minister for Industrial Development,—

Are hire-purchase companies entitled to charge a fee for interviewing hirers in connection with outstanding payments or for any other reason and, if so, on what basis and under what conditions can the charge be made and levied?

Answer:—

"*The Hire-purchase Act of 1959*" does not contain any provisions which would entitle a hire-purchase company to charge a fee for interviewing hirers in connection with outstanding payments. However, Section 15 of the Act contains provisions as to a hirer's rights and immunities when goods are repossessed. In terms of this section an owner who has taken possession of any goods comprised in a hire-purchase agreement may be entitled in arriving at the net value of any goods at the time of his taking possession, to take into account the reasonable costs incurred by him of and incidental to his taking possession of the goods, any amount properly expended by him on the storage, repair or maintenance of the goods, and the reasonable expenses of selling or otherwise disposing of the goods."

CLOSURE OF BRISBANE SOUTH STATE SCHOOL.—Mr. Bennett, pursuant to notice, asked The Minister for Education,—

(1) In view of the fact that the Brisbane South State School is one of such a high standard, an essential public utility and rich in long years of tradition, will he reconsider his decision to close it as from December 31, 1963?

(2) Was the decision for its closure made because of the large number of aboriginals and New Australians attending the school?

(3) If he is not prepared to have the decision reversed, what will be done with the existing school buildings?

Answers:—

(1) "The decision to close the Brisbane South State School was taken two years ago, after full consideration of all existing educational facilities in the area. Since then there has been no development which would justify alteration of the decision to close the school."

(2) "No."

(3) "When the buildings are no longer required by my Department the Public Works Department will be requested to dispose of them. In the next financial year, it is planned to commence the erection on this site of a multi-storied building for technical college purposes."

BRISBANE CITY COUNCIL AND INDUSTRIAL DEVELOPMENT OF BRISBANE.—Mr. Murray, pursuant to notice, asked The Premier,—

(1) Is he aware of a statement in *The Courier-Mail* of October 25 by Mr. Cross of the Brisbane Development Association, alleging certain practices now widely known

or suspected of being commonly used by the Labor City Council against industry, which Mr. Cross is reported to have described as "absolutely horrifying" and a "reign of terror"?

(2) Has he had an opportunity to study the report presented to him by Mr. Cross, which is alleged to reveal a very large number of cases of abuse of powers by the Labor City Council?

(3) If this report is considered at the moment to be confidential, will he request permission of Mr. Cross to make public all or at least some of the cases contained in it?

(4) Will he assure this Parliament and the public that, if there are in fact any grounds for suspicion that these alleged practices by the Labor City Council could in any way be a deterrent to investment and the establishment of industry in Brisbane, he will act urgently and severely to remove them effectively now and for the future?

Answers:—

(1) "Yes."

(2) "Yes."

(3) "No, for the reason that the submission was made on a highly confidential basis which the Government agreed to respect; any release of information contained in the submission must be a matter for Mr. Cross and/or the individuals concerned."

(4) "If any deterrent to investment in or establishment of industries in Brisbane, or any other part of Queensland, is brought to the notice of the Government, it is immediately investigated, and this practice will continue."

Factories and Shops Health Welfare and Safety Board.—Mr. Sherrington, pursuant to notice, asked The Minister for Labour and Industry,—

(1) Who are the representatives of the various organisations represented on the Factories and Shops Health Welfare and Safety Board?

(2) (a) When was it constituted, (b) when does it meet and (c) on what date was its last meeting?

Answers:—

(1) "The composition of the Health, Welfare and Safety Board is—Mr. H. O. Muhl, Under Secretary (Chairman); Mr. A. J. Hilless, Chief Safety Engineer; Mr. T. J. Metcalfe, Chief Inspector of Factories and Shops; Dr. E. M. Rathus, Director of Industrial Medicine; Mr. B. T. Tunley, Occupiers' Representative; Mr. A. S. Gehrmann, Occupiers' Representative; Mr. E. W. Williams, Employees' Representative; Mr. H. G. W. Peebles,

Employees' Representative; Mr. J. E. McDonnell, Occupational Safety Division (Secretary and Member)."

(2) "(a) It was constituted on May 2, 1961, the date upon which "The Factories and Shops Act of 1960" became operative.

(b) It meets whenever necessary. (c) October 1, 1963. In addition recent meetings of the Board were held on September 24, 1963, September 18, 1963, and September 9, 1963. It is anticipated that the Board will again meet within the next two to three weeks."

Thalidomide Babies.—Mr. Hanson, pursuant to notice, asked the Minister for Health,—

(1) How many known cases of thalidomide babies have been reported to his Department?

(2) Has his Department conducted a comprehensive survey to ascertain the number who were victims of this atrocious drug?

(3) What form of assistance, apart from the ordinary policy of free hospitalisation, is or would be rendered in these cases?

(4) Is he aware that in the State of New South Wales financial assistance is given conjointly by that State and the Commonwealth and that an expert panel of medical officers has been set up by these Governments?

(5) Will he consider a similar approach to the Commonwealth Government?

(6) Will he also press for Commonwealth assistance for babies deformed by genetic conditions as distinct from the poisonous and hideous drug referred to?

Answers:—

(1) "Eleven known cases who have given a history of the mothers taking thalidomide tablets or some other form of tablets, whilst six have died."

(2) "Yes."

(3 to 6) "In March, 1963, I formed a committee with Professor Rendle-Short, Professor in Child Health of the University of Queensland, as Chairman, the members being Dr. D. Watson and Dr. A. McSweeney, orthopaedic surgeons, Dr. R. O'Reilly, paediatrician, Dr. L. S. Davies, plastic surgeon, Dr. A. Fryberg, Director-General of Health. On May 15, 1963, I agreed the Department would accept responsibility for all prostheses, splints, and other appliances, and, if the patients lived in the country, transport with an escort of any child the Committee felt should be brought to Brisbane for assessment and treatment. On July 11, 1963, the Commonwealth Government offered all States assistance in the provision of artificial limbs for the rehabilitation of 'thalidomide babies' where they were born limbless or so deformed as to

require artificial limbs, as well as assistance of a specialist of the Repatriation Department. This was accepted by the Government on August 8. I have also arranged for Dr. McKenzie, an acknowledged authority on rehabilitation of these 'thalidomide babies' who will shortly be in Australia, to come to Brisbane next month and the babies will be brought to Brisbane for him to give an opinion. I might add that the Government extended this help to other children who have similar type deformities but whose histories show no record of the mother ever having taken thalidomide."

STATE AID TO CHILDREN OF WIDOWS.—
Mr. Houston asked The Minister for Labour and Industry,—

Since the widow's pension has risen per week from £5 10s. for a widow with one child and 15s. for each extra child to £7 15s. for a widow and 15s. for each child, how many widows' children, who were receiving State aid of £1 5s. per week, had their allowance discontinued? (*Originally asked October 16, 1963.*)

Answer:—

"Of the 4,106 children receiving assistance and residing with their mothers, the allowance has been discontinued in respect of 1,123 children. The Government considered the increased Social Service benefits granted by the Commonwealth in relation to the monetary assistance paid through the State Children Department, and decided to continue the existing policy of paying widows and other mothers at the rate of £1 5s. per week for their dependent children, the total assistance being related to the State Basic Wage and individual family circumstances. The overall effect meant that, except in some special cases, there was little or no reduction in the amount previously paid by the State to recipients with up to three children, but payments to families with four or more dependent children required adjustment. The amount of assistance to be paid was considered, as previously stated, in relation to the State Male Basic Wage and the number of children in the family, with special consideration given to mothers with very large families. The State Children Department dealt with every case individually so that each recipient received fair and just treatment."

PAPERS

The following papers were laid on the table, and ordered to be printed:—

Reports—

Public Service Superannuation Board for the year 1962-63.

Commissioner of Main Roads for the year 1962-63.

Queensland Health Education Council for the year 1962-63.

Department of Agriculture and Stock for the year 1962-63.

The following papers were laid on the table:—

Orders in Council under—

The Labour and Industry Acts, 1946 to 1961.

The Co-operative Housing Societies Acts, 1958 to 1962.

The River Improvement Trust Acts, 1940 to 1959.

The Abattoir Acts, 1930 to 1958.

The State Housing Acts, 1945 to 1962.

Regulations under—

The Harbour Acts, 1955 to 1962.

The Primary Producers' Organisation and Marketing Acts, 1926 to 1962.

Reports—

Rabbit Inquiry Committee.

Committee of Inquiry into matters concerning the expansion of the Australian Sugar Industry.

CLEAN AIR BILL

INITIATION IN COMMITTEE—RESUMPTION OF DEBATE

(The Acting Chairman of Committees, Mr. Gaven, South Coast, in the chair)

Debate resumed from 25th October (see p. 1005) on Dr. Noble's motion—

"That it is desirable that a Bill be introduced relating to the prevention and minimising of air pollution and for purposes connected therewith."

Mr. DEAN (Sandgate) (11.14 a.m.): In the brief time that was available to me before the debate on this Bill was adjourned last Friday, I was pointing out to the Committee that the topography of Brisbane makes it rather difficult to deal with the problems created by air pollution. The report of the advisory committee strongly emphasises that temperature inversions assume great importance in combating air pollution. The high peaks surrounding our city will tend to create these temperature inversions at various levels in the atmosphere. The report also indicates that most of the smoke and effluent that creates the problem comes from public utilities such as railways and powerhouses.

I must again express my disappointment at the Government's intention to establish the main railway marshalling yards at Roma Street. From what the report says, I think that will be one of the main contributing factors to this very serious problem. Smog from the locomotives will pour down on the city for 24 hours a day. However, I suppose the die has been cast and there is no hope of changing the decision.

I was rather disappointed to learn from the Minister's introductory speech that at first the Bill will not apply throughout Queensland. I think the Government has been shortsighted. The measure should have been introduced to cover the whole of the State instead of being brought in piecemeal and tackling the problem in a small way. Another disappointing feature was the breaking-in period of seven years that industry is to be given.

The ACTING CHAIRMAN: Order! There is far too much talking in the Chamber. I am having difficulty in hearing the hon. member, and I am sure that the "Hansard" staff must be having difficulty in reporting his speech.

Mr. DEAN: A breaking-in period of seven years is far too lenient and generous when we consider the magnitude of this problem. Industry has had long enough to do something about it without waiting for the Government to take legislative action and at the same time give it seven years' latitude. That view is shared by many people. I repeat that steps should have been taken earlier by industries generally to minimise the nuisance from which we are suffering.

The application of the Bill is somewhat narrow. It has been said that its scope should have been extended to take in all kinds of pollution—air and water pollution. Water pollution has not been mentioned by the Minister. If pollution of the Brisbane River had been included in the scope of the Bill it would have been a more useful and important measure. The pollution of the Brisbane River is a very serious matter and I firmly believe that this problem should have been dealt with at the same time as air pollution. The Pine River, too, has been referred to. It passes through my electorate and pollution of it has occurred from time to time. As a result of representations made by me some time ago, on behalf of organisations in the district, I am very happy to say that the paper mill at Petrie has taken action to minimise the pollution and has, in fact, lessened it to a great extent. This pollution was creating a serious problem for the fishing industry and fears were expressed by many members of the fishing fraternity that if action was not taken to clear the water of the Pine River the industry would be completely ruined. I repeat that I believe that the Bill, in its present form, is altogether too narrow in its application to be of any real use. Its application should be much wider and extended to cover Queensland as a whole.

The correct approach to atmospheric pollution, as to any other technical problem, is to study critically the processes concerned, step by step and in detail, from the raw materials to the final product and effluents. The story of atmospheric pollution can be briefly described as production, emission, transfer, contact and damage. Effective analysis invariably demands measurement, so that at each of these stages the reduction of

the danger of contamination can be attempted, and in most cases scientific and technological methods for this purpose already exist. I believe that in preparing this report the committee could have taken more notice of overseas trends and the experience gained in other countries of this serious problem. Very advanced studies have been undertaken in certain countries, especially the American States, in an effort to combat the problem of air pollution.

With the insistence on improvements in the various manufacturing processes we can naturally expect a reduction in the quantities of pollutants produced. The methods I refer to consist essentially of one or more of the following—

(1) Improvement of chemical or physical processes, with consequent reduction of the quantities of pollutants produced.

(2) Collection of pollutants at their sources.

(3) Transformation of noxious pollutants into inoffensive ones.

(4) Improvements of the methods for evacuating pollutants into the atmosphere.

In this, industry could have played a far greater part than it has done. In fact, with most of the industries that I know, the use of any of these methods has been virtually negligible.

It is quite obvious that if we are to reduce atmospheric contamination, or prevent its increase, at least some of the methods I have referred to must be employed and, at the same time, we must constantly try to devise new methods that will give better results than those we know to be already existing in other countries. In achieving this, science and technology will play a vital role.

As with so many other subjects, scientific progress in the reduction or elimination of atmospheric pollution depends on basic research in the numerous fields of science. But it should not be necessary for us to cover the whole field of preliminary work. By using all the information already compiled we can reap the benefit of research carried on in other countries. I do not decry the committee's report but, after reading it, I fear that much more notice could have been taken of the research that has been done in other countries, instead of starting off here from scratch. As with all technical problems of whatever nature, a better understanding is necessary and that basic research will be helpful should be self-evident.

I suppose the most important question we could ask ourselves is the logical one: what can we do to reduce atmospheric pollution with the help and the knowledge presently available to us? My point is that we are not taking full advantage of experience overseas. Can we, for example, eliminate or reduce the emission of pollutants into the atmosphere from industry or other sources without interfering with the useful operation of that industry or undertaking? I believe we can

as long as we have full co-operation, but I fear the indications are that that co-operation will not be forthcoming without some form of compulsion.

It might well be asked why effective action has not been taken earlier in those areas where air pollution is already a well-recognised nuisance. That is true of many parts of Brisbane. New Farm is a classic example, where most of the nuisance comes from a public utility, and Tennyson has been mentioned by another hon. member. That has been with us for some time, too. The answer to the question is quite a simple one and I shall reiterate it. Certain industries and undertakings in those areas have fallen down on the job and have neglected to install the equipment necessary to combat pollution because of the expense that would be entailed. The management of all these undertakings, especially private concerns, should, in keeping with public utilities, be realistic and appreciate that, whatever the expense required to bring about an improvement, the long-term result will be well worth while.

In the study of the problem of pollution, it is important to realise that the motor vehicle, with its oily vapours and discharges of carbon monoxide, is a strong contributor to ozone pollution. All those who drive motor-cars have from time to time the uncomfortable experience of being caught in a line of traffic, especially when following a vehicle that is in a very bad state of repair. The emissions of pollution are, of course, heaviest from motor vehicles on which maintenance has been faulty. It is a very uncomfortable and unhappy experience. I know of one person who became seriously ill from being forced to remain in a line of vehicles, one of which in particular was throwing out excessive exhaust fumes. This person was in hospital for a considerable time following that experience. It may have been an ailment already existing, but the exhaust gases triggered it off. Medical opinion at the time was that these gases brought about a serious upset of his physical condition.

We have seen from time to time demonstrations of devices that to some degree reduce exhaust gases to the state of inoffensive pollutants. One of the great dangers of exhaust gases from motor vehicles is that they are introduced to the atmosphere near ground level in the streets, and there is little time for their dilution before they are inhaled.

In demands for cleaner air, attention has been focused on the pollution of air by exhaust gases from the increased number of diesel engines in road transport. This type of engine produces a more visible form of pollution than that produced by petrol engines. Various surveys of pollution by exhaust gases from petrol engines have shown that very large variations in concentrations of constituents are caused by engine conditions and varying operating conditions such

as idling, accelerating, or medium driving. Again, the individual is shown as being able to play a considerable part in combating air pollution. Impetuous drivers who drive at a fast rate, then slow down and again speed up, add greatly to the contamination of air by motor vehicles.

In the diesel engine the range of concentration is far wider than that of the petrol engine, because the power developed is controlled by the amount of fuel injected into the combustion chamber whilst the air induced into the cylinder per cycle remains essentially unchanged. Many diesel engines used in road transport are in very poor condition and emit virtually raw fuel into the atmosphere. The danger to public health from diesel engines is greater if they are not in good condition than it is from similar petrol engines. It is very important that diesel engines be kept in first-class condition so that most of the fuel injected is consumed. Many of these diesel engines can correctly be referred to as inefficient engines.

For some time now the use of special fuels and modifications of engines have been subjected to deep research and trial. I notice that that particular reference was missing from the report, and I feel that some consideration should have been given to it. It was found also that the extensive use of expressways and highways without traffic lights greatly reduced air pollution by motor-cars in many urban areas. I saw that reference in a report concerning an American State in which it was found that on some highways on which motor vehicles are kept moving at a reasonably fast rate atmospheric pollution and contamination was low compared with areas where vehicles must slow down to stop or turn and then move into a line of traffic. In other words, there is a lesser risk of atmospheric contamination from fast-moving traffic.

It appears that stricter attention will have to be given to the general condition of motor-vehicle engines, and legislation will have to be introduced compelling owners to keep their engines in first-class condition. Many engines in old cars are not in good condition, and they contribute to air pollution from the highways.

The driving habits of many people could also have been examined much more closely in the local report, because this would have assisted us to determine the degree of pollution created by the inefficient driving of motor vehicles. In some urban areas in America, where there are hundreds of thousands of motor vehicles, even a small improvement for each vehicle was considered important enough not to be overlooked. Some motorists objected to any attachment being fitted to their vehicles because they feared it might interfere with fuel consumption and also reduce the efficiency of the engines. After experiments were carried out, I believe that many of them realised that the fitting of devices to reduce air pollution would not

have the consequences that they feared. However, after studying over a considerable period numerous articles relating to exhaust gases and fumes emitted by motor vehicles, I have come to the conclusion that no really satisfactory accessory has been invented to make the fumes inoffensive. They all have some shortcomings.

Dr. Noble: California probably has done more work on it than any other country or State in the world, and a great deal of trouble is being experienced there.

Mr. DEAN: As the Minister said, many experiments have been carried out, and I have read carefully much of the literature from California. It indicates clearly that no really successful device has yet been invented.

For more than a decade some States in America have been troubled with air pollution, and California has been one of those most seriously affected. A stinging sensation in the eyes and a reduction of visibility are two common inconveniences caused in the most populous areas of California. If the population continues to grow in the areas of Queensland that are already experiencing air pollution and eventually outstrips our technical capacity to control the problem, conditions in these areas will become very dangerous and a threat to public health. We should seek all possible information from overseas countries that have been grappling with this menace for some years in an endeavour to save the citizens of Queensland from undergoing a similar experience. It must be recognised that growing cities along the coastline that have not yet had to face up to the problem will probably be contaminated in the foreseeable future. I think we all realise that the menace will become greater as industries are established in various areas of the State. As cities and towns develop, it is logical to assume that smog and other forms of air pollution will become a nuisance to the community. They will bring about economic loss through damage to growing crops and property and reduced efficiency of the workers.

Of course, at its worst, air pollution can be a serious threat to human health. Medical reports have indicated that to be so, one article even asserting that lung cancer was one of its more serious consequences. However, as a result of later examination and research, it was found that there was no real connection between the incidence of lung cancer and air pollution.

Since the very beginning of the industrial age, dwellers in cities such as London and other large English cities have suffered the consequences of air pollution.

(Time expired.)

Mr. BROMLEY (Norman) (11.34 a.m.): This is very important legislation, and at this early stage of the debate I can say in all honesty that commendations are in order.

The hon. member for Sandgate spoke about the time that would be required to enforce the provisions of the Bill. When similar

legislation was introduced in England it was mandatory for it to come into effect, particularly in industrial towns in country areas, within about 12 months. I suggest that the Minister should examine that aspect of the Bill with a view to speeding up its implementation.

There have been many speakers on this subject because, as I say, it is very important. I am particularly concerned at the high incidence of air pollution as it affects the health of the people of Queensland generally as well as of those in my electorate. Those about whom I am most concerned are the young people attending schools in the Norman district. To indicate the seriousness of air pollution, or smog, or smaze, or whatever name one cares to give it, I shall give the Committee some figures on the fall-out of dust in the Brisbane area.

I have spoken previously on this problem of air pollution and have received from the Minister for Health letters of acknowledgment. I have one here in which he tells me that he will be taking action in the near future; but it is dated 28 February 1960. However, we have eventually got around to the stage of taking the action contemplated in this Bill. The fall-out figures per square mile in an average month for various Brisbane suburbs are as follows—

	Tons
Woolloongabba	18.8
Camp Hill	11.4
Chermside	12.7
Eagle Farm	15.5
Geebung	14.2
Grange	11
Holland Park	10.5
Mayne Junction	12.7
Mitchelton	14.9
Morningside	12.9
Murarie	14.2
Yeronga	12
Nundah	14
Oxley	11.1
Petrie Terrace	12.6
Rocklea	11.1
Sherwood	11.7
Toowong	9

Those figures show the fall-out of dust and ash per square mile per month; it is important to remember that they are for an average month and do not particularly take into account the seasons of the year. We all know that fall-out is probably at its worst during the colder months of the year. Those figures are very startling and emphasise Brisbane's growing smog problem. Experts have estimated that the extent of atmospheric fall-out will eventually range from 150 to 180 tons per square mile a month.

I have here a photograph of Brisbane which was taken looking down Ann Street, in the heart of Brisbane, at 10.30 in the morning. It gives some idea of the deep gloom that settles over Brisbane, our capital city, during a morning when smog is bad. Unfortunately, it hangs over the city until the breeze eventually blows it away.

The city of Brisbane is very similar, both in climate and topography, to the city of Los Angeles in America. As the Minister and others have pointed out, Los Angeles has the same problem although, because of the industrial nature of that city, it is much greater there than in Brisbane. Brisbane is generally regarded as a lovely city, with mountains on one side and the sea on the other. Such a layout, however, is conducive to smog remaining in the basin between the sea and the hills, hence the concentrated fall-out in the metropolitan area. Until we get winds from the west or from the sea the smog hangs in the atmosphere.

Because of the similar topography of the two cities perhaps we should study the Los Angeles legislation. We do not always get windy weather in Brisbane, and, until the winds blow, the smog remains more or less stagnant in the air.

It may be interesting to make the observation that the history of air pollution is the history of fuel itself. It is also the history of increased industrialisation and growing urban populations. The use of fuels gives rise to most urban area pollution problems.

It probably will be interesting to the children in the gallery if I point out that an early prophetic clue of things to come was given in 371 B.C., when Theophrastus noted that fossil substances called "coals" burnt for a long time, but that the smell was troublesome and disagreeable. By 65 B.C. the poet Horace was lamenting that the shrines of Rome were blackened by smoke.

Getting back to more recent years, in 1950 a chemical engineer reported that the Acropolis, which has overlooked Athens for some 2,400 years, was crumbling rapidly because of "the corrosive breath of twentieth century Athens, principally because of sulphur dioxide in the smoke-polluted air."

England, of course, has faced the problem of air pollution for over 700 years. In 1288 A.D. the community first roused itself to complain that an industry was polluting the air.

Mr. Sherrington: Dr. Noble was not Minister for Health then.

Mr. BROMLEY: No. If he had been things may have been even worse than they are today. He does not look as old as that. He is taking notes of what I am saying, and I commend him for that.

In 1288 A.D., when the English community first complained about the pollution of the air, the lime-burners of London began burning "sea-coals" in their furnaces instead of wood or charcoal. After complaints from the people Edward I ordered his officers to correct the position. There we had royalty telling the Government what to do about air pollution. The first English regulation on smoke was drawn up in 1343 A.D. Fumes later caused William III to change his residence; he "shot through" from London

to Kensington. At one time the Minister for Health was trying to "shoot through" from his electorate to Clayfield, and there was a pretty strong rumour that he was going to "shoot through" from Brisbane to London. But of course he did not get there. It may be that he wanted to get to London to study air pollution and smog. However, he did not get there and he is still with us attending to this important legislation. I repeat that William III moved from London to Kensington. This early aristocratic solution also has its latter-day counterpart in America and other parts of the world. I draw your attention to real estate advertisements which place special emphasis—

The ACTING CHAIRMAN: Order! I should like the hon. member to address his remarks to the Chair.

Mr. BROMLEY: I thank you, Mr. Gaven. I merely wanted to draw the Minister's attention to my remarks because I thought he might have been thinking about other things.

The headlines of some advertisements that appear in the Press in America, which I have seen—and I suppose other hon. members have seen them—place special emphasis on the fact that the places advertised for sale are 100 per cent. smog-free. I read in one newspaper that because of air pollution and smog certain property was almost unsalable; its value was depreciated considerably because of the smog nuisance. I am sure that will happen in this metropolis unless we tackle the problem without waiting for the period the Minister has in mind before enforcing the provisions of the Bill.

Mr. Hughes: You seem to be against the Bill.

Mr. BROMLEY: I am not against it.

Mr. Hughes: You should apply common sense.

Mr. BROMLEY: The hon. member knows that I am for the Bill, but at the same time he is interjecting to let the people in his electorate know that he appears here from time to time. I do not intend to take very much notice of him. I will continue with my speech because I have quite a lot to say about the problems of air pollution. I say once again that commendations are in order. The Minister is welcome; I do not mind if he thanks me for thanking him.

In the reign of Queen Elizabeth the people of London were requested not to burn coal while Parliament was in session. I do not know why, many years ago Queen Elizabeth requested people not to burn coal. I do not know if she did so in order that there would not be more air pollution than was emanating from the Houses of Parliament. Of course, we do not find His Excellency the Governor, Sir Henry Abel Smith, making a similar request of the people of Brisbane. The hon. member for Ithaca intended to interject. Perhaps he would say that we should not burn coal here so as to prevent air pollution.

Mr. Windsor: She objected because she could not see the speakers—and we are objecting to you.

Mr. BROMLEY: It may interest the hon. member to know that I have a relation in Parliament in the British Parliament. He was one of the first to agitate about smog pollution in England; he is to be commended, too. He requested me to send a photograph of the Parliament in session here when the Clean Air Bill was under discussion. He also requested me, if possible, to make sure that some of the members of the Government parties were not in the picture. Of course, we know that they are not always in the picture.

To get back to the effect of air pollution on health, I have here the latest Bureau of Census and Statistics Bulletin, No. 49 of 1963. This is what it says—

"All other classes (of sickness) showed increases on figures for the previous year"—

that is, during 1961. It goes on—

"Major causes of hospitalisation were diseases of the respiratory system (which comprised) 14·7 per cent. of all the cases" (in hospital).

The total number of people treated for respiratory troubles in public hospitals in the year 1961 was 25,788. Of that number, 14,161 were males, which proved that males, working in industry, suffered more from their employment.

The problem of air pollution is not insurmountable. Two or three years ago I had many complaints from the people of my electorate about sawmills. I got in touch with the council and we managed to have arresters put on sawmills. The Minister may recall that I approached him about the chimneys at the Princess Alexandra Hospital. I think something was done there, too. I was very grateful, and so were the people. I received many letters thanking me.

It has been proved in most big cities of the world that the problem can be combated. It may be costly but the health of the community justifies the cost. Apparently the Minister realises this and is genuine about it. It is a matter of paramount importance to every thinking person. It must be tackled early, and enforced, as the hon. member for Sandgate pointed out. It would be shocking to let it go uncontrolled and get as bad here as it is in London, with people dropping dead from the smog.

In December, 1962, a newspaper reported—

"Many people have dropped dead in the street in London in Britain's killer smog, already responsible for at least 60 deaths."

That is a shocking thing. At the time, 365 cases were admitted to hospital in a few days. In December, 1952, with the great smog trouble, 4,000 people in the Greater London area died from the effects of smog.

That is why the matter is most important. At that time Dr. Mary Catterall, research officer in respiratory diseases at Leeds General Infirmary, said—

"We are really breathing in diluted sulphuric acid."

We all know how poisonous that can be. I am convinced, too, that eye irritations, nose and throat troubles and the high incidence of asthma can be attributed to the increase of this great scourge of smog.

According to the Asthma Foundation of New South Wales, Australia alone has nearly 1,000,000 sufferers from asthma. This sickness causes great inconvenience and distress to sufferers, who know that it might strike at any time. It also reduces the working efficiency of those affected and causes widespread absenteeism from work. We do not want this to happen because we know that absenteeism reduces productivity. At times asthma requires a stay in hospital, followed by a period of convalescence. I do not say that all cases of asthma are caused by air pollution, but I do think that it has something to do with it. It is also my opinion that smog has had some influence in the growing incidence of cancer in not only Australia but various other parts of the world.

The great increase in the number of motor vehicles using both gasoline and diesel means that these fumes are being continually inhaled. One has only to stand alongside a motor-car, when its engine is idling or starting, to get from the exhaust pipe a great whiff of fumes, which naturally must reach the respiratory system and cause chest trouble, too. I think that this, together with other industrial air pollution, is directly responsible for the higher incidence of emphysema and the scourge of lung cancer. Motor vehicles emit significant quantities of nitrogen oxides and relatively smaller amounts of aerosols, sulphur oxides, aldehydes, and ammonia, as well as organic acids and other organic substances. Other pollutants result from the use of additives, such as tetraethyl and detergents, to gasoline. The use of motor oils and their additives is another source of pollution.

Air pollution, of course, is not confined to city areas, and we therefore have to take into consideration the damage that could be done in rural areas not only to plant and vegetable production but also to animals such as cattle and sheep. We have little or no control over some of the causes of this type of air pollution. I refer here to dust storms and bush fires. Some, of course, are deliberately caused by toxic aerosols from the use of insecticides sprayed from aeroplanes. There is also charred sawdust and the smoke from sawdust burners in country areas.

We have to consider the rural population just as much as those living in industrial areas. I think that some sawmills and other forms of industry are too close to cities and should move not perhaps to the country but

to more rural areas. After all, with modern-day vehicles it matters little whether a firm is 20 miles or five miles from the city, as the few extra miles are neither here nor there. I think that we could give some consideration to this point and perhaps arrange for some of these firms to move farther out.

The psychological aspect of air pollution appears to be very great. Its effects on the public are manifold, and no other problem in the metropolitan area seems to be considered with such thoroughness.

(Time expired.)

Progress reported.

At 12 noon, in accordance with Standing Order No. 307, the House went into Committee of Supply.

SUPPLY

RESUMPTION OF COMMITTEE—ESTIMATES— FOURTH AND FIFTH ALLOTTED DAYS

(The Acting Chairman of Committees,
Mr. Gaven, South Coast, in the chair)

ESTIMATES-IN-CHIEF, 1963-64

DEPARTMENT OF LABOUR AND INDUSTRY

CHIEF OFFICE

Hon. A. T. DEWAR (Wavell—Minister for Labour and Industry) (12.1 p.m.): I move—

“That £381,778 be granted for ‘Department of Labour and Industry—Chief Office’.”

This is an increase of £11,712 on the previous year, made up as follows:—

	£
Salaries increase	5,166
Contingencies increase	6,546
	<hr/> £11,712

At this stage I wish to pay a tribute to the Under Secretary of the Department of Labour and Industry, Mr. Muhl, the Assistant Under Secretary, Mr. Johnson, and the Chief Inspector of Factories and Shops, Mr. Metcalfe. These officers are dedicated to their jobs, and I am extremely grateful to them for the help and assistance that they have given me in my first year in office since attaining Cabinet rank.

The increase in salaries is due to award increases. The increase in contingencies comprises principally an increase of £5,700 in respect of pensioners' rail passes. It is appreciated that rail passes for pensioners were first introduced by the previous Government. However, it is interesting to record that, whereas in the last year of the former Labor Government, 1956-57, the number of rail passes issued was 18,540, valued at £30,684, for the financial year 1962-63 the number of rail passes issued reached 29,503, at a cost of £73,246. Under the present Government, the conditions were varied slightly to provide that such requisitions may

be issued for holiday purposes, etc., once a year, whereas previously 12 months had to elapse after the date of the last issue before a pensioner again became eligible for such a pass.

I should like to pay tribute here to the sympathetic understanding of Mr. McCarthy, the Relief Assistance Officer, and the other officers of that department.

It is my privilege to introduce for the first time the Estimates of a Government department, and, as will be seen from the printed copy of the Estimates, the department is now of considerable size and importance. Here I should like to make reference to the work of my predecessor, Hon. K. J. Morris, who, during the five years or so that he held this portfolio, displayed an enthusiasm that was evident in many fields of government activity. In particular, I believe that the tourist industry has received a great impetus from Mr. Morris's drive and initiative and his recognition of its value to Queensland, and in this he was supported by the Government. He was instrumental in introducing to Queensland, again with Government support, a new and enlightened approach to traffic problems, and I pay tribute to him for the enthusiasm that he brought to this task.

The ramifications of this portfolio are many and varied. For instance, they include the promotion of the tourist industry on the one hand and the maintenance of law and order on the other; the care and welfare of State children; the protection of private and public property from fire; the welfare and training of apprentices; the health, welfare and safety of the worker, which not only assists in avoiding personal loss and suffering but also has a not-inconsiderable bearing on the productivity of the State. In addition, the laws concerning industrial conciliation and arbitration and the enforcement thereof and the promotion of industrial relations also come within this administration.

In the case of almost every field of activity in this portfolio, one could speak for hours on each aspect. For instance, there has only recently been tabled in the House the report of the Committee on Child Welfare Legislation, which in itself could quite easily occupy the whole of the time allotted for the debate on these Estimates.

In so far as the State Children Department is concerned, it is of interest to record that since August 1957, when the present Government took office, the question of improved child welfare facilities was one of its important objectives. Departments such as the State Children Department felt the need for avenues to obtain skilled advice on children in their care. The availability of this advice is fundamental in providing an efficient child welfare service and plans were immediately laid for the setting up of a Welfare and Guidance Service staffed with psychologists and social workers to work

in close collaboration with the State Children Department. The implementation of the plan had to be progressive. Staffs had to be obtained and facilities provided.

Practical application of the work commenced with the opening of the Child Welfare and Guidance Clinic in November, 1959, but its full effect was not possible until the Wilson Youth Hospital at Windsor was opened in July, 1961.

Other facilities were necessary to relieve conditions in such places as Westbrook, and plans for homes to be constructed, extended or renovated by religious institutions and subsidised by the State Government were vitally connected with this project. It envisaged that denominational homes should provide an intermediate service between assessment and treatment at the Wilson Youth Hospital, and homes such as the Farm Home for Boys, Westbrook. In respect of boys, these intermediate homes represented projects such as Boys' Town, Beadesert, the Marsden home for Boys, Booval, and the Salvation Army Home for Boys at Riverview. The first boys were received into Boys' Town, Beadesert, in May, 1961, and in the following month, the Marsden Home for Boys, Booval, commenced to receive lads.

So far as the girls are concerned, subsidies were provided to improve facilities at the homes conducted by the Sisters of Mercy at the Holy Cross Retreat, Woolloowin, and the Sisters of the Good Shepherd at Mitchelton. A substantial subsidy of £112,500 was granted to the Salvation Army for the rebuilding of its Toowong home. This project was recently completed and has given increased accommodation for girls. The home is known as "Kalimna" Vocational Training School for Girls.

As a background institution to the church homes, a vacant ward at the Ipswich Mental Hospital was renovated and excised from the mental hospital reserve. It has been named "Karrala House" and commenced to function on 18 February, 1963. Recalcitrant girls and those not mentally ill but requiring psychiatric treatment are held at that institution. It is rendering a very valuable service.

As planned, the State Children Department has now developed a very close liaison with the Welfare and Guidance Service, and this is working to the advantage of the children placed in the care of the director. The effect has been a marked change in the Farm Home for Boys, Westbrook. Instead of maintaining a daily average, as it did in 1960-61, of 117, with the peak of 138 in April, 1961, the daily average is now in the vicinity of 55. This has meant a very big gain in helping boys who go to Westbrook and has enabled a number of improvements to be introduced. The home is now divided into three sections, namely, a privilege unit, a medium security unit, and a maximum security unit. In addition, there are six single detention rooms which are now rarely used because it is possible to give more

supervision to the reduced number of boys. The use of corporal punishment has been reduced to isolated incidents and has enabled effect to be given to the regulations requiring that it be used as seldom as possible.

Food services and menus have been revised on the advice of the Director-General of Health and Medical Services. Boys get good, wholesome meals but those in the privilege unit get extras. The lads in the maximum security unit do not get the same extras as do boys in the medium security unit, but every lad gets plenty of food and there is no principle of punishing a boy by giving him half rations.

The Welfare and Guidance Service works closely with this home. Psychiatrists and other officers of this service visit weekly and advise the department on programmes for rehabilitation. All lads other than those committed directly to Westbrook by the court go through the Wilson Youth Hospital and the staffs of the Welfare and Guidance Service are well acquainted with them when they make contact through Westbrook. The boys who go direct to the home by order of court are seen by the Guidance Service officers on their first visit after the boy's arrival.

The training programme at Westbrook is being revised. The new manual-training unit will shortly be completed and brought into use. This will enable the emphasis in training to be devoted towards trades and not, as in the past, completely towards agriculture and animal husbandry. A trade instructor who has undergone a special training course with the Department of Education has been appointed, and has taken up duties. A second trade instructor will be required, and will be recruited at a later date. He, too, will undergo training with the Department of Education.

With a view to training the lads in the use of modern methods of farming, £10,000 was expended last financial year, and a further £4,000 will be spent during the current year in the purchase of mechanical farm equipment.

The Department of Works has completed improvements in the ward being used as the privilege unit, and the lads in this unit now have their own recreation and dining facilities within the ward. The new bathing and dressing block is nearing completion, and when this work has been completed it is intended to proceed with the construction of a new laundry and improved storage facilities. A sick bay has been provided for the use of the lads.

A floodlit, enclosed sports area has been constructed, and is now in use. It is an excellent facility, and has enabled increased competition in sport between the Westbrook boys and other clubs in the Toowoomba district. A sports master is attached to the staff at Westbrook, and sporting and gymnasium equipment has been obtained for the boys.

It was with great interest that I read the report, dated 26 August, 1963, of the Visiting Justice following his visit to Westbrook, in which he stated—

"I beg to report having visited the Home on 21st and 22nd instant, when the Institution was found in excellent order. Fifty boys were in the home, of whom only five were in maximum security and of those only two were there as punishment. An air of improvement and useful work was evident all around. The food provided was good and attractive in appearance, no complaint of any kind was received. The place is certainly a Home for the boys in every sense of the word."

Other services of the State Children Department are being improved in line with modern concepts of child welfare. Many of those have arisen, and will arise, as a direct result of the visit to Britain, Europe and North America by my colleague, the Minister for Health, and the Director, State Children Department, from March to June, 1962.

Much more emphasis is to be placed on foster care of children, and by placing them with good families rather than in large children's institutions. The co-operation of religious bodies will be sought in connection with this project, and it is hoped that many more children will be provided with substitute family homes and be given the experience of family life. With a view to improving the probation service provided by the department, a probation officer and two child welfare officers are assigned to full-time probation work.

The problem of finding suitable employment for children placed in the care of the department has always been one which has required constant attention, and recently a new position of employment officer has been created and an appointment made. This officer has already proved his value in assisting children to find congenial work, and also to maintain a strong liaison between employers and the department. The work of this officer has meant that State children in general have not lacked the opportunity of obtaining suitable employment.

The Townsville Receiving Depot is to be rebuilt and the construction of the first unit—a dormitory block—should commence shortly. The master plan for the reconstruction of the Diamantina Receiving Depot, Woolloowin, has been prepared by the Department of Works and the first stage—modernisation of the babies' home—has commenced. Improvements have also been carried out at the Rockhampton Receiving Depot.

In cases of need, the department pays a mother or another relative the sum of £1 5s. 0d. a week for each child assisted, and provides the necessary school requisites to primary and secondary-school children, as well as to those matriculating to the university.

The merits of each application are considered before determining the number of

children for whom payments are to be made. The department is assisting 2,199 families in the support of 4,809 children.

The Government considered the increased social service benefits recently granted by the Commonwealth in relation to the monetary assistance paid through the State Children Department, and decided to continue the existing policy of paying widows and other mothers at the rate of £1 5s. 0d. a week for their dependent children, the total assistance being related to the State male basic wage and individual family circumstances.

The overall effect meant that, except in some special cases, there was little or no reduction in the amount previously paid by the State to recipients with up to three children, but payments to families with four or more dependent children required adjustment. The amount of assistance to be paid was considered, as previously stated, in relation to the State male basic wage, and the number of children in the family, special consideration being given to mothers with very large families.

The State Children Department dealt with every case individually so that each recipient received fair and just treatment.

Every consideration is given to the educational needs of the family so that the greatest benefit will accrue through the help given by the department in the supplying of school requisites for the children, be they taking a primary, secondary or tertiary course.

For the reception of its children admitted on application, or by committal by courts as neglected children, the department has homes at Woolloowin, Brisbane, for the needs of the Southern District, Rockhampton for the Central District, and Townsville for the Northern District. The children are retained in these homes until they are considered fit to be placed in foster homes, a home conducted by a religious body, or in suitable employment. Before the children are placed out from the receiving homes, they are medically examined and any necessary treatment is obtained for them. When leaving, they are provided with an outfit of clothing which, for boys, costs approximately £65, and for girls £75. There are 27 denominational homes approved by the department to receive State wards, and, on 30 June, 1963, there were 773 children in these institutions. The department provides the children with the initial outfit of clothing and now pays each denominational home the sum of 45s. a week for the maintenance of each child. This amount was increased from 35s. a week from 1 January, 1963. This is the second occasion since this Government came into power in 1957 that an increase of 10s. a week has been made to denominational institutions. The institutions also receive 10s. a week child endowment for each inmate under 16 years of age.

Should a child placed with a foster mother, or in a denominational home, qualify for a secondary education, an additional 10s.

a week is paid for each successful child, who is also paid pocket-money allowance of 5s. a week. Children attending secondary schools are provided by their parents with weekly spending money so the department feels that its children should be similarly provided with pocket money to make them feel the equal of other school pupils.

Included in the number of denominational homes previously mentioned, there are four industrial schools for the reception of girls committed to the care of the department as convicted or uncontrollable children. These homes are doing an excellent job in making these girls see the folly of their ways and assist in their rehabilitation. The girls are trained, not only in home duties, but also in sewing, knitting, and handicrafts, and in the furtherance of their education. In most instances, their educational standards are low when they are placed in the care of the department. When it is felt that a girl has readjusted herself and can be recommended, she is placed in employment but remains under the department's supervision. Although many of the girls are amenable to discipline, there are some recalcitrant types who continually defy authority and disrupt the homes. For the reception of this type of girl, the Government has provided "Karrala House" at Ipswich. It is pleasing, however, to know that many of the inmates make good.

During the 12 months ended 30 June, 1963, there was a decrease of one in the number of children who appeared before the metropolitan Children's Court compared with the previous 12 months, but an increase of 67 in the appearances before country courts. However, as far as crime cases and uncontrollable children were concerned, there was an increase of 41 in the metropolitan Children's Court and a reduction of three in country courts compared with the previous year. The Metropolitan Children's Court now operates at the Wilson Youth Hospital, Windsor, and is attached to the court clinic conducted by the Welfare and Guidance Service.

Mr. Davies: Mr. Minister—

Mr. DEWAR: I do not intend to reply to any interjections at this stage. When I close the debate I will be happy to reply to any comments that Opposition members may care to make.

A co-ordinated approach is now being made to the rehabilitation of wayward children. The service is also helpful to the stipendiary magistrate in that subject to the consent of parents, he may remand defendant children for psychiatric examination and treatment if necessary.

Mr. Davies interjected.

Mr. DEWAR: I can always arrange a psychiatric examination for the hon. member for Maryborough.

Any lads committed to the care of the department are placed in the Wilson Youth Hospital, where they are psychiatrically examined and assessed prior to placement in other homes. Children released on probation by the Children's Court may also be ordered to report, as a condition of the release, to the Welfare and Guidance Clinic for examination and treatment.

In all sittings of the metropolitan Children's Court and Supreme and District Courts, a welfare officer of the department is in attendance. In the Children's Court, he may be requested by the stipendiary magistrate to look after the defendant child's interests when the relatives are absent. All Children's Courts are held in camera and publication of proceedings is forbidden.

The department encourages its children to proceed to post-primary education—so much so that, from the beginning of this year, over 800 children were taking advantage of scholarships gained. Next year, with the new education arrangements, it is expected that 1,200 of the department's children will be attending secondary schools. Of that number, seven, one of whom was awarded a fellowship in dentistry, are attending the university. One of them is a ward of the department who received his primary education at a denominational home. One lad, whose mother receives payment from the department for him, gained distinctions in microbiology and C passes in pathology and surgical anatomy in his fourth year medical degree examination.

The assistance given by the department has materially assisted many children in obtaining excellent positions which may not otherwise have come within their reach. At the end of the last financial year, 187 wards of the department were in employment. Of that number, 97 were working under regulation wages and 90 were in apprenticeships or in governmental or commercial positions working under award wages.

Children working under regulation wages live in the employers' homes. They are paid wages and pocket money according to age. Employers pay the wages to the department at the end of each month, to be banked in a trust account for the child. Children under award rates of pay are living in the homes of foster parents, to whom they pay a reasonable amount for board; they retain a certain amount for pocket money and transport expenses and pay the balance to the department to be held in trust for them.

When starting work, the children are provided by the department with an outfit of clothing, and any articles of wear required thereafter are a charge against their trust account.

The department holds 744 bank accounts for its children with an aggregate amount to credit of £71,927 2s. 1d., an average of £96 13s. 6d. per account. A child is permitted to have one quarter of the amount

to trust between 18 and 21 years of age and the balance is paid on attaining majority, or before if a child marries.

Where a judge of the Supreme Court or a District Court or the stipendiary magistrate of the Children's Court prefers not to send a convicted child to a home of correction, he may release the child on probation, subject to the care of this department, to a parent or some other person.

The department assists in every way in the rehabilitation of the child and in obtaining employment for it. The homes of the probationers are visited and the co-operation of the parents is obtained in assisting their child back into the normal and honourable way of life. In placing any probationer in work, the co-operation of the department's employment officer may be sought.

As at 30 June, 1963, 476 children had been released on probation orders by Children's Courts. These children may not remain under the care of the department until they reach the age of 18 years. When it is found that they have rehabilitated themselves and are carrying out satisfactorily the conditions of their release, they may be discharged from the care of the department long before attaining that age.

The department is doing its utmost to place as many as possible of its children in foster homes where they will have not only a foster mother but also a foster father. In recent years, there has been a steady increase in the number of licensed foster homes and children in them. On 30 June, 1963, there were 618 wards of the department in 402 foster homes.

The department pays 45s. a week for each child fostered and provides school requisites. As in the case of denominational homes, this amount was increased from 35s. per week as from 1 January, 1963. It is the second occasion on which the present Government has increased the foster-mother allowance. An additional 10s. a week is paid for each child qualifying for secondary education whilst such child is provided with a pocket-money allowance of 5s. a week. A foster mother is entitled to child endowment for children boarded with her.

When placed in a foster home, each child is provided by the department with an outfit of clothing. Many of the children, on leaving school and going to employment, are retained in the foster home and look upon their foster parents as "Mum and Dad." There have been occasions when children have entered foster homes at an early age and remained in them until they have married.

Adoption work is among the most pleasing to departmental officers as they see an unwanted child enter a home of a childless marriage where its future seems assured. The demand for adopted children is still far greater than the number of children available and a long wait for a child is inevitable.

Each application is keenly scrutinised and investigated before approval is given. When their turn to receive a child is imminent, the applicants must produce medical certificates of general health as well as satisfactory X-rays of the chest before a placement is made.

During the past twelve months, 927 children were placed for adoption. Of that number, 812 were born out of wedlock and 115 were legitimate children.

Efforts are being made to achieve uniformity between the States and Commonwealth territories in the law relating to adoption. With the movement of population between the States and the territories, it is imperative that the status and rights of an adopted child should be the same throughout the Commonwealth. It is also desirable to achieve uniformity so that adoptions made in Australia will be recognised internationally. Meetings of Commonwealth and State Ministers and legal and child-welfare officials are being held, and it is hoped that within the foreseeable future a basis for uniformity will be achieved.

The laws relating to children have not been reviewed for many years and it is essential that they should be brought into line with modern concepts of child welfare. These laws comprise the State Children Acts, the Infant Life Protection Acts, and the Adoption of Children Acts, administered by the Minister for Labour and Industry, and the Children's Courts Acts, Protection of Children Acts, and the Guardianship and Custody of Infants Acts, administered by the Minister for Justice.

A committee, under my chairmanship, was set up to examine these laws and to make recommendations to bring them into line with modern child-welfare practice. In addition, the committee comprised the Director, State Children Department (Mr. C. A. P. Clark), the Assistant Under Secretary, Department of Justice (Mr. R. Matthews), the Director of Mental Hygiene (Dr. B. F. R. Stafford), the Senior Medical Director, Welfare and Guidance Service (Dr. B. J. Phillips), and the Senior Social Worker, Department of Health and Home Affairs (Miss Margaret Whiley).

Submissions had been sought from authorities interested in child welfare, and many of these organisations and people appeared before it to present their views. Every effort was made to gather as much information as possible to provide the committee with constructive material so necessary in formulating its recommendations.

The committee also had the advantage of the knowledge gained by the Director, State Children Department, on his study tour to Britain, Europe, the United States of America, and Canada, in company with the then Minister for Health, Dr. Noble. I wish to place on record my sincere thanks to the members of that committee. All are

dedicated officers who gave service far beyond the call of duty. The committee sat from October, 1961, till May, 1963, a period of 19 months. During that time we had approximately 78 sittings, many at night. It is wonderful to see dedicated officers in the service of the State prepared to use their leisure time to do a job that they believe is in the interests of one section of the community, and I do not think that there is a more important section than that dealing with the welfare of children. The committee has presented its report, which has been tabled in the House and is available for all to see.

The Public Service Commissioner initiated an inspection of the organisation and staffing of the State Children Department, and, arising therefrom, a number of new positions have been created, giving the department an administrative organisation with the field staff (Child Welfare Officers) under a Senior Child Welfare Officer.

The administrative organisation has two divisions—

- (1) Children in care, that is, children who voluntarily come into care or who are in need of care and protection and have been placed with the department by a court;
- (2) Children committed to care, that is, children who have been charged and found guilty of anti-social acts and are in need of care and control.

This reorganisation gives the department a structure that will not only meet present needs but can also be developed to meet the demands of the future. Procedures and systems within the department are now under examination.

A very progressive child-welfare policy has resulted in a marked improvement in the functioning of the State Children Department. This department now has facilities that did not exist in 1957, the most notable being the advantage of the Child Welfare and Guidance Service, increased accommodation for boys and girls committed to care, and increased staffs to handle the demands made on the department.

There is still much to be done and quite a deal of this will depend on the passing of the new child welfare legislation which, it is hoped, will be introduced in the March, 1964, session of Parliament.

As I informed hon. members recently in a Ministerial statement, action has already been taken to integrate the payment of financial assistance to families where children are involved, and, as from Monday, 28 October, 1963, such payments have been handled by the State Children Department instead of by the Relief Assistance Branch of the Department of Labour and Industry.

At this point I should like to pay a tribute to Mr. Clark, the Director of the State Children Department, and his officers. They are dedicated people, and the service that

they render to children in need of help is something to be wondered at. It is of great assistance to a Minister to have such dedicated people as these administering sections of the work of the department.

I should also like to pay a tribute to the Minister for Health, Dr. Noble, who controlled this department till a month ago. He is a man with a very sympathetic heart who has always been interested in the welfare of people generally, and particularly in the welfare of the children of Queensland. The information obtained by Dr. Noble and Mr. Clark overseas has been of great assistance to the welfare committee, which has been guided by it to a great extent.

From the administration of the State Children Department, I turn to the activities of another very important section—fire brigades. Fire brigade districts have been constituted in pursuance of the Fire Brigades Act, 1920 to 1962, for all the principal cities and urban areas within the State, as well as for some of the country towns. In addition to the metropolitan fire brigade districts, there are 81 fire brigade districts under the control of country boards, and it is contemplated that one additional district, at Caloundra, will be constituted as from the beginning of 1964. This is an increase of six fire brigade districts over the past five years.

The cost of maintaining the fire brigade service is shared by the State Government, the local authorities, and the fire insurance companies, the proportions laid down by the Act being one-seventh each by the State Government and the component local authorities and five-sevenths by the insurance companies. The Government's expenditure for 1962-63 was £218,526, while the total cost of fire brigades for that year was £1,529,680. This means that the insurance companies were required to contribute £1,092,628, and the component local authorities conjointly £218,526.

The amount provided in the current financial year for the Government's contribution to the fire brigades' service is £229,452, which contemplates a total estimated expenditure by fire brigade boards of £1,606,164. The major item of expenditure by the boards is in respect of brigades' salaries, but substantial sums also are required for the provision of plant and expendable equipment.

The Metropolitan Fire Brigades Board has been engaged since 1952 in implementing a programme of replacing outmoded equipment and bringing its service up to the most modern standards. One of its acquisitions is a 126-foot turn-table ladder which cost in the vicinity of £14,000, and it will include in its future loan fund programme provision for an additional turn-table ladder with a height of up to 145 feet. This would be capable of reaching to the top of the tallest building at present in Brisbane, but would not provide for the upper floors of the new

multi-storey buildings that are contemplated in the future. To overcome this obvious disability, consideration is being given to in-built fire precaution in all multi-storey buildings. In addition, the metropolitan board has acquired several modern fire engines during recent years and added them to its fleet.

New fire stations have been erected in Brisbane in the suburbs of Chermiside, Mt. Gravatt, Oxley and Windsor (which latter station will be the site for the Central Watch Room for all fire alarm services), and a new workshop and store has just been completed at Eagle Farm.

The board is pursuing a policy of decentralisation of fire-fighting services in the metropolitan area, and plans are well under way for the transfer of the Ann Street headquarters to new metropolitan fire stations, one of which is under construction at Kemp Place; the other is to be built in the vicinity of the William Jolly Bridge. This policy will avoid the present congestion in Ann Street and increase mobility and convenience.

The board also has adopted the policy of siting new stations towards the outer boundaries of the city, thus following the trends in population and development. In pursuance of this policy sites have been, or are in course of being, acquired at Ashgrove, Annerley, Indooroopilly, Mitchelton, and Rocklea.

Country fire authorities also have been modernising their appliances and equipment, and both the Townsville and the Rockhampton fire brigades now have modern turntable ladders. The Toowoomba Fire Brigade Board has recently erected a modern fire station. New fire stations also have been erected, or are in course of erection, in 23 country centres, including Aramac, Atherton, Baralaba, Beaudesert, Biggenden, Blackall, Caboolture, Cairns (Stratford), Chinchilla, Cunnamulla, Gatton, Hervey Bay, Ipswich (three sub-stations), Jandowae, Julia Creek, Kilcoy, Mareeba, Maroochydore, Roma, South Coast (Broadbeach and Coolangatta), Taroom, Toowoomba, and Townsville (Stuart), and a number of others, including Monto, Petrie, St. George, Tara, Townsville (additional sub-station), and Wallaville, are in the planning stage.

In collaboration with the Metropolitan Fire Brigades Board, country fire authorities are being assisted to acquire modern fire-fighting units by having them designed and constructed in Queensland. This has resulted in a considerable saving in costs—up to £1,000 in the case of an ordinary fire-fighting unit—compared with the price of imported units. This policy will be continued.

The units are built according to plans and specifications prepared by the engineering division of the department, and the procedure followed is the purchase of a suitable chassis,

to which is fitted the pump and special gear mechanism, together with a fire-fighting body, and, where necessary, a water-tank.

The workshop staff of the Metropolitan Fire Brigade fits the gear or power take-off mechanism and the pump to the chassis, while the bodywork is carried out by one of the local body-building firms. Each job is supervised in detail by the engineering division of the department.

In the initial period of the construction of these fire-fighting units, difficulty was experienced in securing suitable power take-off gear mechanism units, and suitable pumps. However, inquiries were pursued through local industrial concerns as to whether such components could be constructed in Queensland, and as a result the power take-off units are now being produced by a Queensland manufacturing company. This company also designed, and is manufacturing, a fire-fighting pump of 500 gallons a minute capacity, which has obviated the need for importing such pumps from overseas. In addition, a fire-fighting pump of 300 gallons a minute capacity has been designed and is being produced by several local engineering companies for fitting to small, 4-wheel-drive fire engines for the smaller country centres.

The Queensland-made units are equal to the overseas products and fire-fighting authorities in this State are thus being provided with efficient fire-fighting equipment at a cost considerably below that of the former imported units. In pursuance of this policy, 62 new fire-fighting units have been provided for country fire brigade boards, while 19 additional units are at present under construction, or in the planning stage, for other country boards.

Standardisation of fire-fighting appliances and equipment is part of departmental policy. In respect of the fire-fighting units for country brigades, three main types of appliances have been standardised. These are as follows:—

(1) A unit constructed on a Willys Jeep chassis completely equipped, including a 300-gallon a minute capacity pump and carrying up to 100 gallons of water, at a cost of £3,100;

(2) A unit mounted on a 3-ton chassis, fully equipped, including a 500-gallon a minute capacity pump and up to 200 gallons of water, at a cost of about £4,200; and

(3) A unit on a 5-6 ton chassis, with a 500-gallon a minute capacity pump and up to 500 gallons of water, at a cost of about £5,200.

Each of these types of units has proved to be eminently satisfactory for use in urban and country areas.

The type of coupling which has been accepted for standard use throughout Queensland fire brigade services is the 2-turn round

thread type. This was decided after full investigation by a committee of experts, and all Queensland brigades which do not yet conform to the accepted standard have been requested to do so within this financial year. Only 23 out of the 82 brigades were not previously equipped with the approved standard thread. The estimated cost of conversion is between £8,000 and £10,000.

The adoption of standard couplings accounts in some small measure for the increase in the estimated cost of the fire services for the current financial year, but increased costs also have been influenced by the granting of marginal increases by the Industrial Commissioner and the granting of an extra week's leave for fire-fighting personnel. Another factor in the increase in this year's estimated expenditure is provision for contributions by fire brigade boards towards a superannuation scheme for their full-time employees.

The Fire Brigades Acts were amended in 1962 to provide the necessary legislative authority for fire brigade boards to establish a superannuation scheme and to subsidise the contributions of their employees to such scheme. The scheme will cover about 800 full-time employees of fire brigade boards, and it is hoped that it will commence to operate not later than 1 January, 1964.

A fairly extensive loan programme is provided for fire brigade boards for 1963-64, the total allocation amounting to £465,300. This total includes £291,000 for the Metropolitan Fire Brigades Board, a large proportion of which will be absorbed in completing the construction of the new fire station at Kemp Place, and an amount of £174,300 for the country fire brigade boards.

During May last a disastrous fire occurred at the bulk-sugar terminal in Townsville, the losses incurred aggregating £6,000,000. The local fire brigade appeared to be having considerable difficulty in controlling the fire and consequently the services of the chief officer and three other senior officers of the Metropolitan Fire Brigade were requisitioned. They were sent to Townsville to assist in controlling the fire. With the assistance of local organisations, including the C.S.R. Co. Ltd., the harbour board, the R.A.A.F., the various services clubs, as well as personnel from adjacent fire brigades and a unit of the United States Navy, the fire was eventually brought under control. The lessons learnt from that fire should be of great assistance should it be necessary to meet a similar emergency in the future.

We come now to the Apprenticeship Office. The Apprenticeship Executive, which is comprised of three employers' and three employees' representatives, a representative appointed by the Minister, and the chairman, meets monthly.

I feel it is possibly of interest to hon. members to hear of the present representatives on this very important youth welfare body. It is composed of—

Messrs.—

V. Ludwig, Chairman.

C. K. Evans, Director of Technical Education.

J. Devereux A.E.U.	} Employees' Representatives.
B. Milliner, Printers'	
Union	
A. H. Dawson, Electrical Trades Union	

(Mr. G. M. Dawson is the proxy for the union representatives.)

Messrs.—

T. Baxter, Master Builders' Association	} Employers' Representatives.
J. Kemp, A.U.S.N. Co. Ltd.	
N. Dyer, Chamber of Manufactures	

Mr. T. J. Corkran is the Acting Secretary.

This committee has endeavoured to promote apprenticeship to the limit of its powers. It has examined schemes for new apprenticeships and improvements to the present scheme, some of which are as follows: The Executive raised the age limit from 19 years to over 19 years and under 21 years in special cases where prospective apprentices had gone on to higher education. The group committee for the sheet-metal working trade abolished the prohibition against apprentices in the sheet-metal trade working overtime, with the result that apprentices are now permitted to work overtime.

A number of regulations have been altered to disregard fifth-year apprentices in arriving at the proportion of apprentices to tradesmen.

Apprentices are now allowed to off-set all overtime worked against lost time. Previously, overtime could be off-set only to the extent of 14 days a year.

A new welfare officer has been appointed at Toowoomba.

The Executive now holds an annual prize-giving for apprentices at the Riverside Ballroom, where valuable prizes are awarded to apprentices who top Stage IV of their respective courses. The prizes take the form of a cheque for £10/10/0, a bronze medallion and a certificate of merit.

The Executive also selects an "Apprentice of the Year." This lad is granted a prize of £75, as well as a silver medallion and a certificate of merit. The Executive intends to enlarge on this prize-giving in the future.

Country apprentices attending intensive training courses at technical colleges: This scheme has been extended to cover electrical apprentices, who are taken at the following centres: Ipswich, Toowoomba, Rockhampton,

Mackay, Cairns, and Townsville. This year approximately 220 apprentices attended these courses. Mr. Ludwig recently interviewed all these apprentices at the Central Technical College, and they are unanimous in their appreciation of being able to attend these courses.

Electrical trade: The regulation for this trade now provides for a 4½-year apprenticeship to apprentices between the age of 17 and 19 years who have attained certain educational qualifications.

Boatbuilding trade: The period of apprenticeship for this trade has been reduced to four years for lads between 17 and 19 years of age who have attained certain educational qualifications.

The Boatbuilding Group Committee has reduced the period that minors may be employed from two years to one year. Previously the situation could arise here where a lad could be on the one wage for three years.

The Executive is only too happy to examine any scheme that may be put forward by employers or unions that they consider will effect an improvement. It is the properly constituted authority to which suggestions for improvements should be made. However, it is noted that the tendency today is for stories to appear in newspapers suggesting improvements, but after publication of the views no further action results by the interested party. The Executive is only too pleased to receive proposals of a constructive nature so that it can consider them and, if necessary, submit its view thereon to me as the Ministerial head.

The Executive is fully aware of its duty to ensure that industry is training sufficient apprentices to fill its needs. Last year the intake of apprentices was most satisfactory, and it is expected that this will also be the case in the future. I have extracted details of the intake of apprentices and the number on probation as at 30 June in respect of the years 1956-57 onwards. These figures show that the intake was respectively—

1956-57	2,355 and 1,503
1957-58	2,797 and 1,214
1958-59	2,587 and 1,371
1959-60	2,947 and 1,371
1960-61	3,479 and 462
1961-62	2,558 and 1,096
1962-63	2,613 and 1,955

The number of apprentices on probation as at 30 June last, namely, 1,955, compared with 1,096 as at 30 June, 1962, is very encouraging as these lads no doubt will be duly indentured. The situation has arisen where most male school-leavers who were desirous of taking up a trade have been absorbed, and the future appears bright for school-leavers this year.

The Group Apprenticeship Committee, which is concerned with individual trades and groups of trades, is composed of equal

numbers of representatives of employers and of employees, and meets regularly under the chairmanship of Mr. Ludwig. This committee continues to be very active and has co-operated fully with employers who are desirous of training apprentices by relaxing the proportion of apprentices to journeymen so that additional opportunities for training apprentices will be made available. For example, during 1962-63, the number of excess apprentices granted were as follows—

Engineering trades	51
Electrical trades	11
Building trades	154

Regulations have been altered to provide that fifth-year apprentices will not count in the proportion of apprentices to tradesmen, and in some cases the proportion has been lowered from one apprentice to two or three tradesmen to one apprentice to one tradesman. However, it must be borne in mind that apprentices cannot be allotted to employers in excess of the proportion to such an extent that a boy will not be able to receive an adequate training or that at the end of his term of apprenticeship he could not be regarded as a competent tradesman possessing the knowledge to enable him to contribute to his future and the future of the industry in which he is employed. This applies both to private employers and to Government departments. Employers generally have responded to the efforts of the Executive and the group committees by taking on additional apprentices.

There have been critics of some employers who do not take on the full quota of apprentices. However, it must be realised that most employers of apprentices do take on apprentices to the extent that they can offer them a reasonable training whilst maintaining production to keep their business buoyant. It would be foolish to suggest that an employer who employs 100 fitters and turners should take on 50 apprentices—his full quota—because he could not make available machines and tradesmen to teach such a large number of apprentices and at the same time maintain his production at an economical level. This applies equally to private employers and Government departments.

It is also true that there are some employers who do not contribute to the training of apprentices for various reasons, but employers' associations, unions, the Apprenticeship Executive and group committees are continually endeavouring to change this attitude by various types of propaganda. These efforts are meeting with success. For example, in the sheet-metal industry alone, as a result of such efforts, arrangements were made for an additional intake of 15 apprentices.

For the past 12 months the Engineering Group Committee has been considering a scheme to shorten the term of apprenticeship in the engineering field for boys with higher standards of education who are employed by

employers under State awards and regulations. The scheme proposed is similar to that of the Federal Metal Trades Award "17 to 20 year old scheme", which enables apprentices in the 17-20 year old group with a sub-Senior standard of education to undertake a four-year term of apprenticeship in lieu of the present five-year term, with a maximum credit of six months for educational attainment. This reduces the period of apprenticeship to 3½ years and also entails 20 weeks' concentrated training at a technical college. In Queensland, approximately 90 per cent. of apprentices are employed under State awards and regulations and consequently the provisions contained in the Federal Metal Trades Awards do not apply in such cases.

As will be appreciated, the adoption of such a scheme under the State Apprenticeship Regulations would considerably widen the field of employment for this type of lad and would enable boys who have continued their schooling to higher levels to take up an apprenticeship in the engineering trades and thereby qualify more quickly for tradesmen's status. It is expected that a decision on this matter will be made by the Engineering Group on 4 November next.

The Regional Director of the Department of Labour and National Service has courteously made available to me a copy of a result of a survey made of the first intake in New South Wales concerning the 17-20 year old apprenticeship scheme under the Federal Metal Trades Award. The employers and apprentices concerned were interviewed where practicable. Briefly, employers generally commented favourably on the scheme. With few exceptions it was said that the apprentice compared more than favourably with a similar apprentice in a five-year indenture as to both theory and practice. All commented on the high standard of apprentices who had been engaged.

Those apprentices who were available for interview expressed satisfaction with their training and future prospects. In this regard I must be honest and mention that there was some criticism either of the time devoted to some particular subjects or of the level to which they were taught; but it was evident that these criticisms were related to the varying degrees of experience and knowledge gained before entering apprenticeship. For instance, some of the lads who had studied at university level considered the level of the subject taught at college to be below the standard they expected, while those who had not reached the university disagreed with this. However, as stated previously, all were satisfied with their training and future prospects.

The Sydney Technical College commented that these trainees showed good motivation and application to their theoretical and practical studies; the passes were well above average; and a pleasing feature was the good attendance at lectures.

The group apprenticeship committees, in collaboration with the Department of Education, have undertaken to review all syllabuses of technical training, so much so that practically all syllabuses have now been reviewed. Those currently receiving attention are the electrical and carpentry syllabuses. The fitting and turning syllabus will be undertaken in the near future. The object of this review is to ensure that the technical training of apprentices is kept at a level with the trends in industry of new materials and techniques.

The Department of Education has continued to provide advanced courses to be taken by apprentices after their normal apprenticeship technical training. These courses are being availed of by boys who desire to further their knowledge of the trade of their choosing so that they may advance to higher positions in industry.

The group apprenticeship committees have continued the scheme of bringing country apprentices, who cannot attend technical colleges but do their courses by correspondence, to technical colleges in Brisbane and country areas for two weeks' practical and theoretical training each year—so much so that this year approximately 220 country lads will attend these classes at the Central Technical College, Brisbane.

Electrical apprentices who are correspondence students now receive this intensive training at technical colleges in the provincial cities of Rockhampton, Townsville, Cairns, Mackay, Ipswich and Toowoomba. The department provides free rail travel to these apprentices. Accommodation at a nominal charge is provided at the Migration Hostel, Brisbane, for those attending the Central Technical College. Employers pay the apprentices' wages whilst undergoing this training. Those lads attending country colleges are accommodated privately at very reasonable rates.

Both apprentices and employers are very pleased with this scheme to give the country apprentices the opportunity of receiving this instruction. It is hoped to extend this type of training to other trades in the future.

Apprenticeship advisory committees are situated in 14 country centres, and they comprise equal numbers of employer and employee representatives. These committees continue to take an active interest in the training of apprentices in their areas, and, by their interest, keep the executive and group committees fully aware of all matters pertaining to apprentices within their areas. These committees, by their active interest in apprenticeship matters, contribute in no small measure to the successful operation of the Queensland apprenticeship scheme, which is regarded as being second to none, and which has been copied by other States. It was commenced by the Commonwealth-States Apprenticeship Inquiry in 1954.

Welfare officers attached to the apprenticeship office are situated: three in Brisbane,

one in Townsville, one in Cairns, and one in Rockhampton, and an additional appointment has been made for Toowoomba. These officers have brought a service of personal contact with employers and apprentices and technical training colleges, which has proved most satisfactory. This service enables personal contact with employers, apprentices and their guardians, and results in difficulties being solved on the spot rather than the out-moded system of correspondence with its attendant delays, and it is a service greatly appreciated by country employers and apprentices.

It is within the province of group apprenticeship committees to agree to extended training in the daytime, and this has recently taken place in the plumbing trade and the boat-building trade and will operate from 1 January, 1964.

In the plumbing trade the new course of instruction will provide for eight hours a week daytime training during the first and second years and no evening training, and eight hours a fortnight daytime training with three hours a week evening training for the third and fourth years.

In the boat-building trade, whereas previously the requirement was two hours a week evening training, with four hours a fortnight daytime training, it will be eight hours per three weeks' daytime training, with two hours a week evening training for the first year, and eight hours per three weeks' daytime training, with three hours a week evening training, for the second, third, and fourth years.

I should like at this stage to pay a tribute to Mr. Ludwig, the chairman of the Apprenticeship Board, and his officers for the way in which they apply themselves to their task. What they do is very important in our way of life. I pay a tribute also to Mr. Evans, the Director of Technical Education, and my colleague the Minister for Education, for the great assistance that they have given me on apprenticeship matters.

It is my intention to have a full inquiry made into apprenticeships. The principal of the Central Technical College is presently overseas studying modern technical education, and the Minister for Education is co-operating with me in bringing our apprenticeship system to world standard. In the full-scale investigation that is to be made, we will be happy to welcome written submissions from employers and unions, and indeed from anyone in any walk of life who has anything that he feels he can contribute to this important question.

I now wish to refer to the Police Department. The report of the Commissioner of Police has been tabled, and I am sure that it will be closely examined by hon. members. There are, however, one or two matters of interest that I feel I should mention concerning Police Department activities.

This department has undertaken to accept responsibility for the payment of one-half

the cost of equipping the Department of Harbours and Marine pilot launches at Bundaberg, Gladstone, Rockhampton, Bowen, Townsville, Mourilyan, Cairns, Thursday Island, and Normanton, with two-way A.M. radio-telephone transceivers of standardised design. It is considered that the equipping of these launches with this radio equipment will enable close liaison to be maintained between the pilot launch master and the officer in charge of police in the area in which sea search and rescue operations are in progress.

The scheme for the supplying to interested parties of information concerning road accidents was extended to embrace instances where parties involved in accidents have not been supplied at the scene of the accident with the usual information. In these cases such parties, or their accredited representatives, may later, on request, be supplied with the information free of charge. However, if verification of any information previously supplied is required, it will be available only on payment of the prescribed fee of £1.

Following a request by the Traffic Engineer, a system was inaugurated for the reporting of damage to, and mechanical failures and defects of, traffic control light signal systems in the metropolitan area.

To minimise the heavy expense involved in bringing witnesses from other States for inquests into the manner and cause of death of persons involved in accidents, instructions were issued requiring reporting officers to include in their reports the names and addresses of witnesses who reside permanently in other States but who are temporarily in Queensland so that the coroner may, in appropriate circumstances, make arrangements for the taking of the evidence of the witnesses forthwith before they return to their home States.

A new launch, the "D. T. Seymour", was acquired for the Water Police to replace the "Patrol". The "D. T. Seymour" is equipped with two-way radio.

Whilst the administration of the Traffic Act is not now under my control, I should like to mention for the information of hon. members that, in order to assist officers in charge of districts to make quick assessments of the accident position in their respective districts in pursuance of a policy of selective enforcement aimed at reducing or eliminating hazardous driving practices, arrangements were made for the District Superintendent of Traffic, Traffic Branch, Brisbane, to forward each district officer a copy of a quarterly summary of traffic accident statistics showing in relation to the respective districts the total number of accidents, fatal accidents, number of persons killed, personal injury accidents, number of persons injured, and property-damage accidents.

New F.M. radio-telephone base station equipment was installed at the Gladstone, Ayr, Charters Towers, and Ingham police stations.

I shall reserve further remarks about this very important department till later in the debate, because I do not want to occupy too much of the time of hon. members in introducing the Estimates. However, I wish to pay a tribute to the Commissioner, Mr. Bischof, the Deputy Commissioner, Mr. Donovan, and the other officers and men of the Queensland Police Force.

Speaking in general terms, I believe that police officers have the respect of the public, and it is essential that they have the respect and love of the public generally. If a police officer is feared in a district, then in my opinion he is a failure as a police officer. We find all too frequently in this day and age, when a standard is set by the attitude of the Press, that a force which I believe is dedicated to public service is subjected to unfair criticism. We find this attitude: if a criminal shoots at a policeman he gets headlines; on the other hand, hardly a day passes in a State the size of Queensland during which a police officer does not perform a heroic task of some description in the protection of public life, but I doubt whether there would be any reference to such an act in the Press. It seems to me symptomatic of the attitude of the Press today that the exploits of delinquent, bodgie louts and criminal types get headlines while those who are concerned with the preservation of peace in the community are downgraded. It requires only one act by any member of an organisation for the whole organisation to get a reputation based on that act. It has been well said that there is a bad apple in every case, and I do not believe that in this respect the Queensland Police Force is any better or any worse than any other police force. I do not believe that the men who are attracted to it are worse than those who are attracted to any other walk of life. They are no better and no worse than those who are attracted to the medical profession or any other profession, or, for that matter, those who are members of Parliament. Because this attitude is created by the Press, we find highlighted the exploits of a very small minority, while the good work done by the vast majority is not mentioned. Even in this Chamber hon. members highlight these incidents from time to time. I nail my colours to the mast by saying that in the Queensland Police Force we have men dedicated to the service they have chosen and to protecting the public of the State. They are doing a very fine job.

Inter-related with industrial conciliation and arbitration activities, and also the health, welfare, and safety of workers under the Factories and Shops Acts, are the activities of the Division of Occupational Safety and the Sub-Department of Machinery and Scaffolding.

The activities of this sub-department on the safety side can be summed up in the three E's—engineering, enforcement, and

education. On the engineering side, the sub-department has among its mechanical engineering staff many officers whose duty it is to see that safety requirements are built into the design of boilers, unfired pressure vessels, cranes, hoists, conveyors, lifts, escalators and scaffolding, as well as motor vehicles.

As can be seen from this formidable list, not only occupational safety but also the safety of the general public is covered. When one considers, for example, the number of persons who travel in lifts each day in the metropolitan area, the number who use public transport on the roads, the school children whose valuable lives depend upon the mechanical safety of the school buses that now operate in every portion of the State, hon. members can appreciate the valuable work that this sub-department is doing.

Explosions of boilers and other pressure vessels, if they occur, can be catastrophic. The design of every pressure vessel that is to be used in this State is thoroughly checked at the blueprint stage by engineering officers of the sub-department and the Chief Inspector will give his stamp of approval for its manufacture and use in the State only if he is satisfied the design is safe for the purpose intended.

Close co-operation is maintained by the sub-department with the engineering laboratory at the university, and during the last year the university carried out 187 physical tests of materials. In checking the engineering design of mechanical equipment, the task of the department is by no means finished. If the boilers, pressure vessels, or other machinery, etc. are manufactured within the State, departmental officers witness pressure tests, overload tests, or other checks as may be prescribed, to ensure that the equipment is not only in accordance with design but also that workmanship is to required standards. Similarly, new machinery manufactured outside the State is checked when installed to see that it complies with approved design.

Inspectors of machinery are all highly qualified mechanical engineers. Recruitment is from persons who have served an apprenticeship at mechanical engineering. A person is not eligible to sit for the examination until he has had 10 years' experience since the completion of his apprenticeship. The qualifying examination is of a high standard and the percentage of candidates who pass it is always very low.

Engineer officers of the sub-department are stationed throughout the State and their advice is frequently sought by Queensland industry.

On the enforcement side of safety, the staff consists of inspectors of machinery, inspectors of scaffolding, inspectors of lifts, and inspectors of motor vehicles.

All inspectors in these categories are technical officers with a practical knowledge of the matters they are required to enforce.

I have already mentioned something of the qualifications of inspectors of machinery. Inspectors of lifts bring to their duties a detailed knowledge of the electrical problems associated with the construction, installation and maintenance of lifts, cranes and hoists. These inspectors are all qualified electrical tradesmen and work in close collaboration with the department's engineers. The inspectors of scaffolding must have served an apprenticeship at a building trade and have had seven years' experience at the trade since the completion of their apprenticeship. They are required to pass a stiff departmental qualifying examination when their knowledge of the design and construction of scaffolding is fully tested. Inspectors of motor vehicles are all qualified motor mechanics holding "A" grade certificates, and in addition, they can call on the services of the departmental engineers as and when required. Public safety, occupational safety and road safety are matters of vital concern if the lives of the present and future generations are to be guarded.

Another feature on the enforcement side is that the sub-department is the certifying authority to ensure that the operators of the very many diverse types of machinery are competent to operate them. The Chief Inspector is chairman of the board of examiners for engineers, engine-drivers and motor mechanics, and among the certificates of competency issued by the board, after it satisfies itself by examination of the respective candidates, are certificates in varying grades for engineers, engine drivers, boiler attendants, crane and hoist drivers, internal combustion, refrigeration plant operator, and, very recently—welding. In addition, under the Inspection of Scaffolding Acts the sub-department issues licences as scaffolder, power hoist driver, explosive-powered tool operator, dogman and crane chaser.

Recently, as an administrative measure, inspectors of machinery and inspectors of scaffolding have been appointed inspectors under the Factories and Shops Act for health, welfare and safety purposes, and are giving specific attention to a number of safety rules issued under that Act.

Education, so far as safety is concerned, is only a recent development. The Government has been very interested in this matter since 1957. Prior to that time little or nothing had been done in Queensland in this aspect of safety.

Mr. Davies: That is obnoxious.

Mr. DEWAR: I know it is obnoxious to hon. members opposite, but it is a fact.

As from 1 January 1960 a Division of Occupational Safety was formed, integrated with the previous office of the Chief Inspector of Machinery and Scaffolding, and placed under the control of the Chief Safety Engineer and Chief Inspector of Machinery

and Scaffolding. Since that time progress in safety education in Queensland has been remarkable.

Safety training is but one aspect of safety education, and the department is now in a much better position than some years ago to assist Queensland industry in this regard. All four officers of the publicity and educational section have been put through courses which qualify them to conduct job safety programmes. Their services are much in demand. The job safety programme is an intensive 12½-hour course, which not only interests supervisors in the need for accident prevention but also shows them how they can prevent accidents from occurring and recurring.

Lectures and screenings on safety in industry have been given for a number of years, but with increased staff it was possible in the last financial year to provide this service to almost 30,000 people. Posters and booklets on safety have been widely distributed and a constant request for them continues.

The department's first attempt at the production of a film titled "Safety in the Meat Industry" has proved to be outstandingly successful. In addition to the 50 screenings of this film throughout the abattoirs and meatworks of Queensland, it has been shown in other States of Australia and in New Zealand, the United Kingdom, Canada and the United States of America.

Beneficial effects from the two safety conventions held in Queensland since 1957 are still being felt. Planning of a further convention will commence in the near future. Following the great interest shown in North Queensland as a result of the North Queensland Safety Convention last year, I am sure hon. members will be very interested to learn that on 8 October 1963 the Chief Safety Engineer received the following telegram from the Manager of A.C.F. and Shirleys Fertilizers Ltd., Cairns—

"At 3.30 p.m. today one hundred thousand man hours worked free of lost time accident in 120 days".

The Chief Safety Engineer heartily congratulated the firm on this effort, and I am sure we all join with him in those congratulations.

Every help has been given to the manual-training teachers of the Department of Education who have been given specialised safety training by officers of the Publicity and Educational Section.

Closely allied with safety engineering, enforcement and education is the necessity to have adequate statistics of occupational accidents. In 1960 a statistical data section operating on the claims files of the Workers' Compensation Branch of the State Government Insurance Office, as sources of statistical information, was set up. Even critics such as Mr. G. M. Dawson have recognised the value of this work.

Recently the Press gave prominence to the problem of tractor accidents, which was also the subject of a question in the House by the hon. member for Norman. The Mechanical Engineering Faculty of the Queensland University has also expressed its interest in this matter, and I have already arranged for the Chief Safety Engineer, Mr. Hilless, to discuss this problem further with Professor Shaw.

Mention at that time was made of the proposal by the Chief Safety Engineer to obtain a tractor for demonstration purposes. I have now much pleasure in announcing that the manager of the British Motor Corporation at Rocklea has offered to make available for demonstration purposes a Nuffield wheeled tractor, which offer is greatly appreciated in the interests of tractor safety, and I personally take this opportunity to thank publicly the B.M.C. for its generous offer.

Mr. Hilless is now making arrangements to discuss with Professor Shaw details concerning an appropriate programme of testing and demonstrations at such gatherings as farm festivals and so forth.

I should also like to take this opportunity to refer to the excellent work being performed by the Health, Welfare and Safety Board constituted under the Factories and Shops Act of 1960. This Board, on which there are employer and employee representatives, has already recommended the issue of safety rules dealing with welding, spray-painting, safety in construction work and the safe use of portable and semi-portable electrical equipment, and those recommendations have been approved.

The rule concerning the safe use of portable and semi-portable electrical equipment came into operation only as from 10 May 1963, and the following figures supplied by the State Electricity Commission covering injuries from electricity in the building trades are very significant. In 1961-62 there were nine injuries; in 1962-63 there were 22, and from 1 July 1963 to date there has been only one. It is stressed that I am advised that all these injuries, though not fatal, could have been fatal, and many of them in 1961-62 and 1962-63 could have been avoided if the precautions now insisted upon under this rule had then been in operation. As this rule operated only from 10 May, 1963, it is submitted that it is reasonable to assume that it has played a very important part in this greatly improved position.

Again, the beneficial effects from the active promotion of occupational safety by the Government are seen in the figures contained in the annual reports of the State Government Insurance Office, wherein it is recorded that working days lost through occupational accidents, and which resulted in claims for workers' compensation, have fallen from

1,028,834 in 1961-62 to 940,233 in 1962-63, and the position in each of the years since 1956-57 shows a very gratifying situation, as follows—

	Working days lost
1956-57	1,049,857
1957-58	1,001,947
1958-59	1,053,793
1959-60	927,219
1960-61	1,023,391
1961-62	1,028,834
1962-63	940,233

Of course, this is notwithstanding increased numbers in the work force over this period.

The inspection of weights and measures is another function of this important sub-department. When one considers that in the last financial year—

51,881 weights
28,943 scales
112,299 measures, and
10,195 measuring instruments

were inspected by inspectors of weights and measures who found that approximately 32 per cent., 25 per cent., 6 per cent. and 26 per cent. respectively of such weights and measures required correction, then, and only then, can one realise the tremendous job performed by this sub-department in protecting the consumer public.

As hon. members are aware, the Commonwealth has constitutional power to enact legislation covering weights and measures. It has done this with the Commonwealth Weights and Measures (National Standards) Act of 1960. In this State, the Commonwealth Act will be administered by this department, and departmental officers are giving close attention to all details. Among other things, it has entailed the purchase by the Government of specialised equipment for testing purposes.

This resume of the activities of this important sub-department is not all-embracing. There are many items of human interest dealt with by departmental officers: the protection of the health and safety of the workers of Queensland; the guarding of the lives of young Queenslanders, and the protection of the consuming public. All these are general aspects of one sub-department working in the field of labour administration. For many years officers of this sub-department have had to contend with sub-standard office accommodation. The Government has done something about this and the sub-department will shortly be moving into a completely renovated and modern building in George Street. As a matter of fact, particularly in regard to the Weights and Measures Section, it will have better testing facilities than have been provided for any similar department in any other State in Australia. Improved accommodation for country officers of this sub-department has not been neglected, either. New offices, including facilities for inspection of motor vehicles, have been erected at

Townsville, Rockhampton and Mackay, and new buildings are planned in due course at other centres. I pay a great tribute for the wonderful job done by Mr. Hilless and his staff.

Another fantastic success story, of course, is to be found in the positive, realistic and energetic approach by the Government, through the Division of Tourist Activities, to the development of the tourist industry in this State. The present Government has always been conscious of the great potential available in the tourist industry to assist in the development of this State. One has only to compare the total appropriation for the Queensland Government Tourist Bureau in 1956-57, of £156,999, with that proposed for 1963-64, of £325,391, to appreciate this fact. The appropriation for tourist publicity in 1956-57 was £7,500, whereas for 1963-64 it is proposed to spend £56,050. The provision for publicity purposes only has risen as follows:—

	£
1956-57	7,500
1957-58	9,000
1958-59	18,000
1959-60	24,000
1961-62	35,000
1962-63	35,000

until, as stated previously, the amount to be provided for publicity purposes only will be £56,050. That highlights the importance that this Government places on this most important facet of the economy of the State.

The Director-General's report deals very adequately with the activities of this sub-department last year, and the up-to-date and first-class service given by this division has no doubt played a very prominent part in the flourishing state of this industry today. This is reflected in figures, which have just come to my notice, that reveal that for September, 1962, the collections by the Division of Tourist Activities were £157,113 compared with £176,477 for September this year, representing an increase of £19,364. For the three months ended September, 1962, the collections were £626,434, compared with £716,946 for the three months ended September, 1963, representing an increase of £90,512.

The activities of this sub-department also play a prominent part in the development of an area. For instance, it is estimated that this year approximately 2,000 people will travel on the Tropic Wonderland Tour, which emanates from Cairns and is integrated with the Melbourne-Cairns, Cairns-Melbourne tours. At £31 10s. each, it means that at least £63,000 will be spent in the Cairns and Tablelands district as a result of these tours alone. I pay a tribute to Mr. Wilson, the Director of Tourist Services in this State, and his staff for the wonderful job they have carried out in recent years in the interests of the tourist industry.

All annual reports of the principal activities of the department have been tabled. They, too, give considerable scope for debate, and I look forward with interest to receiving the comments and criticisms of hon. members, which, I hope, will be of a constructive nature.

Mr. DUGGAN (Toowoomba West—Leader of the Opposition) (2.35 p.m.): Except for a five-minute interposition at 25 minutes past 2, I think hon. members, whether on the Government side or on the Opposition side, will share my disappointment at the means employed by the Minister for Labour and Industry in introducing his Estimates. Last week we had the spectacle of a Minister of the Crown, who, as I indicated publicly, can speak for an inordinately long period of time without notes, reading for two hours script that had obviously been prepared by his officers, and that seems to be the pattern of the Ministers for the 1963-64 Estimates.

Not only has the time of the Committee been virtually wasted for an hour and a-half today, because in the main the submissions made by the Minister have been taken almost in toto from the reports that we have before us, but the matter itself has been so trivial—important enough to be contained in a report from officers of a department but surely not important enough to occupy the attention of a Minister of the Crown in introducing his Estimates!

Of course, the only reason for this can be that the Minister feels some resentment at his apparent demotion in the Cabinet by having taken from him the important responsibility for the development of our secondary industries. I suppose to show his displeasure he is pointing out to the Premier through his submissions today how contemptuous he feels about the matter. So he has regaled the Committee for an hour and a-half with all these trivial details. I want to voice my protest.

One would have thought that a new Minister, young and energetic, would have seized the opportunity to say, "I am conscious of the responsibilities that have been reposed in me and I am anxious to outline just what we think should be done." In the promotion of tourism there are great opportunities for the development of Government policy to consolidate what has been done, or claimed to have been done. The Police Force is an important instrumentality of the State. One would have expected to find some recognition of the problems confronting that force. But, apart from a few fulsome references to one or two officers of the department, the subject was skipped over very cursorily indeed.

So we can go right through the whole range of the reports. Moreover, mentioning these reports, I want to emphasise and place on record my disapproval of the manner in which some of them are presented. I want to deal first with the report of the Chief

Inspector of Factories and Shops. Even after the first full year in the term of this Government, in 1958, we had presented to us a report covering 28 pages and setting out some of the important functions of the Inspector of Factories and Shops, including interesting tables showing the number of factories, the numbers of employees, where they were established, the type of industry engaged in, and a whole lot of other material, which was very interesting and which enabled us to make comparisons and to ascertain whether there had been this so-called great improvement in industrial development. What do we find in 1962-63? One and a-quarter pages of material here! And what does it deal with? In the main it deals with the question of portable electric drills! That is a report which, at one time, was a document worth quoting. And we quoted devastatingly from the reports until the Government saw the wisdom politically of withholding and concealing the information from the Parliament, a document that at least enabled us to assess the Government's record. Here there is not one mention made of factories, employment and so on, which we have heard the Premier say is the keystone upon which the economy of the State must be based. That is an indication of how contemptuous they are; they give us a miserable page-and-a-quarter!

In addition to compressing this information into such microscopic pieces of paper, they have employed microscopic print, which makes for eye-strain even to read it. I feel sure that the idea behind it was not primarily that it was an economy measure but so that people would get fed up with reading what little piffle there was in the document and discard it. I would have had more respect for the Minister and the Government if they had at least had the courage of their convictions and said, "We are not going to let you know anything. We are going to allow the bureaucrats to run the State and we are not going to take you into our confidence." I do not use the word "bureaucrats" in any derisive way but in the accepted sense that in an increasing measure civil servants are running the State. Obviously the Minister's speech notes were compiled for him. It may be that they reflect the Minister's feelings on the matter, but they certainly did not give us the opportunity of ascertaining his intentions.

I notice in the reports that a great deal of praise was bestowed on the retired Minister, Mr. Morris. It seems to be very much a case of, "The King is dead. Long live the King." We now find for the present Minister praise nearly as fulsome as that bestowed on the former holder of his office. The Minister is now praised for his energy, devotion, and enthusiasm, and the previous Minister is dismissed in a few lines.

Not long ago we shared in the regret at the previous Minister's being unable to continue in office. We were told that he was suffering from ill-health, and it was necessary

for him to relinquish his political responsibilities. He retired from Parliament. All I want to say now is that I would very much like the names of the doctors who have so miraculously restored him to health in about two or three months that he now feels fit enough to gird his loins and enter the political fray as a Senate candidate. This seems to suggest three things, namely (a) his health was not as bad as it was said to be; (b) he has made a remarkable recovery; or (c) because he was unacceptable to the majority of his party members he was pushed out, and he has used his campaigning skills to get the executive of the Liberal Party behind him in securing his endorsement.

I want to return later to some things concerning factories and shops. The present Minister is young, energetic and enthusiastic, and it seems to me rather strange that he was not given the opportunity to display his talents in a wider field, namely, that of industrial development of the State. We will not have the opportunity to discuss secondary industries in this year's Estimates, so I am not able to deal with that matter at any length today. I shall, however, return briefly to it later.

The report of the Tourist Bureau is one that I have before me. The Minister said that this was a fantastic success story. I do not think that anyone can calculate with any accuracy the positive and direct benefits that flow from the operation of a Tourist Bureau. It is true that figures can be recited of the number of inquiries made and the number of tourists who come here, and no doubt many of them spend a great deal of money in the State. I noticed in a report that it was estimated that each bowler on an organised tour to the South Coast spent an average of £80 during his sojourn in that area. If that amount is multiplied by the number of people coming here, that is a good thing for the State. Of course, countries such as Italy and Switzerland in particular, and perhaps France to a lesser degree, have their balances of payments helped very considerably by foreign money that they receive from tourism. Except in the last year or two, when there has been somewhat of a recession in international travel, everybody seems to be catered for by the constant suggestions to see the undiscovered wonders of the modern world or the ancient world, whichever the case may be, depending on the geography of the country concerned and the professional skill of the publicity writers in luring tourists to it. We have seen all sorts of baits and inducements held out to travellers to visit these places. They are invited to visit a trade fair where wonderful new space-age inventions are on show, or to visit ancient ruins in Greece or somewhere else. It is very difficult, therefore, to say that this increase has resulted solely from action on the part of a government. I think Mr. Wilson, the Director of the Tourist Bureau, would be the first to acknowledge that every country has seen an upsurge in tourist activity.

The question has been raised as to whether our funds are channelled overseas adequately and whether advertising should be based on attractions in particular States. Travel authorities have considered this point and have said that the emphasis should be on getting people to Australia, not to Queensland or any other State in particular. Once they are in Australia, the various State tourist bureaus should co-ordinate their efforts and endeavour to compress into the time available a visit to acceptable tourist attractions in particular States.

I do not like the idea of trying to score politically on these matters, and during the lunch adjournment I took the trouble to go back to the 1957 report. Hon members will recall that the Minister mentioned the difference between what was spent for this purpose by a former Labor Government and what is being spent now. That is not the criterion, any more than it would be the correct criterion if the Premier or the Minister told us next year that the total cost of Ministerial representation was so much in an earlier year and now, when we have two more ministers with cars, chauffeurs, under secretaries, and so on, it costs so much more and said, "Therefore we are a more efficient Government than the Government which had two fewer ministers." That sort of argument does not get one anywhere. It is the value received for money expended that is the important thing.

Sometimes I wonder whether this money has been expended to the best advantage. If we look at the 1957 report, we see that it mentions, among other things, the opening of new Lennons hotels at Broadbeach, Kirra, and Toowoomba, and additions to Lennons Hotel in Brisbane; construction begun on the new Chevron Hotel at Surfers Paradise; plans prepared for a new Surfers Paradise hotel; a new hotel opened at Caloundra; the new Graham Hotel, the new Imperial Hotel, and the Continental unlicensed hotel at Cairns; at Lindeman Island the whole of the tourist accommodation had been converted to modern, self-contained suites; at Hayman Island modern tourist accommodation had been increased to accommodate about 300 people; and at South Molle new tourist bungalow accommodation had been popular. Things of this sort take place every year, as the Minister knows, and I do not think there was any repressive hand applied at that time. Immediately after the second world war governments did exercise restraint and give priority to the building of houses and industrial undertakings, and there were priorities in the use of building materials. I do not want to go back and argue the merits or demerits of that, but there were substantial reasons for the introduction of that policy. If controls had not been exercised, the list of improvements for 1957 would have been much more extensive. Admittedly there has been a development in the field of motels, but that has not resulted from action taken by the Government. It is happening all over Australia, irrespective

of what government is in power in a particular State. We see lists of extension to motels in Tasmania and New South Wales, where there are Labor Governments in power, and we see them in South Australia, Victoria and Western Australia, where anti-Labor Governments are in power.

Mr. Knox: It makes a difference if there is encouragement.

Mr. DUGGAN: There was no discouragement of tourism by Labor Governments. I do not know that going along and putting a blue ribbon on a bathing beauty at South Molle is necessarily the type of encouragement that is needed, or making flowery speeches, or handing out hot pies and little tidbits at a cocktail party for men who have already travelled all over the world and then saying it cost £150. It is no argument to say merely, "We have spent this money. This is what we have done in comparison with what a Labor Government did." I do not think that any Government would wish to restrict its encouragement of tourism, because it is very difficult to define positively the direct benefits that flow from it in an age when everybody is being encouraged, by every means available, to travel 50,000 miles on his holidays or if his means are meagre 50 miles. As we know what a person does depends on the extent of his budget and the time available, and I do not think the Government is any more aware of that fact than anybody else, or has done very much more than anybody else in that direction.

Mr. Knox: There has been an extension.

Mr. DUGGAN: There has been only a gradual extension. One gets that sort of talk in all these reports. For instance, we are told that for the first time the road to Cairns has been sealed. Obviously there has to be a first time that a road to a particular place is sealed. One does not find in reports that under Labor the road was sealed for the first time as far as Ipswich; that it was then sealed for the first time to Gatton, and then to Toowoomba, and then to Dalby, and then to Roma. That sort of thing is going on all the time where there are missing links.

With the tremendous volume of money that this Government has had at its disposal, I would be dissatisfied if these things were not done. A great amount of money has been spent. For instance, in this morning's Press we read about the astronomical sum to be spent on the South Coast, which I understand is for tourist purposes.

I should like to deal with the other reports but, as we have other speakers who will deal with police and welfare and the other matters, I shall be very general in my remarks.

All I want to say about the Police Commissioner's report is that the Commissioner has emphasised juvenile delinquency, and I want to see some positive steps being taken

by the Government, not so much in the provision of psychologists and psychiatrists. I do not want to go over ground that has been covered previously, but a good deal has appeared in the Press about the prevalence of larrikinism and vandalism in the community. The police should have the requisite powers to deal with vandalism. I am not so much concerned with the physical damage done to a tree costing 5s. or 6s. as I am with the growth reincarnation of a tree four or five years old being snapped off by some larrikin.

Recently on the Toowoomba Road we saw a man trying to build up a display of Red Indian implements. It was a unique sort of a place where the man hoped that people travelling on the road would stop for a little while, and no doubt that he would ultimately get a few shillings from tourists. In one night louts came and destroyed every one of them. I want to see the police armed with much more ruthless power to deal with these people, in spite of all this talk about parental care and all the rest of it.

Only a couple of weeks ago we saw an example of a lout lurching around in a drunken fashion; a policeman gave him a good kick in the pants and very quickly he was no more drunk than the Premier or Mr. Donald from Ipswich East would be. He made a remarkably fast recovery.

As to the Prices Branch, I want to say that I regret very much that a man of the calibre of Mr. Fullagar is not being used to the fullest extent. There are some very good officers in the departments covered by the Minister and I should like to pay them a brief but general tribute. They are courteous, efficient officers and are always very helpful. Time prevents my dealing any further with them, but I think there is waste of talent so far as Mr. Fullagar is concerned. I think he is one of the outstanding public servants in the State, but obviously, for reasons best known to the Government, it seems to have side-tracked him. Although he has been given the job of Prices Commissioner and chairman of the Fish Board, his talents are being wasted in those capacities. The salaried staff he controls in the Prices Branch numbers only six. That is a shocking state of affairs for a man of his calibre.

On the question of prices generally, I want to reiterate the Opposition's strong criticism of the way in which this department has been permitted to languish. The Prices Advisory Committee, for which this Government took credit, has not met since 1959. When Labor left office in Queensland the prices increase in Brisbane during the previous six years was a full 3.9 per cent. lower than the average of the six capital cities, and Brisbane was the lowest of any capital in the Commonwealth. In 1963 prices were 14 per cent. higher than in 1957, while the average for the six capitals was 10.1 per cent. So, whereas

under price control in 1957 Brisbane prices were 4 per cent. lower than the average of the metropolitan capitals, today, after so-called free enterprise and competition bringing prices down, prices have increased at a faster rate in Queensland than in any other State in the Commonwealth, and the ordinary person in the community is very seriously affected as a result. Government members are not concerned about these matters. They merely get up and repeat this fantastic story about how Queensland is developing, how the people are flocking to the beaches and how we have the best Police Force in the world. They use all the adjectives in the vocabulary to describe what a wonderful Government we have. I do not think it is very wonderful at all.

That brings me to the subject of apprentices. The Government is now rather belatedly talking about what it proposes to do in this direction. It is going to have the best apprenticeship system in the world! Everything it has is the best system in the world! Even Dr. Noble says that he is going to have the best hospital system in the world. When he was overseas he said he was frightened by the spectre of juvenile unemployment he saw in America. In one of his reports he said, "We have not that problem in Queensland, but we will have it." When he was 13,000 miles away it was quite safe for him to make that statement. However, we still have too many juveniles out of work.

The recital of the figures which the Minister gave today was not so very arresting. As I pointed out in the debate on the Railway Estimates, the Government is squealing about the dearth of tradesmen, the necessity to send people overseas to recruit them, and the encouragement that should be given to employers to increase the number of tradesmen in Queensland. In 1957 there were 250-odd indentured apprentices in the Railway Department but in 1962 the number had fallen to 51. There are certainly more now. Apart from what has been done in 1963, as far as the overall apprenticeship position is concerned there has not been anything to be very enthusiastic about. There is still a tremendous amount of work to be done. When the Estimates of the Department of Education are debated my colleagues will deal more comprehensively with the need to improve technical education facilities.

If we are to have the required number of apprentices we must do something more positive. We get sick to the teeth of hearing that this Government is to send someone somewhere merely to compile a report on his return. In connection with certain industries that I cannot deal with during this debate, the Government is going to send various personnel overseas. I am concerned about the extent to which recommendations are coming back to the Government and how far positive suggestions are implemented.

Much of the criticism levelled against industry in regard to apprentices properly belongs to the Government for not providing more effectively for the employment of our youth. There is still too high a proportion of school-leavers and juveniles out of work. We could analyse the position much more readily had we more reports along the lines of the reports of the Chief Inspector of Shops and Factories such as we had previously. But we get no help from this Government. We are expected to base our contribution to these debates on whatever material is available to us from research.

The Minister has an excellent opportunity here, not to show his resentment, but to tell us more about the way he can assist through the various important departments of the Crown he administers. Through the State Children Department, through those industrial matters under his control, and through the Police Force, he has the opportunity of doing something more positive than giving us a wearisome and tedious recital of information that is already contained in the reports of the various departments.

As the debate unfolds itself I expect that hon. members on this side will deal with the various sub-departments under the Minister's control. I must express my general disappointment at the way in which the Minister has tried to defend his Estimates, and I invite the condemnation of all hon. members, irrespective of the part of the Chamber they belong to.

Mr. HERBERT (Sherwood) (2.59 p.m.): First of all, I should like to congratulate the Minister on the presentation of his first Estimates. He has already indicated that various departments under his control are to see a new era. He has a tremendous number of responsibilities, but we are looking forward to some refreshing changes in some of his departments.

At the outset, I should like to make some comments about the Tourist Bureau section of his portfolio. The Government has already indicated that it intends this year to bring down a Bill dealing with a National Trust to take over historical buildings. I would suggest that the Queensland Government Tourist Bureau should link itself very closely with this organisation when it is finally established, certainly with its activities concerning historic monuments in the metropolitan area. In Sydney, Vaucluse House, at one time the home of the Wentworths, is a tourist attraction of the first order. Thousands of people visit it as being one of Sydney's early homes. We have several homes in the Brisbane metropolitan area that are in much the same category. At present, many of them are privately owned. While they remain under private ownership we cannot very well intrude on the privacy of the owners. However, as the National Trust's activities extend, we hope to acquire a number of properties that will be available for viewing in the same

way as Vaucluse House and other buildings in Sydney. These buildings can be maintained, firstly, only when people are living in them, and secondly, by visitors being charged a fee. If the Tourist Bureau organised the publicity visitors could be attracted to these buildings and there would be greater revenue for both the Tourist Bureau and the National Trust for the furtherance of this work.

I should like to refer to another section of tourism and tourists coming to Queensland, and for that matter, Queenslanders leaving the metropolitan area. Years ago one could find many river crossings for picnic use within easy reach of Brisbane, but over the years these crossings have been gradually fenced off and nowadays one has to travel a long way to find a spot to boil the billy for a picnic lunch.

Mr. Tucker interjected.

Mr. HERBERT: It has nothing to do with the Department of Main Roads because most of them are away from any main road. The Department of Main Roads has supplied a number of picnic spots on main roads that are very well cared for.

Most of these smaller beauty and scenic spots are off the main road, on the coastal rivers, such as the North and South Pine, the Logan, and other small rivers in the vicinity of Brisbane. There were dozens of places that, 20 years ago, one could stop at to have a picnic without any trouble, but now barbed wire fences have cut off most of these picnic spots from the public. Eaton's Crossing is a classic example. It used to attract hundreds of people on Sundays but it is now fenced off so that no more than two cars can park there at one time and there are very pointed notices warning visitors what will happen if they should climb through the fence. In Great Britain and other countries it is almost impossible to find parking places on many scenic roads and, on many of the scenic walks one has to pay private land-owners for a right-of-way through their property.

If the Tourist Bureau made a survey of the more important or most useful of the crossings in the near vicinity of Brisbane, and acquired for picnic purposes relatively small areas that, in the main, are now being used for grazing cattle, it would do the present generation of young Australians, and posterity, a very good service. The days have vanished when one could trespass with immunity on a farmer's property to have a picnic, because nowadays land is too valuable.

This activity could be extended to any area in Queensland where there are already areas which, although they are on private property, over the years have been regarded as favourite picnic spots. If they were acquired by the Government, I am sure that, for a nominal charge, shire councils would co-operate with cleansing and such minor details. If we do not do this now we will

find ourselves in the same situation as other countries where these areas have not been acquired. Sufficient land will not be available for people who want to get away for a quiet afternoon at the week-end to have a picnic with their children.

I should like now to touch on child welfare, which has been of particular interest to me for a great number of years. I should like to refer to "Kalimna", the home for delinquent girls run by the Salvation Army in Jephson Street, Toowong. I was chairman of the committee that was charged with the responsibility of trying to raise the money to pay for that home and I am very sorry to say that we failed. We did not raise the money required for the erection of the new home. We were approximately £30,000 down in the sum required and that money had to be found by the Salvation Army from other sources. That is a reflection on the general community of Brisbane. With all the good work the Salvation Army does, it had to dip into its pocket and transfer money from other States to provide a facility to look after the delinquent girls in this State.

I am afraid that the main reason for the failure was that too many people would have nothing to do with the appeal, firstly, because it had no social value for them, and, secondly, because people think the delinquent girl does not belong to their family; it is always the girl down the street, or someone else's responsibility. Until it actually hits them, they do not realise it can happen in their own family.

There are a number of exceptions in work for the home that I should like to mention. The first is Mr. Windsor, in whose electorate the home is built. He was a very great help to us. Then Mr. Fred Bromley, representing the Opposition on the appeal committee, did a great deal of work. I should be most remiss in my obligations if I did not mention the personal contribution of Police Commissioner Bischof. With all the other work he has to do, he took a personal interest in the appeal; he attended in person a great number of our committee meetings, and he was responsible through various police agencies for the raising of a considerable sum of money for the home. We thank him sincerely for his contribution.

Beyond that, contributions were very slow in coming in. Industry as a whole rejected the appeal completely. Why, is a question I should not care to answer. The money that did come in came from the little people, the people who would normally associate themselves with any Salvation Army appeal. However, a response in the nature of £160,000 cannot come from the little people; it has to come in large lumps from big organisations, and this aspect of child welfare did not receive the support of the general community.

The home itself is a picture, and it is also a success. When I first visited the old home there were all sorts of scrawlings on the

walls and a very unhappy lot of girls inside. That was not the fault of the Salvation Army officers in charge; it was purely and simply a matter of a very poor environment giving the girls very little incentive. Since the new home has been opened there are no marks on the walls, and the matron tells me she would have a lot of trouble in the home if any girl did mark them because the rest of the girls would probably get at the girl responsible for the vandalism. Because they have been provided with decent surroundings, the girls take an interest in the home. It is probably the first time in their lives they have ever been in a really worth-while environment and they appreciate it, and so far there has been no recurrence of the sort of behaviour that used to take place in the home before it was rebuilt.

The home is built in a number of sections and possibly this has something to do with its success today, because the girls graduate from section to section according to their behaviour. With some sort of goal in front of them—they are allowed certain facilities, such as make-up and television, if they behave properly—the Salvation Army is finding it a lot easier to control the youngsters than in the old days when the place was very little more than a custodial centre to which girls were sent for a period to be kept under control and then released, probably to go back to the environment they originally came from.

Probably the best aspect of this home is its hostel section, an entirely new concept in child welfare, like many other recent innovations in Queensland. Previously girls ready for discharge used to have to walk out of the home and very often return to the address from which they were first admitted. If they returned to their former addresses they would merely mix with the same people and possibly get into more trouble. When they are allowed to go out into the world, the girls move into the hostel and travel to and from work each day till they are able to satisfy the State Children Department that they have an address and accommodation satisfactory to it. That means that youngsters are returned to the community in a much better way than before.

Many of them had no chances in life before admission to the Salvation Army home. There are there girls who previously had never slept in a bed and who did not know how to handle a knife and fork. That may appear incredible to the ordinary person, but there are girls who have reached teenage without any knowledge of what we accept as the ordinary social graces. These people do exist, and the Salvation Army is prepared to take them, together with those girls who very often have led sheltered lives and kicked over the traces and got into trouble with the law at an early age, often through a combination of motor-cars and drinking. The Salvation Army takes them in, and I think it is an indictment on Queensland that this organisation should have to provide the

money to finance the home. If it has the people sufficiently dedicated to do this work, the least the community could do is provide the home so that it would not have to draw for the home's support on its already over-stretched financial resources.

The State Government put up 75 per cent. of the capital cost of the home, which is more than the usual amount under the circumstances, but every penny of it is an investment in the State. Those who have seen it will agree that it is quite a picture. A close look will show that it is custodial and an extremely difficult place for anyone to escape from, nevertheless, whether seen from inside or outside, it does not give the impression of being a custodial institution.

The work of the home as it presently stands will continue for very many years, with little extra expense. There have been complaints that possibly it is too ornate. I disagree violently with this view. These people have to be shown that there are better things in life than those to which they have been accustomed, and the only way to do that is to have them available, provided they respect them. These young people should have the facilities that others, in their own homes, have come to regard as rights.

Although the appeal has been closed and the Salvation Army has formally taken over the responsibility for the debt, I only wish that some way could be found of raising more money for what is one of the biggest steps forward in child welfare in Queensland.

Mr. HOUSTON (Bulimba) (3.13 p.m.): I wish to take part in this debate because I, like other members, realise that it gives us an opportunity to look into the affairs of the Government and to put forward any ideas that we may have on behalf of the Opposition and the people that we represent.

Like the Leader of the Opposition, I was disappointed in the Minister's presentation of the Estimates. For a start, it was very hard to follow what he had to say. He spoke quietly on this occasion and looked down at his papers all the time. For his own sake and for the sake of hon. members, I suggest that in future the Minister would do better to try to memorise his speech or give us his own opinions so that we can hear what he has to say.

Mr. Davies: His heart was not in his job.

Mr. HOUSTON: That is quite true. Anyone who has been reduced in the Cabinet, as the Minister has been, must be very disappointed.

I was greatly concerned when I saw from the printed document that control of the apprenticeship system has been transferred from the Minister for Education to the Minister for Labour and Industry.

Mr. Dewar: Don't you think it should be?

Mr. HOUSTON: I shall give the Minister plenty of reasons why it should not be, in a

moment. First of all, it must be borne in mind that the education system will be passing through a period of change next year and in the years immediately following. That change will be reflected in our education programme for apprentices. In the main, the training of apprentices consists principally of educational training under the control of various establishments. I should have thought, therefore, that for ease of control and decision and uniformity of operation, the Minister for Education would be the appropriate Minister to control apprenticeship. For instance, if the syllabus is reviewed, what good will it do for the Minister for Labour and Industry to say what will be in the syllabus if the Minister for Education can say, "We do not care what you put in it. We cannot teach them that", or, "That is not the way we want to teach them"? I do not think there was anything really wrong with the system in the many years it was under the control of the Minister for Education. I have suggested improvements at various times, but there is room for improvement irrespective of what Minister or what Government is in office. In my opinion, the Government's action in taking the Apprenticeship Office away from other fields of education is completely wrong because dual control is not in the best interests of the training of apprentices.

What are we doing in our apprenticeship system? We are endeavouring to turn out craftsmen.

Mr. Dewar: Turn out what?

Mr. HOUSTON: Craftsmen, or tradesmen—call them what you like. I prefer the first term because it signifies a particular degree of skill. A man can be a tradesman and do his work without a great deal of theoretical training. A craftsman can design a job and cost it up to a certain point, and he requires college training in addition to the ability to use his hands.

The Minister indicated that there is a possibility of the Government's reducing the years of apprenticeship. If it means a reduction in the number of years that it takes an apprentice to reach the adult wage, I agree with that. The time has passed when a lad should have to spend five years before receiving the full adult wage. In my opinion, he should receive it by the time he reaches the age of 21 years. However, as I have said previously, we must be very careful about reducing the period of study. We must not reach the stage of having a partly trained apprentice and then telling him in adulthood, "If you want to go further, go to the college and do a post-apprenticeship course." I do not think that is in the best interests of the training of apprentices.

I know that the Minister is comparatively new to his portfolio, and I suggest to him that he should not fall for either the Minister for Education's idea that, by reducing the number of years at college, fewer

teachers and equipment are required, or the employers' idea of "Let us have a short apprenticeship so that we can employ more apprentices." Both of these methods might overcome an immediate problem, but we might ultimately run into many difficulties in the years ahead. As I said, I am disappointed that this transfer has been made.

When we look at the departments and sub-departments under the Minister's control, I am sure we all agree that the once-great portfolio of Labour and Industry has been reduced to the status of what one might call a portfolio of bits and pieces. Not one section of it comprises the main portfolio of years gone by. If we look at the number of departments that were covered by the then Minister for Labour and Industry, Hon. K. J. Morris, the deterioration in the portfolio is obvious. If we look at the difference between the two we find that the part that remains, Labour and Industry, previously covered the Secondary Industries Division. That was one of the main reasons for its existence but that has now been taken out of the original portfolio. The Traffic Engineer has been taken out; the Police Department has been in and out a dozen times and is now back in again. Added to the portfolio is the Department of the Commissioner of Prices with its few employees. Fire brigades are in but there is no administrative work connected with them; outside boards do the administrative work. The same remarks apply to friendly societies. This portfolio has also been given State Children and the Police Superannuation Fund. Overall, however, the amount of administrative work is much less than it was a few years ago. As my Leader said, either the Minister is not competent or other departments are regarded as much more important.

Mr. Davies interjected.

Mr. HOUSTON: That is true, of course. We have too many Ministers and, as a result, some of them have to go "light on." It is strange that this Minister has been given some of the departments that other Ministers apparently were not happy to handle. I will say that for him. For instance, as I said, the Police Department has been transferred from one administration to another so often that the Commissioner would hardly know who his boss is. The same remarks apply to the Commissioner for Prices. His staff has been reduced to such an extent that I am sure he wonders whether he has anything to administer. We know, too, that the State Children Department, certainly in regard to Westbrook, caused a great deal of trouble to the Minister for Health, who previously administered it.

Another strange aspect of these estimates relates to the Insurance Commissioner. This gentleman is virtually under the control of the Treasurer yet his salary is paid by the Department of Labour and Industry. As well as being Insurance Commissioner he is also State Actuary, but I cannot see why

his salary of £4,539 for this year should come out of this allocation when, in fact, his main work and his staff are under the control of the Treasury Department.

It is very interesting to look at some of the departments covered by this portfolio. First of all, it is indicated that a new welfare officer will be appointed. I hope that this man, whoever he may be, is one who has been trained as a tradesman in one of the various trades. I do not want to start sorting out the best trade in which he should be trained—if he has worked as a journeyman he will have the required background—but he should also have a certain amount of experience in handling young people.

A person who has been trained and who has practised as a trade teacher would be eminently suitable for this job. I know the Minister might reply that the wage structure or the classification of a trade teacher is higher than that of a welfare officer, but if that is so, let us increase the salary of welfare officers so that we can get the best men available. After all, these welfare officers could be the architects of our youth; they could be the men who make good or bad apprentices. The time at which a welfare officer is most important is when an apprentice is falling by the wayside in one way or another. We then require the welfare officer to come in and give him some advice. I believe the person appointed should be trained for the job and have the necessary qualifications and background to fit him for it. I urge on the Minister that when making the appointment he consider these qualifications, and raise the salary accordingly. When we consider that there are to be six welfare officers for all apprentices throughout the State, we realise how impossible it has been for the present welfare officers to do the job they should be doing. With all the talk of the spending and the development that is going on, it has not been reflected in the apprenticeship office. I urge on the Government that more men be put into this field who are capable of doing that class of work.

The Minister said that it was proposed to appoint teachers at Westbrook to help train the young lads there. Do not let us do there what the Government has done at the gaol. If skilled teachers are to be used to train these lads, do not pay them merely warders' wages. I commend the person responsible for the recommendation to have trade teachers at Westbrook, but let us be sure that anyone who is appointed is fully qualified and fully trained, and is paid the proper wage. The Government cannot expect first-class results if it is not prepared to pay such a teacher the proper wage, whether he be teaching apprentices or not.

Mr. Walsh: What would be the difference between the two salaries?

Mr. HOUSTON: I could not say offhand, but it would be an appreciable difference. I should say that at a fairly accurate guess it would be at least £500 a year.

Dr. Noble: It would be about £500.

Mr. HOUSTON: After all, irrespective of whom he is teaching, a man is entitled to the reward of his labours. If a man needs certain qualifications to teach an apprentice—a young person—he would need the same qualifications to teach a youth in Westbrook. In fact, I think it would be a much harder job to teach lads in Westbrook than lads at a college. Certainly one is not apprenticed and the other is, but there are certain occupations where the training by a qualified teacher would be of great advantage to those young people.

Mr. Dewar: He would be a tradesman-carpenter.

Mr. HOUSTON: That is the point. The Minister is talking about using a tradesman-carpenter as a chief instructor. If a tradesman-carpenter is employed as a manual-training teacher at a school he is paid a teacher's salary. If he is employed as a teacher of apprentices in a technical college he is paid a few pounds more—not very much more—than a manual-training teacher. If the Minister is going to employ a tradesman-carpenter in the gaol or at Westbrook, and pay him only as a carpenter, he is being completely wrong and illogical. However, I think the Minister has the message, and results will tell.

The Minister referred to the payment for widows with State children. I asked the Minister a question in the House more than a week ago, to which he replied today. I am not going to suggest that he deliberately held up his answer so that he could give it today, but it does seem strange that his estimate of a week turned out to be well over a week. The facts are very clear. The Commonwealth Government saw fit to increase the Commonwealth assistance to a widow with one child from £5 10s. to £9 10s. a week.

Our very generous State Government authorities said, "If the Commonwealth gives you so much, you are not going to keep it if we can save a quid." So they took the money away.

Dr. Noble: It should be the sole responsibility of the Commonwealth Government.

Mr. HOUSTON: It does not matter whose responsibility it is; the State Government has taken it away.

Dr. Noble: It should be the sole responsibility of the Commonwealth Government.

Mr. HOUSTON: The Minister for Health knows that we are not now discussing his Estimates. When his Estimates come on, we will talk about them.

The Minister for Labour and Industry said that the idea behind the move was to ensure that widows with children did not get more than the basic wage. He also said that it was all right in the case of widows with up to three children, but after three he thought they should reduce it a bit. Let us look at the facts: a widow without children receives £7 15s., and for each child £1 5s., or £3 15s. for three, making £11 10s. a week for a widow with three children. The basic wage is £14 6s. a week, so there is still £2 16s. missing. How can the Minister say, on the one hand, "We will build it up to the basic wage", and on the other hand say, "We are paying it only for three children except in special circumstances." Surely conditions are difficult enough for these women who are trying to raise their kiddies without a father. On the one hand, they think, "Thank goodness! There must be a Federal election coming off, because Menzies has seen fit to give us another couple of pounds a week", but, on the other hand, this generous Government takes it away from them. I venture to say that had I not raised this matter in the House the Minister would not have made any statement about it. The Government stands condemned for treating widows in this manner.

Dr. Noble interjected.

Mr. HOUSTON: The Government introduced it, and the Minister has to stand by it. After all, he answered the question; I did not.

Mr. Dewar: It was in the Press three weeks ago.

Mr. HOUSTON: According to the Estimates there were previously eight female child welfare officers whereas this year there are only five. I am interested because I want to know why the number was reduced from eight to five. Naturally one would think that when the Minister in charge of the department is a child lover he would want to see the strength in the child welfare section maintained. I should be inclined to think, as a matter of fact, that he would want to increase it, particularly as he has said that he wants to increase the number of adoptions, and so on. After all, when kiddies are adopted I think it is far better for a woman to visit the new mother than a man. The Minister may have a logical explanation for the reduction.

Coming to the Police Department, I want to know why the Government has tried to confuse the issue.

Dr. Noble: I have just made inquiries of the Director of State Children, and I have been informed that there is a mistake in the Estimates. There are eight female child welfare officers, not five.

Mr. HOUSTON: I am very pleased to hear that. I am pleased that the Minister has cleared up that point.

In the Police Department Estimates for 1962-63, there are shown 28 inspectors, 34 sub-inspectors, 95 senior-sergeants, 586 sergeants, and 1,948 constables. This year, exactly the same numbers are shown except that there are six additional constables. The average person looking at the figures would say, "That is not too bad; they are fairly well up to strength." We are told that if we work out the percentage we will find that 25 or 26 per cent. of the personnel of the Police Force are sergeants or above; in other words, we have one-quarter of the force officers and three-quarters working personnel. But in the report of the Commissioner of Police we find a different picture altogether. This is the part I object to. Surely the Estimates that come before us should in some way line up with the facts. The facts are that there are not in the Police Force the numbers of inspectors, sergeants and constables indicated in the Estimates. Certainly there are 28 inspectors, but there are only 31 sub-inspectors instead of 34 as shown in the Estimates; there are only 78 senior sergeants as against 95 shown in the Estimates; and there are only 550 sergeants as against 586.

Mr. Walsh: You can expect a few more appointments this financial year.

Mr. HOUSTON: Never mind the new appointments. This goes on from year to year.

Mr. Walsh: That is what I call the swindle sheet.

Mr. HOUSTON: It is a swindle sheet, all right. Again, the constables are a few hundred down. All told, the Queensland Police Force is well down on the numbers in the Estimates—the numbers for which this Parliament passes payment and the numbers the Minister tells us will be employed. Let the Government get on with it. There is plenty of room for many more appointments to enable the force to carry out the job it should do. I suggest to the Government that it bring up the officer staff to the number indicated in the Estimates. That will permit the appointment of another four sub-inspectors, another 17 senior sergeants and another 36 sergeants. That will mean promotion for many men who have been in the Police Force for many years. Quite a few have passed their examinations and are frustrated through lack of advancement. Naturally when they reach that stage there is the possibility that they will deteriorate in efficiency. Let us stop all that. We have the vacancies for them. Let them be appointed. Bring the force up to the full numerical strength and let it do the job it is intended for.

Before I sit down I want to refer to an article published in "The Road Ahead" against the acceptance of compulsory vehicle checks. I think we should make sure that "bombs" sold by second-hand dealers are checked before they go to the public.

Otherwise many of our young people will be taken down by the dealers.

Mr. WINDSOR (Ithaca) (3.39 p.m.): First of all I want to congratulate the young Minister who has taken over this portfolio. The hon. member for Bulimba said he had a portfolio of bits and pieces. I can assure him that, if anyone can put those bits and pieces together and make something out of them, it is Alex Dewar, with his business acumen, his optimism, his go-ahead and know-how. We as a Government have a great responsibility each year in meeting the challenge. For instance, to take just one item, we have each year coming from the schools into industry 28,000 to 30,000 young people who have to be absorbed. Parents like their children to be fitted into callings for which they have some gifts. We do not want square pegs in round holes, and I am sure that the Government is very conscious indeed of its responsibilities along these lines.

Mr. Davies: But it has done nothing.

Mr. WINDSOR: I can give the hon. member instances of our Government's doing a bit more than his Government did.

One of the greatest means of development and absorption of workers is the building trade, yet the Government of hon. members opposite would not sponsor building societies. When this Government took office, it did so.

Mr. Houston: That has nothing to do with these Estimates.

Mr. WINDSOR: Will the hon. member listen to me?

Mr. Houston: Yes, but that has nothing to do with it.

Mr. WINDSOR: The building industry provides employment, and employment comes into a consideration of the Department of Labour and Industry. I did not think that anybody would be so short-sighted as not to see the connection when there are supposedly 50 trades or industries associated with building. I do not think any other industry provides as much employment as the building industry. From the making of bricks to the finished articles such as furniture, although I have never worked it out, there are probably nearer 100 trades that depend on the prosperity of the building industry to absorb labour.

In spite of that, a Labour Government would not guarantee loans. Since we became the Government, £7,000,000 has been allocated for building loans, which represents, in round figures, approximately 2,000 homes and probably 6,000 happier people. It has not cost the Government a penny.

Mr. Houston: What?

Mr. WINDSOR: I ask the hon. member to wait a minute. Before we took office the Government of hon. members opposite was so afraid that it put away £6,500,000 that could have been used for home-building.

That amount would have provided quite a few additional homes, and there would have been none of the unemployment that the Labour Government left behind for us to deal with.

Since this Government has been in office 60 factories have been established in the Meeandah area.

An Opposition Member: What are they making?

Mr. WINDSOR: They are making all kinds of things. They are manufacturing building materials, fibro, plastics, glues, electric fittings, engineering equipment, pipes, and fertilizer, and are absorbing a great many people. There is a greater demand for employees in secondary industry than in primary industry, the figure being, I think, approximately 90 per cent. in favour of the former. Let it not be forgotten that before the war, which after all was not very many years ago, it was thought that this was essentially a primary-producing State. The second world war taught us that Queensland had the skilled engineering establishments for the manufacture of munitions and other articles needed for the war effort. Since the present Government came to power in 1957, 10,000 more homes have been built in Queensland than were built during the previous five years under Labour Governments.

I have advocated on several occasions since I was elected to this Assembly that one of the greatest incentives for industrial development in Queensland would be an increased depreciation allowance by the Federal Government on plant and machinery. Fortunately, this year we have received an allowance of 20 per cent. in addition to the 7½ per cent. that applied previously, and this has enabled industry to replace inefficient machinery with modern, up-to-date plant. The policy is paying dividends already. What is happening in the industry in which I am engaged indicates that orders previously held up by the poor depreciation allowance are now coming forward.

In my opinion, another even greater incentive to industry would be provided by a budget covering a five-year period. If industry knew what would happen for the next five years, I think production would be boosted throughout Australia. No matter what Government is in power, people who are considering buying something new—a motor-car, a washing machine, or plant and machinery—frequently decide to wait till the Budget is brought down. What happens? Industries come to a standstill because people hope that there might be a slight reduction in this or that direction in the Budget. If the Budget covered a five-year period, they would go ahead and buy in May. Almost invariably production slows down considerably for about three months while people wait for something definite from the Budget, and then industry has to catch up with orders later in the year.

Mr. Walsh: Which Budget are you talking about?

Mr. WINDSOR: I am talking about the Federal Budget. Queensland is affected considerably by it, and we wait for it each year. As I said, I believe there would be great advantages in bringing down a Budget once in five years or once in three years.

Pay-roll tax has also been a deterrent to the progress of industry. About 18 months or two years ago provision was made for industries to earn a rebate on pay-roll tax. If an industry could export 1 per cent. of its turnover, it would receive a reduction of 12½ per cent. in pay-roll tax, and if it exported 8 per cent. of its turnover, pay-roll tax would be abolished completely. That is all right for manufacturing engineers, fruit-packers and people such as that who can earn the rebate on export sales, but what about the chain stores, retailers and others, who employ the greatest number of employees? They get no rebate at all. Pay-roll tax is iniquitous and is a hindrance to industry.

Members of the Opposition have had much to say about this Government not employing apprentices, and that sort of thing. I can assure hon. members that my own firm has always trained its full quota of apprentices and has been conscious of its responsibility as an employer of the tradesmen of the future. If everyone did that the shortage of tradesmen, as we know it at present, would be obviated.

Mr. Davies: You say the employers do not pull their weight in that regard?

Mr. WINDSOR: Yes, and industry today, to get the most out of its workers, should share with them, as shareholders in the business, in order to give them an incentive to take an interest in their jobs, their livelihood and their future. If employers generally thought along those lines and invited their employees—who are, do not forget, the wealth producers for the employers—to share in the wealth they produce they could not go wrong. If they were wise enough to see that, then I am sure they would give their employees a share in their businesses. If employees had that incentive created by their firms, then no firm would ever look back. I think they would advance beyond their conception, because all people love to get on. It does not matter who it is, even the humblest worker loves to have a small home and to put his time into it. Capital does not come into it; it is the effort of the man himself and he puts in that effort to get something in return. Within the hearts of every one of us is that desire to get on and to do something for the country or the State we live in.

Mr. Walsh: You are a good tradesman and you have done very well, haven't you?

Mr. WINDSOR: I do not know about that.

Mr. Davies: You say the employers have not been doing the right thing by their employees?

Mr. WINDSOR: I did not say that.

Mr. Davies: Yes, you did.

Mr. WINDSOR: I said that if they would realise how much better it would be for their businesses and their own advancement to consider their employees—

Mr. Sherrington: You believe in profit-sharing?

Mr. WINDSOR: I do. I believe, that when a firm has had a good year it should share with its employees the fruits that follow. Why should they not get some benefit?

Mr. Ewan interjected.

Mr. WINDSOR: Someone suggests that many of the unions would regard it as bribery, but it is not. If done in the proper manner it would go a long way towards getting wonderful co-operation and happiness in industry, which is what we really look for.

Before I conclude I should like to mention one small item that I think is important. In the recent election campaign members of the Labour Party went around saying that I spent more time in my business than I did at Parliament House. When I contested the Fortitude Valley seat I handed over my business to a man who was my first employee—he has been with me for 38 years—my son. I wanted to explain that to the Committee because I do not spend my time at my business, as is suggested. In the last six years I have not missed one day in the Chamber.

Mr. Ewan: No absenteeism with you.

Mr. WINDSOR: No absenteeism with me.

I wish to draw attention to an editorial in a newspaper that does not pat us on the back very often. I refer to an editorial in "Sunday Truth", and although those who publish that newspaper say that they were astounded at our success at the last election they wish us every success in the future. If hon. members opposite would adopt that attitude, I am sure this State would go ahead.

Mr. HANLON (Baroona) (3.56 p.m.): I always listen with interest to what the hon. member for Ithaca has to say. During the election campaign he told us that he was given divine guidance in the decisions he made in his parliamentary career. I always look forward to seeing the type of guidance we can get from him here. The Lord must have been in sporting mood when he guided the hon. member into supporting off-course betting and Sunday drinking.

The hon. member has mentioned matters of industrial development. I am not quite sure whether the Minister intended us to

deal with industrial development. Although he was in charge of the Government's activities in that sphere for some time until the end of the financial year, they are now the responsibility of the Deputy Premier. As the hon. member for Ithaca raised that matter I wish to draw the Minister's attention to, and ask for some comment from him about, what is contained on page 104 of the Auditor-General's report. On that page there is a list of guarantees in force at 30 June, 1963, to various industries in this State. Included in the total of 25 guarantees in force at 30 June is one to Thiess Peabody Coal Pty. Ltd. for a loan of £700,000 from the Bank of New South Wales, of which I think £460,000 has been availed of to date. For many years the Labour Government vigorously assisted industry in this State in many ways, including this method of guaranteeing loans from various financial institutions. But it does seem passing strange to me that after we have been told by this Government that it is necessary to have all this overseas capital coming into Queensland to develop our own resources, because we have not sufficient capital resources in Australia to carry out projects such as Moura, firstly it is necessary for the State Government to guarantee Thiess Peabody Coal Pty. Ltd., and then it is necessary for that organisation to raise £700,000 by way of loan from the Bank of New South Wales—money that I should say, and as the Leader of the Opposition pointed out recently, could be availed of by Australian concerns and institutions that are waiting to do developmental work. I am not objecting to the guaranteeing but I think some explanation should be given by the Minister. We support the guaranteeing of industry in the interests of developing the State. The hon. member for Bulimba drew my attention to the fact that there are 25 guarantees in existence at the moment, seven of which are in respect of advances made prior to 1957. Six of the 25 are new ones this year. That indicates that the Government is merely following on the policy of guaranteeing people in an endeavour to assist them to provide employment and development in this State, as the Labour Government did for many years. Frankly, a guarantee of £700,000 to Thiess Peabody Coal Pty. Ltd. of a total of £1,500,000 seems to be somewhat anomalous in view of the story told by the Minister for Mines and Main Roads when the legislation was introduced.

Mr. Walsh: You can hardly justify guaranteeing a body with international character.

Mr. HANLON: That is exactly it. We know that the Thiess firm is doing a lot of the work associated with it, but the Peabody group associated with the Japanese Mitsui people, have the real interest. These big international corporations come here to make a quid for themselves, not to do anything for the State. I think the Government should give some explanation of why it is necessary

to guarantee £700,000 to this firm rather than to Australian firms that could be doing other work, when these international firms have resources that they could bring in. As the Leader of the Opposition pointed out, these international companies get money at comparatively cheap rates from the Bank of New South Wales, and other financial institutions. Weston's Biscuits did the same, and General Motors got cheap money from the Bank of Adelaide and are taking out tremendous returns with a very small actual initial investment in this country. We know that these people have the know-how on technical procedures and the type of machinery needed, but I do not think there is any logic in the Government's guaranteeing them, or their getting financial aid from the Bank of New South Wales.

Mr. Dewar: I will not be replying on this subject, because you are out of order.

Mr. HANLON: I mentioned it only because the hon. member for Ithaca introduced the subject of industry. But for that I would not have discussed it.

Mr. Dewar: The Secondary Industries Division is not in my portfolio.

Mr. HANLON: Perhaps we may get the opportunity to discuss it on another occasion.

I now wish to refer to the Commissioner of Prices. I endorse the remarks of the Leader of the Opposition about the way in which this section of the Minister's portfolio has been successfully mutilated by this Government over the years since 1957. For 1962-63 eight people were employed there, but for the coming year that number is reduced to six. Some years ago I suggested—not that it was an original suggestion, because it has been advanced on many occasions—that it was logical for the Prices Office to be co-ordinated with the Industrial Conciliation and Arbitration Commission, which is included in the Minister's Estimates for the coming year. We could then have a Prices and Industrial Commission which could be charged with the fixing of wages and, when necessary, the fixing of prices. I believe that should be done. It is idle for the Minister to suggest that there is no good reason for expanding the Prices Office to bring it into line with what it was under the Labour Government. I admit quite freely that during our period of office there were times when the machinery of the Prices Office was perhaps cumbersome and over-irritable to industry, but I do not think that is any excuse for virtually abolishing it.

Quite recently, there was a report from the Tariff Board in "The Courier-Mail" of 26 September concerning an application by several distributors of spark plugs. The Tariff Board advised that the mark-up on spark plugs by retailers ranged from 35 per cent. to 90 per cent., in addition to the mark-up of 35 to 55 per cent. by the distributors. I believe that applies to more than spark plugs; it is common to a great

range of commodities. That indicates that there is a job to be done by officers of the Prices Branch on a variety of commodities—apart from foodstuffs—which will be referred to by other speakers on this side of the Chamber. The hon. member for Salisbury already has a notice of motion for private members' day on that subject. I think the Commissioner of Prices, particularly a gentleman with the qualifications and capacity of Mr. Fullagar, could be better used, as the Leader of the Opposition pointed out, to investigate so many of these matters. True, the Minister will say, "Many of these goods are produced in the southern States and we have very little control over their sale prices here. If we tried to do anything, we should not get very far." But that should not stop the officers of the Prices Branch investigating aspects of the retailing, distribution and prices of commodities in this State and at least telling the public the story and letting them judge for themselves. I think there would be some form of public pressure put on the firms handling those commodities if the public were told the facts by the prices officers in association with the Australian Consumers' Association, which recently commenced operations here and which is doing such good work. You will recall that it was the promise of the Labour Party, through our Leader, Mr. Duggan, that we would subsidise a body of that nature in operation in this State if we were returned to office. I think that was at the 1960 election. It is something the Government could well consider.

In the Address-in-Reply debate I spoke briefly of the need to increase State relief payments and payments by way of State aid from the State Children Department. I want to pay tribute, as the Minister did, to Mr. McCarthy of the State Relief Office and his officers, who are always helpful to hon. members in their inquiries and to anyone else. They do the best they possibly can with the resources at their command. The same applies to the State Children Department. I have never heard anything but praise from people who have gone along to that department for assistance. The employees there, from the Director down, are very sympathetic and they assist to the best of their ability. I know of special cases where they even helped people privately because they felt they were in needy circumstances.

I believe the payments have become somewhat outdated. I pointed out in the Address-in-Reply debate that the last increase in State relief payments was on 8 February, 1952. That is going back to when the basic wage was less than half what it is today. Relief still is £1 3s. 6d. for one person, £2 7s. for a man and his wife, and 10s. 0d. a week for each additional dependant. True, those amounts are a help to people in an emergency. The Minister will say, "After all, they are only emergency cases. We do not want to accept," as the Minister for

Health interjected, "responsibilities that we say are the Commonwealth's and rightly theirs." At the same time, take the case of a woman whose husband has gone to gaol. The Commonwealth Social Services Department adopts the mediaeval attitude that that woman should not be given any assistance for six months after the husband goes to gaol, apparently believing that the family should share his punishment. To me that is a completely inhuman attitude, but it is the attitude of the Commonwealth Social Services Department. It will pay nothing to a woman with a family whose husband goes to prison until he has been there for six months. In many cases he is serving a sentence of only six months so the family do not get anything until he is coming out. The relief payment for a woman with three children to maintain while her husband is in gaol is to the order of £3 7s. a week. If she is recognised for State aid through the State Children Department, she gets a little more but not much because, for what she gets from the State Children Department, she loses something from the State Relief Office.

I sympathise with the Government when it asks why it should pay what the Commonwealth should be paying. I acknowledge that it is wrong that the State should have to pay many of these things, but these people are still in need and I think that the responsibility is on the State to ensure that they are looked after. If the Commonwealth Government refuses to pay them, I think that the State, instead of paying £3 7s. a week when they are getting nothing at all, should pay the equivalent of what would be paid as a deserted wife's pension or social services benefit if a person were recognised as qualifying for it by the Commonwealth Department of Social Services.

State aid through the State Children Department has been £1 5s. for each child since 7 November, 1954. That is greatly appreciated by widows and deserted wives with children to care for, and most of them could not get along without it, but that has not been increased since the date mentioned. In the meantime there have been substantial increases in the basic wage and in the wages and salaries of many people in the community. I appeal to the Minister to give consideration to at least those who might be considered to be in the most desperate circumstances and whose incomes are limited to the very meagre amount that they receive, such as women whose husbands are in prison and have nothing but State relief to exist on.

I think that the time is long overdue for a review of the State basic wage. I know that that is largely the responsibility of the Industrial Commission in Queensland. They have the opportunity when they see fit, or when an application is made, to review the basic wage, and I think the time is long overdue for the Commission to take the initiative and institute some inquiry into what is actually required to maintain a man, his wife, and three children in today's conditions. This

is recognised as the family unit in basic wage assessments right back to the original awarding of a basic wage, and today such a family is obviously worse off than it was in 1950.

There has been no increase in child endowment since 20 June, 1950, when 5s. was given for the first child. There has been no increase in endowment for subsequent children since 9 November, 1948, when it was fixed at 10s. That means that on 20 June, 1950, a man, his wife, and three children received child endowment of £1 5s. a week when the State basic wage was £6 13s. 0d. In other words, the family was endowed to the extent of 18·8 per cent. of the basic wage. Today the same £1 5s. a week is paid for the maintenance of the children, and the basic wage, which reflects only the increases in the cost of living in that time, is £14 6s. Whereas previously the family unit received in child endowment 18·8 per cent. of the basic wage in 1950, the amount now received is only 8·7 per cent. of the basic wage. If the man to whom I am referring were to receive child endowment sufficient to bring his total return from the basic wage and endowment up to the level in purchasing power of 1950, he would be receiving £2 14s. in child endowment, or an increase of considerably more than 100 per cent.

I do not want to bring the Federal election into the debate, but it is known that certain promises have been made by the Australian Labour Party. If the Menzies Government intends to do nothing about it, as it has done in the last decade, that is its business, but it is also the people's business to do something about it at the Federal election. In the meantime, I point out that there is some responsibility on this Government and the Industrial Commission to recognise that the ordinary working man on a lower wage, particularly the basic wage or near it, is at a great disadvantage today compared with his position in 1950. He is obviously at least 30s. a week worse off. Somebody has to suffer, and in nine cases out of 10 it is the family itself—the children or the parents, or both. I suggest that the Government, on its own initiative, should appoint a committee comprising representatives of trade unions, employers, and the Industrial Commission to inquire into what should constitute a basic wage sufficient to maintain a man, his wife, and three children adequately, bearing in mind that most people in the community today are paying at least £5 or £6 a week, in some cases more, in rent. Even Housing Commission houses now being erected are let at a rental of £5 a week or more. When that is deducted from the basic wage of £14 6s., it does not leave very much for a man, his wife and three children.

Mr. Dewar: But you will agree that most people in the State are not on the basic wage.

Mr. HANLON: That is true, but many of them are on very close to the basic wage, and they have to be considered. It must not be forgotten that many families are getting more than the basic wage because the wife

is going out to work and supplementing her husband's income. However, this in turn is creating problems that are referred to in the report on delinquency and child welfare that was tabled by the Minister recently. These matters are linked inextricably; consequently, there is an obligation on the Government to do something about fixing an adequate basic wage.

The Minister stressed that the number of pensioners' rail passes issued had increased from 18,540 in the last year in office of a Labour Government to 29,503, but he admitted, of course, that that was merely a development of a privilege that was given by former Labour Governments. It is only natural that the number of people availing themselves of the privilege should increase, because I think there has been a corresponding increase in the number of people of pensionable age who are receiving pensions. When people begin to realise what privileges are available to them and to take advantage of them, they then tell other people about them. When a scheme such as this begins, many people do not realise that they are entitled to take advantage of it unless they are told by their local members of Parliament. As more and more people avail themselves of the privilege, one pensioner tells another that free rail passes are available and the number grows still further. It is pleasing to the Labour Party, as I am sure it is to every one else, to see that a privilege introduced by an A.L.P. Government some time ago is being used increasingly by pensioners in Queensland.

I also wish to place on record my appreciation of the service given by those who man the police stations in my electorate. From time to time complaints are made against police officers, and I think it is important that complaints should be voiced. But, as the Minister pointed out, we get wonderful service from the Police Force generally in Queensland, and we certainly do in the area that I represent. The policemen at the various stations are very helpful at all times and go out of their way to protect the public interest in every respect. At the Kelvin Grove police station, which is in my area, a year or so ago there was a marked display of heroism by the sergeant in charge of the station, Sergeant Walker, when, unfortunately, a young constable who was going about his duties was shot down and killed. Sergeant Walker carried out in the highest degree what is expected of a policeman in the performance of his duties on behalf of the public. It brings to mind sharply that something of that sort is always likely to happen to a policeman. I agree with the Minister's statement that there are bad apples in every basket. If there are, any question that arises should be thrashed out and the person concerned dealt with in an appropriate manner. If that is done, the public will be well satisfied. On the other hand, we must not overlook the good work that is done by these

men on behalf of the public, and I particularly express my appreciation of the services rendered by the police in the Baroona electorate.

Mr. RAMSDEN (Merthyr) (4.20 p.m.): I do not want to take up the time of the committee unduly. I do not intend to take the full time allotted to me under the Standing Orders, but I do want to make one or two comments in relation to the Minister's portfolio.

It has been said—I trust in a witty manner—that the honourable the Minister is Minister for “Bits and Pieces”. That probably is quite true, but to me no Minister is more able to handle the bits and pieces than the Hon. Alex. Dewar. I am quite happy to continue to associate with him in the functioning of the various committees that he controls. I suppose there are so many bits and pieces in the Minister's portfolio that one could talk for half an hour on any one of them without being stumped for words.

This afternoon I want to make mention, very briefly, of the annual report of the Commissioner of Police, and I have decided it might follow quite well on what the hon. member for Baroona said just before he resumed his seat. In the first place, I should like to say that I am very fortunate in the electorate of Merthyr in the three police stations I have and the personnel at them. I do not suppose one could find a more loyal band of men in any electorate in the State. However, they are sorely handicapped by the lack of suitable transport.

When we first became the Government, after many years of neglect by the previous Labour Government, even though it was in the electorate of the previous Minister for Health and Home Affairs, the New Farm police had no transport whatever. I think in our first year of office I was successful in obtaining for them a motor-bike and sidecar. In 1957, that was almost the ultimate; it certainly was for New Farm. Since then the motor-bike and sidecar have done sterling service, and I want to make a plea this afternoon on behalf of the Teneriffe and Newstead police stations, that some form of vehicle be made available to them. On occasions on which I have had to call on the personnel of these two stations the officers-in-charge have had to make their own private vehicles available in order to get a job done in a hurry. I do not think that is right. Whilst Teneriffe might be a small police district and considered a dying area, it is drawn on to a large extent to police the wharves along the New Farm waterfront, and it is an impossible task to give adequate coverage and police protection to wharves without some form of vehicle.

As to the Breakfast Creek police station, I wish first of all to compliment the Minister for changing the name from Breakfast Creek to Newstead. Newstead police station is similarly situated, with a peculiar set of circumstances that need some special

attention. It is on Breakfast Creek Road at the foot of the hill upon which stands Cloudland ballroom, and every night of the week there is some function at the ballroom necessitating the attendance of police. It is a very steep walk and it is an almost impossible task for the police when people have to be taken away because of misbehaviour. I ask the Minister to give very serious consideration to providing transport for both Teneriffe and Newstead police stations.

I notice in the Commissioner's report that the number of criminal offences for 1962-63 was 34,234, of which 41.22 per cent. were cleared up. When we add to those cases the work done in a preventive manner by the Juvenile Aid Bureau, plus the enforcement of gaming laws, the licensing laws, and in connection with traffic enforcement, we get some appreciation of the task that faces the Police Force of a State as vast as Queensland. However, more and more the course of training of police in this State is being patterned on the public relations side. On a number of occasions I have been privileged to be present at swearing-in ceremonies when I have heard not only the Minister, but the Commissioner himself, advising the newly-sworn-in members of the force, and reminding the older constables and officers there, that they should carry out their duties in such a way as to foster a spirit of trust and good will between the police and the general public. I cannot commend that attitude strongly enough; it is very commendable.

What I am about to deal with now touches on what the hon. member for Baroona said in his closing remarks. I want to touch on statements by the Commissioner at the beginning of his report. Under the heading of "General Review—Duties" the Commissioner said—

"During the period under review members of the Police Force generally have carried out their duties in a capable manner and satisfactorily handled all matters requiring Police attention. As might be expected where a large body of men are employed, there were some instances where action had to be taken against members in relation to breaches of discipline, &c.; however, on the whole, a high standard of efficiency, discipline and good conduct has prevailed."

I should like to make further comment on that matter as I go along. In 1962-63 the approved strength of sworn-in personnel was brought to 2,695, but the actual strength at the end of the year was 2,679.

Let me now turn to page 5 of the Commissioner's report where, under the heading of "Discipline", he says—

"Of the two members charged with one or more charges of misconduct, and one other member served with a Show Cause Notice, referred to in the previous Annual

Report, one member charged with misconduct was fined, and the other disrated and fined, whilst the member served with a Show Cause Notice was dismissed.

"During the year, 13 members were found guilty of one or more charges of misconduct and/or neglect of duty. These charges resulted in 11 members being fined, one fined and reprimanded, and one fined and ordered to pay restitution for damage to a Departmental vehicle. Three other members were charged with misconduct but resigned from the Force prior to the charges being finalised. Another member was charged with misconduct but this charge was withdrawn. Also, three members were served with Show Cause Notices, and as a result, two of these members were dismissed and one was reprimanded.

"In addition, two members were charged with one or more charges of misconduct, and another member was charged with being unfit to continue to be a member of the Police Force, and these matters had not been determined as at 30th June, 1963."

I want to make very brief comments on the report generally, and on those parts of the report that I have read. First, I wish to speak about the eight tables that appear at the end of the report. Table 1 shows the number of cases brought before metropolitan and country Courts of Petty Sessions and Children's Courts for various offences for the year ended 30 June, 1963, and totals for the previous four years. Table 2 is a return showing punishments inflicted in respect of summary convictions in the several Courts of Petty Sessions for the various classes of offences during the year ended 30 June, 1963. Table 3 is a return showing the number and nature of indictments, and the results of trials thereof, in the Supreme, Circuit, and District Courts of Queensland, for the year ended 30 June, 1963. Table 4 sets out the causes of road accidents and casualties which occurred in this State during the year ended 30 June, 1963. Table 5 shows the types of road accidents which occurred in the State during the year ended 30 June, 1963. Table 6 shows the classification of casualties in road accidents which occurred in the State during the year ended 30 June, 1963. Table 7—

Mr. LLOYD: Mr. Baxter, I rise to a point of order. I draw your attention to the state of the Committee, and to the fact that there are only five members on the Government benches.

(Quorum formed.)

Mr. RAMSDEN: When I was interrupted by the Deputy Leader of the Opposition, who called for a quorum, I was saying that Table 7 shows the age and sex of persons killed or injured in road accidents in the State during the year ended 30 June, 1963.

The final table, Table 8, shows road accidents which occurred in the State in the last 10 years.

I want to make two very brief comments on this report. The first one concerns these tables. Although this is a report on the Police Department there is no table relating to statistics within the Police Force itself. Next year, I should like to see included in the report a table showing the number of policemen charged during the year, with their rank, offence, and penalty, if any. For example, statistics are kept in Table 1 showing the actual offences with which civilians have been charged. I think the paragraph headed "Discipline" would be far more valuable to this Chamber if it was illustrated with a statistical table showing exactly what is meant by misconduct, neglect of duty, and so on.

My second observation is to the effect that I could not agree more with the Commissioner when he says, "on the whole, a high standard of efficiency, discipline and good conduct has prevailed". I agree with him that, in such a large body of employees as the Police Force, there must of necessity be some instances when action has to be taken against members for offences, not only against the department and against discipline, but against the public. I make it quite clear that I number many policemen of all ranks among my friends, and I am tremendously jealous of their good name and reputation. For that reason I have never hesitated, when I have received a complaint, to refer it to the Minister, and to ask him for a complete investigation of the complaint. Where a complaint has been proved I have never hesitated to press for adequate punishment. So jealous am I of the high standard of my policemen friends that I feel the old adage of justice ought to be remembered in order to protect their honour and integrity, namely, "Not only should justice be done, but justice should appear to be done." I urge the Government, for the full and proper protection of the force, and every member of it, to set up an independent tribunal consisting of a barrister-at-law as chairman, the Public Service Commissioner, and a union official, to hear and determine any charge that may be laid against a member of the force by any member of the public. To have a policeman charged by a civilian and then have his accusation investigated by police officers, whether those officers be inspectors or sub-inspectors, may be quite just—they may be quite fair—but the principle that must be adhered to is that not only must justice be done but also it must appear to be done. An independent tribunal may well come to exactly the same decision as an investigating officer but a decision brought down by an independent tribunal, which can hear evidence from the accuser in the presence of the accused, and vice versa, will be far more happily accepted by the public generally, for in such a case not only will justice be done but also it will

appear to be done. I cannot recommend this course too strongly to the Government, through the Minister, and I trust that, when next year's annual report of the Commissioner of Police is tabled in the House, these two reforms that I have advocated will have been effected.

Mr. BENNETT (South Brisbane) (4.37 p.m.): I propose to concentrate my attention on the Police Department and the Police Force of Queensland. I was very interested in the contribution of the hon. member for Merthyr. I thought it was significant and in keeping with my impressions on the Government's attitude to the Queensland Police Force because, until my Deputy Leader drew attention to the state of the Committee, there were only two Government members listening to the hon. member for Merthyr, apart from the Minister himself. That typifies the attitude of the Government to the people of Queensland.

I certainly agree that in any community a Police Force is an absolute essential. A good Police Force plays an important part in the preservation of democracy and in the administration of democratic machinery. I believe we have a large body of men in the Queensland Police Force in whom we can have only the greatest of pride; but I further believe that those men, in the carrying out of their tasks, are being frustrated, disconcerted and disillusioned, first of all, through the lack of attention by the Government and the Cabinet, and secondly, by the example that is set for them by the top echelon of the Police Force, and, furthermore, they are at a decided disadvantage because of the differential treatment that is meted out from time to time to what might be termed the other ranks.

Reference has been made to the varied punishments meted out to members of the Police Force. I can produce a list showing a wide differentiation in the charges made for the same types of misconduct in the Police Force. There is certainly a wide variety of penalties. I can support my statement with actual cold, concrete evidence of penalties that have been imposed—I could name the individuals concerned but, of course, I do not propose to—the dates on which these men were charged and dealt with, the offences of which they were convicted, and the punishments that they received. They range from a mild reprimand to dismissal from the Police Force for the same type of offence. Nobody can tell me that it engenders confidence in the Police Force administration, when men are treated differently according to which particular faction they are believed to belong to in the Police Force. The Police Force itself is seething with discontent. There are what might be termed camps in the Police Department, and police officers are in one camp or the other depending on the treatment that they are receiving from the Commissioner and some of his top colleagues. Unless they are

prepared to bow to the dictates of those top administrative officers, they have no chance of getting anywhere in the Force and, what is more drastic and alarming, they run the risk of getting into a heap of difficulties.

I suppose—I do not even suppose, as I know it to be correct—it is fair to say that during the last three or four years there has been more trouble in the Police Force than there has been under any other Government or during the regime of any other Commissioner. There have been more policemen in trouble, and more fighting and discontent than at any other time in the history of Queensland.

I am not one who is prepared to say that the calibre of the ordinary man in the Queensland Police Force is any worse than it has been over a century of Queensland development. After giving it much thought, I say quite categorically and confidently that the reason for the trouble at present is that the Police Force is not getting correct leadership. The younger men cannot work with respect for the uniform that they are proud to wear but in which they are receiving this variegated treatment.

I think the Minister will agree that there has been, and still is, much trouble in the Police Force. Although I make constant references to it, it is obviously not of my doing. I repeat that it is not because the men of today are any worse or better than those that we had in the ranks before. It must be something lacking in the control, guidance, and direction that they receive after being in the Force for some short time. Although endeavours were made to cover up trouble in respect of certain individuals, it is still there. It is here in Brisbane now. There is trouble pending of which the public has not been made aware; there is trouble in North Queensland of which the public has not been made aware; and there is trouble throughout the length and breadth of Queensland in the conduct of the Police Force. There is something wrong somewhere, and someone must take the responsibility for it.

Mr. Windsor: If there is not something wrong, you would make it.

Mr. BENNETT: I am glad the hon. member credits me with capacity to control the Police Force, although I am not the Commissioner. I should like to let him know what I would do if I were the Commissioner.

A new position has been created in recent years. If used in proper manner, I suppose it would be a desirable appointment. I refer to the position of Public Relations Officer. In practice, the position of Public Relations Officer was designed to get the Commissioner out of difficulties and not to improve public respect for the Queensland Police Force. This officer was a runner for the Commissioner; he ran round getting the Commissioner out of his difficulties, particularly in relation to court appearances.

I should like to refer to an authority on police administration, namely, Wilson, for whose writings I have a great deal of regard. He said—

“In performing his tasks of evaluating, planning, and supervising department public relations, the public relations officer will devote his attention to two principal fields of activity.

“The Individual Police Officer. The appearance, attitude, habits, private life, and public contacts of the individual policeman affect the attitude of the public towards him and the department. Consideration must be given to the elimination of resentment—inducing factors and to the substitution of goodwill-producing relationships.”

One very important aspect of that extract is that we are clearly given to understand that a policeman is in a different category from the ordinary citizen. Particularly is the top stratum of the Police Force in a different category, and authorities say that, in order to maintain and win respect for the Police Force, policemen must maintain a high standard at various levels of their life, including their private life. So, in spite of what some people say, the private life of a policeman is important, because other people say, “If a policeman can do certain things in his private life, why should we respect him just because he puts a uniform on?”

I do not wish to dally too long on this subject, but I should say that the Commissioner and his colleagues who frequent the National Hotel, encouraging and condoning the call-girl service that operates there, would be better occupied in preventing such activities rather than tolerating them.

Dealing with the respect that is engendered for a policeman in uniform, I should say that the last thing a Commissioner of Police should do is participate actively in politics. Much to our amazement, we in the Australian Labour Party was inundated with complaints from places in the coastal area of Queensland, and in North Queensland, about the Commissioner's barnstorming campaign in support of the Country-Liberal Government prior to the last election. In addition to Inspector Osborn in the northern area, he had Inspector Bauer of the C.I. Branch working in close collaboration with him to secure the re-election to office of the present Government, and that is why the Government is not prepared to enforce certain regulations and rules as they apply to the top administration of the Police Force. The Commissioner has the Government by the throat simply because they were prepared to contribute to campaign funds, to organise further donations and contributions to the Country Party and Liberal Party's campaign funds, and were prepared to canvass for them during the election. I was not the only one who received complaints about the political conduct of the Commissioner during the last campaign.

Mr. Windsor: Who else besides you received complaints?

Mr. BENNETT: Leaders of the Australian Labour Party received strong protests from many towns in Queensland saying, in effect, that they expected the Commissioner of Police to confine his activities to police duties instead of dabbling in politics. After all, if we examine the recent history of the Police Force and the recent problems of the Commissioner himself, it appears that he would have more than a full-time job looking after those matters; but he is meddling in politics and endeavouring to keep the present Government in office because he knows that under its regime he can do as he pleases. In line with what all the authorities say, I should say that the Commissioner would be well advised to refrain from active participation in politics.

On the other hand, if any of his junior officers—when I say “junior officers” I mean ordinary ranking men—go out to help a person on a friendly basis on an election day, he calls upon them to show cause. Of course, in his usual differential manner, he calls upon to show cause only those whom he knows are working for the Australian Labour Party. He does not call upon them if they are working for the Liberal Party or for the Queensland Labour Party. For instance, the Q.L.P. campaign director at Maryborough, who is a policeman, was not even referred to by the Commissioner, and I do not believe that the Commissioner is such a big fool that he does not know what is being done by members of the Police Force. It is obvious that the Commissioner was aware of the activities of this policeman at Maryborough as a Q.L.P. campaign director, but, as I said, he made no reference to him, nor was he ever called upon to show cause why he should not be dealt with for participating in politics, because he was not working for the Australian Labour Party. If the Commissioner learns that any policeman is working for the Australian Labour Party, that man has to show cause why he should retain his position in the Queensland Police Force. This preferential treatment is causing a strong feeling of discontent throughout the Queensland Police Force and a lack of respect for its governing administrators.

In the time at my disposal, I wish to deal with other aspects of the Queensland Police Force, in particular the jury system. As a practising barrister I should say that it behoves all democratic institutions and instrumentalities to do their level best to preserve our jury system and to maintain the confidence that the public, the accused, and practising lawyers and judges have in that system. I do not think that there ever will be, or that there ever was, a system that could adequately replace it, but the way it is working out under the Queensland Police Force is causing some alarm amongst practising barristers, particularly lawyers who practise criminal law.

In keeping with the Act, the sheriff has to be satisfied that a man is of good faith and character before he enrolls him on the jury panel. Much to our alarm, we discover that presently, whilst the sheriff carries out his duties very strictly and in a bona-fide fashion, he has to rely on the information that he gets from the Commissioner of Police in his selection of the jury panel. He sends the list that he gets from the Electoral Office to the Commissioner of Police who appoints officers to inquire into the history, as it were, of the prospective jury panel. These police officers ask the prospective jurymen very pertinent questions when deciding whether or not they are eligible to serve on a jury. Furthermore, on occasions they discuss. I would suggest, more than pertinent details in pursuing their inquiries. A report is given to the Commissioner of Police, or his delegate, who then determines whether or not any individual should serve on a jury. In effect, they make out a list of those whom they do not want. That list goes back to the sheriff who, of course, immediately removes those names from the list.

The evil creeps in because the Commissioner of Police does not give the sheriff the reasons on which he has decided that certain members are not fit and proper persons to serve on a jury. Perhaps it might be that he considers them not fit and proper persons to serve on a jury because they will not lightly believe the evidence of all police witnesses. With this discovery it might well be that their names are listed as not being fit and proper persons to serve on a jury panel.

I am quite certain that the Minister would not be aware of the that factor but I think it is high time that he insisted on the Commissioner of Police giving full reasons for regarding anyone on the list as being not a fit and proper person to serve on a jury. The Commissioner of Police should not determine who is not fit and proper; the Sheriff himself, having been given all the information from the Police Department, should then decide whether to exercise his own discretion in relation to the facts that have been provided for him by the Police Department and determine whether or not he will allow a particular man to go on the panel.

After all, the way it is working out at the moment, the Commissioner of Police, first of all, can lodge his objection, unknown to the defence counsel or the accused, and have a man wiped off the jury panel and then, through the agency of the Crown Prosecutor, he has a second bite at the cherry by being able to stand-by a prospective jurymen. If a man is a fit and proper person to serve on a jury, I do not see why the Crown should have to stand him by. Defence counsel should be entitled to a challenge because there could be some prejudicial disposition between the accused and the jurymen. Therefore the accused should be entitled to a challenge, but if they are all fit and proper persons on the panel why should the Crown have two goes to stand by any prospective juror?

In any case, the reason why the Commissioner of Police takes people off the jury list should be made known to the defence counsel. I was talking with a juror at the end of a sittings and he told me he gave certain information to the police investigating officer who interviewed him as a prospective juror. No doubt he gave the police very vital information. I had a trial in that sittings and he said to me, "You have that information for your defence. The police give that information to you, don't they?" I said, "No. They never tell us a thing." He was amazed. He took the investigating police officer into his confidence, believing that in all fairness both parties would be told the results of that investigation. When I told him that the defence, or the accused in the dock, is never given any such information, he was amazed, and a certain tarnish crept over his respect for the police.

Certain victimisation and unfair treatment is being meted out to particular people. Constable Whitfield, after many years of honourable service in the Water Police, was transferred from his section to Roma Street. Obviously it was a punitive transfer but no reasons whatever were given to him, and no reasons can be discovered. In conformity with the Police Rules under the Police Act he applied to have the reasons given to him so that he could defend his good name. But the Commissioner, in my considered opinion, in a very dishonest fashion, said, "You are transferred in keeping with your obligation to serve in any part of the State." That was just so much humbug, hypocrisy and dishonesty. If he was transferred for some good and decent reason, why was he not told what it was? If it was because of some alleged misconduct on his part, why was he not told about it so that he could defend his good name? It is significant that he happened to be an active union member in the Water Police section for many years and, as no doubt all decent unionists are sympathisers of the A.L.P., he did not meet with the Commissioner's approval. Therefore he transferred him out of the Water Police section, but he still refused to give him one reason for it other than to say, rather sheepishly, "It is in keeping with your obligation to serve in any part of the State." Had it been Ben McNichol writs would have been issued. Ben would have said, "I will get out on a stump and say what I know about certain people," and he would have been left alone. But this decent unionist had to "cop" what was given to him. He made no threats. He made a decent request that he be told why he was transferred. He made that request in keeping with the Police Rules, but he was denied his rights under the Police Act of being told why he was transferred. For that reason, there goes another discontented police officer. He is typical of many.

I remember a case recently where an interpreter provided by the Police Department claimed to be able to interpret the police witnesses accurately. A man was convicted and sent to gaol on the evidence given by the police witnesses, including the evidence of a woman who swore on oath that the interpreter provided by the Police Department could not speak her language. That person was provided by the Police Department as a competent interpreter whose integrity was supposed to be in no doubt. Mind you, I do not know whether to believe the interpreter or the woman, but officers of the Police Department stood by and allowed that man to be convicted on evidence given by a woman who said that the Police Department had provided her with an interpreter who could not understand her and who did not correctly give to the court answers that she gave. The police sat idly by and let that man go to gaol, yet they wonder why people get hostile on the Police Department.

I wish to refer to the departmental inquiries referred to by the hon. member for Merthyr. Those inquiries are a farce and a waste of time. They are an appeal from Caesar to Caesar. The Commissioner of Police makes the decision and imposes the penalty, yet he never sits in on the inquiry; he does not see the demeanour of the witnesses and does not hear them to determine whether they are honest or otherwise. The papers are sent to him and he makes a decision in the absence of the accused policeman, not having heard the evidence or the arguments of counsel; they are relayed to him in writing. These are Star Chamber tactics; he convicts the unfortunate policeman or otherwise, having appointed one of his own henchmen to preside over the appeal and to relay information to him from time to time from the departmental inquiry. It is a shocking farce. That is the type of inquiry that is dealing with a unanimous decision of the Full Court of Queensland; that is the type of inquiry that is sitting as an appeal court—as a final court of judgment—on the unanimous decision of the Full Court of Queensland, which sat as an open court with three good legal men—some of them top legal men in Queensland—making their decision, not on the evidence of the defendant, whose history and character were somewhat undesirable, but on the evidence of the agent of the Commissioner of Police, a detective who is being protected by the Commissioner. They came to their conclusion on the material evidence given in his own affidavit that he committed a fraud on the court; it was not on the evidence of the defendant.

(Time expired.)

Mr. LLOYD (Kedron) (5.2 p.m.): A remarkable feature of the debates during this session, particularly on Supply, has been the obligation placed on the Opposition to continue the debate. It is remarkable that today

we have had the spectacle of four speakers, including the Minister, from the other side of the Chamber, whilst hon. members on this side—who have quite a lot to say about the departments—will have to carry the debate for the full period at today's sitting. No doubt, on Thursday morning we will have a similar instance of the Government's irresponsible attitude to this debate. I had to call for a quorum while the hon. member for Merthyr was speaking because, other than the Minister, only two Government members were in the Chamber. That showed a remarkable lack of interest on the part of Government members.

During the Budget debate the Treasurer had the temerity to charge us with being ingrates because we said we had to carry the debate. We have some obligation in this matter but it can be truly said that the Government is responsible for carrying this debate through. We, at least, have something to say about these matters. The hon. member for Windsor has been forced to take part in the debate by the remarks of the hon. member for South Brisbane, who has just resumed his seat. But for that the Opposition would have had three speakers in a row on this debate.

The hon. member for South Brisbane has some substance in his arguments. If we trace the unrest that exists in the Police Department of Queensland to its source we must put the responsibility on the ministerial head of the department. The Police Department, more than any other Government department, is responsible solely to the people of Queensland through the ministerial head, and it is the responsibility of the Minister in charge of the Police Department to ensure that he has efficient and capable police administration. Many of the actions that the non-ministerial section of the Police Department has to take are done as a result of ministerial direction.

The hon. member for South Brisbane referred to one matter that has led to a great deal of concern. That was that the Commissioner of Police, in a pre-election tour of the State, went through the Police Force urging its members to vote for the Government.

Mr. Ewan: You don't believe that.

Mr. LLOYD: I should like to have a complete denial of that, and I intend to speak as a reasonable man. The matter was not only brought to my attention through members of the Police Force; it was brought to the attention of the whole of the Australian Labour Party in this State that it was actually occurring. If it did occur, it could only have been by direction of the ministerial head of the department and if it did occur it is a very bad thing for any government instrumentality, particularly the Police Department.

The statement made by the hon. member for South Brisbane was far from irresponsible. It has spread right through the

Australian Labour Party and has come back to the political section from members of the Police Force. If it did occur, it is a bad thing and I do not think it should be allowed to continue.

Mr. Houghton: Do you think it did?

Mr. LLOYD: I am stating it as a reasonable man.

Mr. Tooth: You think it did?

Mr. LLOYD: I have no direct evidence of it.

Mr. Tooth: Thank you.

Mr. LLOYD: But many people within the ranks of the Australian Labour Party have made it a substantial argument. If you hear it once, you think it might have happened. If you hear it a second time from a different section—and a responsible section of the Australian Labour Party—then you think it could have happened. If you hear it three or four times, you think there could be some substance to it.

Mr. Pizzey: Absolute nonsense! There is no evidence of it whatsoever.

Mr. Duggan: May I be permitted to interject that I rang the Commissioner about the allegations and he denied them, but they did come to me from quite some authority?

Mr. LLOYD: In other words, they came from a responsible source within the Australian Labour Party—not one, but two or three. If it did occur, I believe it is a very bad thing for the Police Force. I do not say that I have evidence of it, that I can prove it, but I believe that, if these things are happening, it is the responsibility of the Government to ensure that they do not continue, because they could destroy the Police Force and its destruction would be far too important for us on this side, and for Government members to ignore.

Over the years the Queensland Police Force has proved to be one of the most efficient in the Commonwealth but, as the hon. member for South Brisbane said, in the past six years there has been a great deal of unrest in the force. It dates back to the intrigue that centred on the appointment of Mr. Bischof as Commissioner of Police in the latter part of 1957 or the early part of 1958, when certain sections of the present Cabinet in particular were divided on the appointment and attempts were made to bring in somebody from outside. I do not completely absolve the Premier of Queensland in 1957 from contributing to the present unrest within the force. Mr. Gair interfered unduly with conditions existing within the Police Force at that time and that led to some of the present unrest. But the Government has carried on and refused to accept its responsibility for settling that unrest. Certain incidents within the ranks of the Police Force have been destroying confidence within the force. It is not a matter

for leadership from the permanent head of the department but one for correct and adequate ministerial leadership of the Police Force of the State. Only leadership from the Minister in charge of the Police Force can restore to the Police Force the prestige it enjoyed in the days when, under a Labour Government, we had the most efficient force in the whole of the Commonwealth.

I could take hon members back to the time when the late Ned Hanlon was Minister in charge of police. I believe that all who were members of the Queensland Police Force when the late Mr. Ned Hanlon was ministerial head would agree that at that time we had the most efficient and happiest Police Force in Australia. Mr. Hanlon was prepared to listen to an argument and stand solidly behind the force, which is the most important public service in the State. He was prepared at all times to ensure that the Police Force gave the public the service it desired and required.

Mr. Pizzey: He must have had a good private secretary.

Mr. LLOYD: The Minister tries to suggest that I was the late Mr. Ned Hanlon's private secretary at the time. When I became his private secretary he was Premier of Queensland and the Police Force was outside his ministerial control.

I point out to the Minister that that was the time when the Police Department was one of the happiest public service departments in Queensland, and the force was the most efficient in the Commonwealth. Leadership then came not from the Commissioner or the permanent head of the department but from the Minister in charge of it. The Minister stood loyally behind the men under his control, and I think all Ministers will agree that if the person administering the department is loyal to his men, they will be loyal to him. If loyalty is given, loyalty will be received in return.

If adverse publicity is given by a newspaper to any particular matter, before making any statement, demanding inquiries, or levelling charges against some members of the Public Service, the ministerial head should himself investigate the problem to see if there is any substance in the charge. He should ensure that what has been done has been done wilfully and against the law and not, as is the case on many occasions, quite innocently.

I believe that it is the responsibility of the Government and the Minister in charge of the Police Force to ensure that the force will not be subjected to the schisms that have occurred during the past six years, so that the people of Queensland will get the service that they need and the Police Force will get the respect of the public. This will prevent much of the publicity that has been destroying the name of the Police Force in Queensland for a number of years. I did not

intend to speak on the Police Department, but the remarks of several hon. members made it necessary for me to deal with it.

There are one or two other matters that deserve quite a lot of consideration. In opening the debate, the Minister remarked that he would appreciate some comments on the apprenticeship system in Queensland. I repeat, as I have said before, that to a great extent our apprenticeship system is outmoded. Indeed, the training of apprentices throughout Australia is out of date. We have had over the years a form of apprenticeship designed to meet the requirements of industry at a time when perhaps 80 or 90 per cent. of the working community were unskilled labourers. Our apprenticeship system has not altered since then.

We are discovering in Australia, rather belatedly, that we have a shortage of skilled tradesmen. Is it any wonder that we have such a shortage when boys of 19 can enter the Police Force and receive, after a probationary period of six months, a salary of £1,050 a year; when boys can go for Senior, go to the Teachers' Training College, graduate, and receive £1,050 a year; when a boy can become a truck driver round town at 17 or 18 years of age and, after joining the relevant union, be paid an adult wage under the Transport Workers Award; when a boy can get a position as a labourer and be paid an adult wage? Is it any wonder that there is a shortage of skilled tradesmen when parents who might be interested in allowing a child to be apprenticed to a particular trade and be trained as a skilled labourer find that he will be paid only the meagre wages that are provided for an apprentice tradesman at present? Why should my son of 18 years be receiving £20 a week when the boy next door of the same age, an apprentice carpenter, receives only £8 a week.

Mr. Ewan interjected.

Mr. LLOYD: At the invitation of the Minister, I am making a suggestion in relation to this question. I suggest that the educational system in Queensland, and in Australia, has fallen down on the job completely. It has not kept pace with present trends in industry, and we are not educating our children to meet the requirements of industry. The apprenticeship system dates back to the time when a boy was apprenticed at 14 years of age. With the surplus of youth labour that now exists, employers are demanding that a boy should have a Junior pass before becoming apprenticed. I do not know whether the fact that he has an A-class pass in English or in Maths A or Maths B in the Junior examination makes him better fitted to be a carpenter or an electrician. As I said, our educational standards for apprenticeship are completely outmoded, and the Government now has an opportunity to do something about them. The whole system of education in Queensland has been altered, and now is the time to adopt the policy that has been adopted

in England in the past few years. There they have a comprehensive system of education, and in the first 12 months after he reaches 12 years of age a boy is graded into academic, technical or commercial sections, and a similar course is adopted with girls. After a two-year period, with the permission of the parents, they are trained for secondary education, and the high schools can then be used as employment agencies for apprenticeships.

What happens here is that in September of each year the Railway Department and the Department of Public Works have examinations for those who wish to become apprenticed, and the boys are then culled out. September is a bad time of the year to hold an examination, and at about the time of the Christmas holidays the boys are considering what they ought to do. The examination is held only once a year by these two important departments for their trade apprentices. The system has been in operation for years without alteration. If the syllabus were changed to enable high schools to become employment agencies, instead of sitting for examinations conducted by the Railway Department or the Department of Public Works boys could have their ability gauged by the results that they had obtained during their period of training. Employers could then go to the Department of Education and pick the boys whom they wanted.

Mr. Pizzey: Most of them do that now.

Mr. LLOYD: Yes. In the depression years high schools were a form of employment agency, but the system has changed. We have this examination for trade apprentices at different places. That is not encouraging boys. The payment for service is not large, and I believe that there is very great need for a complete overhaul of the apprenticeship system. At one time, five years might have been the necessary length of an apprenticeship, to train a boy from 14 years of age up to 19 years through his trade, but these days, with employers demanding such a high standard of education and with the possibility of the Government's increasing the school-leaving age to 15 next year, and, within a few years, to 16, there is great need for an altered form of apprenticeship throughout the State.

Under the new system of education, within the next twelve months boys will be leaving primary school at 12 years of age and will have to do three years at secondary school. They will be 15 before they can leave school. What is the Government going to do with the period between the ages of 12 and 15 if it does not provide technical education and the necessary training that is required to establish a boy in a trade?

Mr. Dewar: Many apprentices do that now.

Mr. LLOYD: Yes, but another factor is involved. That may be done in State schools

but there are many private schools and church schools, where, because a boy received, say, 80 per cent in the Scholarship examination—this applied until this year—he was immediately put into sub-junior A. That boy might have a flair for mechanics or some other trade, but because, he has a high academic pass he is told by the church schools and private schools that he must take an academic course whether he wants to or not.

Mr. Pizzey interjected.

Mr. LLOYD: There is the answer. Is the Government going to have 25 per cent. of the population, during their secondary-education period, not being trained in trades, no matter what the children themselves may want? Is the Government going to have a system of education under which most young people are not trained to the requirements of industry? If that is the case the Government will not have an efficient form of education, nor will it be able to build up the required number of completely trained and skilled tradesmen to give this country an opportunity of competing with the other industrialised nations of the world.

Mr. Pizzey: There should be a much shorter apprenticeship now with the higher standard of education.

Mr. LLOYD: The standard of basic training will be higher, therefore, the training that is required in the trade syllabus should be cut down. They will be given training in the early years at secondary school and they will need, say, only two years' extra training in a trade. For instance, they may be educated for two years in the rudiments of normally aspirated motors or jet engines, and after two years they will have the basic knowledge required to accept an apprenticeship at a level where they may have the theoretical, and even the practical, knowledge to strip down a motor. Such a lad could possibly be told after two years, "You have the basic training", and instead of having to do another five years' training, he might require only another three years. I am not an expert on these matters. It is not up to me to say whether the period should be reduced from five to four or three years, but the employers and the trade unions could decide between themselves on some basic alteration of the system whereby they could get the greatest degree of efficiency in the shortest possible time.

As matters are at present, before a boy can be accepted into the engineering industry, he must have a Junior pass. That boy would therefore be 15 years of age—he might even be sixteen, but I would say that the minimum age would be 15—before he could be accepted as an apprentice mechanic. An apprentice electrician must have a Junior pass. He will be 15 or 16 years of age before he gets that academic pass. What is the use of it when, perhaps, a lad passes his Junior with excellent results in English,

French, Latin and various other subjects, whereas in the subjects that are part of the normal requirements of his trade he may have flunked?

Mr. Pizzey: I think you had better talk to your union friends about this.

Mr. LLOYD: I think the trade-union movement has realised that it is essential to amend the Apprenticeship Act. I suggest to the Minister that this is not a matter to be idly set aside. It is not something about which we should talk idly in this Chamber. I have a few theoretical opinions about it which I can put forward here, but there are many others in the community with a closer and far more practical knowledge of the whole matter who could give a great deal of evidence to ensure that the legislation proposed by the Government will be the best possible. It should not be rushed. It is not necessary to rush any legislation through in a hurry. All opinions should be taken into consideration.

(Time expired.)

Mr. SMITH (Windsor) (5.27 p.m.): Before I launch into the subject about which I wish to speak let me give the hon. member for Kedron a categorical denial that his colleague has forced me to speak. Mostly he does other things to me than that. It was nothing he said, nor anything he was thinking, that has caused me to speak at this particular time. I have, I think, made it pretty clear in this Chamber that I speak on matters I want to speak on, and I take the necessary steps to do so.

As far as this evening's debate is concerned, touching as it does, the Department of Labour and Industry—

Mr. Walsh: I didn't realise it was so late.

Mr. SMITH: The hon. member must have slept longer than he thought.

The two matters I wish to speak on today concern the Police Department and the tourist traffic of this State. So far as the Police Department is concerned, I do not propose to contravert any of the remarks of the hon. member for South Brisbane. I leave that to those more informed on the subject to answer him, as no doubt he will be answered well and truly in many respects.

Mr. Houston: Did the Premier give you permission to speak on this occasion?

Mr. SMITH: As on that previous occasion, I have taken all the necessary steps to acquaint the Whips with the fact that I wish to speak on this occasion.

On the subject of the police, my remarks concern the reports of police investigation of accidents on the water. In September, 1957, I raised in this Chamber the subject of police reports so far as they related to accidents on the road. I sought—and I am very happy to say that my seeking was successful—that people who were involved

in accidents should be entitled to copies of the reports made by the investigating police officers. At one time those reports were sometimes sighted surreptitiously by one party or the other. But today both parties—or, if there are more than two, all parties—have the opportunity, by payment of the appropriate fees, to receive copies of the report. My suggestion this afternoon takes my suggestion of six years ago a little further. At that time I did not advert to the waterways—I did not consider it would be necessary—but apparently I should have. Today we have a large number of motor-boats of all sizes, shapes and speeds using the waterways and the open waters of our bay. Some of these vessels, boats or ships—call them what you may—from time to time come to grief, and occasionally people in them suffer injuries, or even death. It is not always the fault of the person injured. In any event there are a number of occasions when people suffer personal injury, or when property is damaged, as the result of the operation of boats on our waterways.

Mr. Walsh: I think you ought to wake up to the Estimates that we are discussing.

Mr. SMITH: We are on Labour and Industry, which deals with police.

Mr. Walsh: It does not deal with boats on the river.

Mr. SMITH: This is the second time that the garrulous hon. member for Bundaberg has interrupted. If he wants to know whether or not this is relevant, I refer him to a letter dated 24 June, 1963, under the hand of the Commissioner of Police—I did not intend to read it, but I will, in view of his interjection—which, I point out to the interjector, is relevant to this department. It says—

"I desire to advise that, unlike the matter of accidents which occur on roads, this Department does not operate any scheme for the supply of information in cases of ...",

and it goes on to relate the actions. I point out to the interjector that if he stayed awake all the time and listened to what was being discussed, he would know this was appropriate.

The point I make now is that I consider, and suggest to the Minister, that the system as it applies to roads could well be extended to the waterways. Let us consider what can happen in the case of a road accident. There can be the unfortunate situation that the only person in the car is rendered unconscious; he cannot make his own inquiries; he does not know who was driving the other car; he may be taken off to hospital and regain consciousness in hospital; he may be away from his normal surroundings and have no-one to assist him in his inquiries and, no doubt, he turns to the police. Far from condemning them, as an earlier speaker has done, I commend them for their co-operation. That is the position with road accidents, but

the actions involving waterways are no different because, after all, there may be a single occupant of a boat, be it a humble dinghy or a more palatial launch that is run down by another boat. The occupant of that boat could find himself in the unfortunate situation of being half-drowned, or perhaps injured and rendered unconscious. The incident is reported, and the Water Police make the necessary investigations, but that is no solace to the injured person, or the person damnified in some way who is seeking to recover his losses.

I make no apology for raising this matter this afternoon. I am not saying that the police are withholding this information, but they have a policy that requires the giving of this information in road accidents—that right was won only after a certain amount of persistence and I claim that some of that persistence was mine—and in this case, six years later, I think it is slightly anomalous that we have to return with the same sort of representations about waterways. This could apply in other than personal injury cases. There could be other injuries or damage, and the property of people afloat on the water today is getting more and more valuable. Boating costs a lot of money, as you would know, Mr. Gaven, coming as you do from the electorate of South Coast; you would know the value in the boats people have on the waterways. Consequently, I consider this matter deserves attention, and prompt attention.

I wish to reply, in part, to something that the hon. member for South Brisbane said. He mentioned one police officer. I have had occasion to approach the Public Relations Officer, and I can only recommend and congratulate him on the service he rendered to me. He was of great assistance and I am sure that he was of assistance, not only to me and my constituent, but also to the Police Force as a whole, because I had a call from the person concerned, who was kind enough to tell me that the matter I had occasion to take to the Public Relations Officer had been resolved. He was quite happy about it. It was not resolved entirely in his favour, but at least he did get some satisfaction. He was gratified and came back to tell me so. I do not like to see this particular officer, who was not named, but whose position has been indicated—vilified in this way when the only contact I have had with him gives rise to commendation.

Mr. Bennett: The officer was not vilified at all; I was talking about the position.

Mr. SMITH: The way the hon. member described the officer and the functions that he performs left room for a none too suspicious mind to think that he was vilifying that particular officer. I take exception to that.

Mr. Walsh: How many public relations officers are there?

Mr. SMITH: We have Rip Van Winkle with us again.

Mr. Walsh: I will wake you up before long.

Mr. SMITH: I now pass to the second matter I wish to deal with. It concerns the tourist trade. I have brought into the Chamber this evening some up-to-date material published by order of the Minister for Trade and Commerce in Canada with the idea of attracting tourists to that Dominion. It is excellent material.

We have in Australia now a uniform rail gauge from Brisbane to Melbourne. That line is not as long as the Canadian-Pacific railway; and the scheme I am about to suggest is not one that Queensland could be expected to undertake on its own; it is one that, with the co-operation of the other States, might well be put into operation in Australia and publicised overseas with a view to bringing people from other countries.

Remember, Canada has only 18,000,000 people. We have fewer than that but we are by no means way behind Canada in population. We are behind in size. Canada has two great aids to tourists in a railway line that spans the continent and the Trans-Canada Highway. This highway is the more recent of these tourist attractions and to publicise this 5,000-mile ribbon of bitumen the Minister for Trade and Commerce has published this booklet. It is an excellent booklet, printed on high-grade paper. After a short introduction, it shows first of all a map of the Dominion and then takes the reader province by province across the country from British Columbia through Alberta, Saskatchewan, Manitoba, Ontario, Quebec, New Brunswick, Prince Edward Island, Nova Scotia, and Newfoundland, and then, at the end, the Yukon territory and the Alaska Highway.

On each of these pages is shown something that the province offers as well as a complete map of that province. So the tourist is never at a loss. He knows whence he has come, he can see where he is going, and he can see the surrounding country. In the short pen-picture that is painted he gets some idea of the country he is going into and he is given pictorial representations of the more noteworthy attractions in that part of Canada.

It is an excellent publication. It was no doubt prepared with the intention of attracting to Canada tourists using motor-cars or caravans. We hear a lot today about the aeroplane displacing the ordinary modes of surface travel. I dispute that with a great deal of emphasis and I go so far as to say that anyone who knows much about flying will agree that the only person who sees very much from the air is the pilot or his crew member up in front with him. To anyone sitting in the body of the aircraft, vision is very restricted. I know you do see the country from great heights. I recently had

the pleasure of travelling in one of B.O.A.C.'s Boeings. You see something from the cabins of these aircraft but you do not get what a tourist would call a good look at the country. The only way to see the country from a plane is to have a light plane and fly it around, or have yourself flown around, at a few hundred or 1,000 feet. That is the way to see it if you want to see it by air. Short of that, the only way a tourist can really get to grips with the country is to get down on the ground and travel either by rail from place to place or by road, driving himself as he wishes.

It was with that in mind that Canada built this road, published this booklet and publicised the highway, which is one of their proud boasts. The information they give is not contained alone in this booklet. They have produced a very informative map, which is more than a road map and a map of the country. Again it is published by the Canadian Minister for Trade and Commerce. It is printed on both sides and divided into three sections, one on one side and two on the other. Mileages between places can be readily ascertained from a scale that permits them to be read off as simply as one can ascertain fares from an airline timetable. There are, for the benefit of the traveller, the standard traffic signs that apply throughout the 5,000-mile ribbon of road, and in addition there is information concerning accommodation at places along the way.

It is a magnificent map, and here again I believe that the Australian States could well combine in a national approach to this matter. Our Tourist Bureau could well see fit to pioneer a movement that would result in Australians one of these days in the not-too-distant future being able to flaunt a map such as this before the House of Parliament in Canada, or anywhere else that they liked to send it.

Mr. Davies: Change the Government at Christmas time and you will find a lot of changes next year.

Mr. SMITH: If the Government changes at Christmas time there will be a lot of travelling done but I should not like to say in which direction it will be. The point is that this map, compact in size yet at a scale of 44 miles to an inch, is very valuable to anyone using the road referred to. It is attractively produced, with the Canadian maple leaf on the front, and no doubt the Minister and his colleagues in the Tourist Bureau could devise a similar attractive motif for such a map as I suggest should be prepared here.

After all, we have a standard-gauge railway line from Brisbane to Melbourne and, with Brisbane as a launching pad, the impressive coastline of Queensland is open to any traveller who wants to go north. We have an ever-growing influx of people coming from the South to visit Queensland and, with the vast improvements that have been

made to the roads, touring by road will become more and more attractive to Queenslanders and Australians generally.

Mr. Davies: At least you seem to have some ideas, whereas many on your side have none and remain silent.

Mr. SMITH: I must say that I am indebted to the hon. member for that interjection.

Mr. Davies: It is not very often that I feel inclined to flatter you.

Mr. SMITH: I now move to the railway side of Canada's publicity. As most people know, they have over there the Canadian Pacific Railway, and the booklet available for travellers on that line gives a stop-by-stop description of the route. The route traversed by the railway line is printed in the booklet, and down the sides of the pages one can read what one is going to see from place to place from east to west. Information is given of what to expect along the way, and one can well imagine what a source of interest and information such a booklet would be to people travelling between Brisbane and Sydney, or Sydney and Melbourne, compared with the rather empty trips that we now make on our trains.

In all fairness to the Tourist Bureau, I must say that I have not made application recently for any booklets concerning our railway lines, but I have never seen anything referring to the Brisbane-Sydney and Sydney-Melbourne lines like this Canadian one.

Mr. Davies: Can the hon. member guarantee—

Mr. SMITH: The only thing that I shall guarantee you is a pretty close fight at the next election. Whoever the candidate is, he will be able to beat the hon. member.

In addition to the publication on the railway line itself, the Canadian Pacific Railway issues annually a booklet containing information on hotels along the route, called "Hotels from Sea to Sea." This gives information about each hotel along the way and in tourist areas such as Lake Louise and Banff, which are open for only short times. When we consider how much money has been spent on this sort of publicity and the fact that these resorts are open for only two or three months a year, the virtues of advertising well the natural attractions of the country are seen. This is the sort of information that all tourists want. Nothing pleases me more when going from place to place than to be able to say, "I shall stay at such-and-such a place and I am going to see this and see that." There is nothing worse than arriving at an hotel and finding that it is not what one expected. If we are to attract tourists, we must realise that the tourists we get here will have to be wooed away from the publicity that I have already exhibited in the Chamber.

Tourists around the world are being fed this sort of propaganda and publicity from Canada. They are being wooed to Canada, and when one looks at what is contained in these booklets, one finds Canada a very inviting place.

We have a host of attractions in Australia; let no-one suggest that we have not got things here worth coming to see; but we have to tell people about them. Some of the most amazing sights might well be in capital cities from time to time, but, of course, we could not promise tourists that this Parliament would be sitting when they arrived. The thing I suggest and commend to the Minister is that there is room, and the time is ripe, for a general move by all States to publicise our eastern seaboard, to publicise the uniform rail-link from Brisbane to Melbourne and the excellent roadway that we can provide from Brisbane to Cairns. No Queenslander will deny that part of the attractions, and I think that we can, in all charity, accept that New South Wales and Victoria have something to offer tourists.

Mr. TUCKER (Townsville North) (5.47 p.m.): The Department of Labour and Industry, which was once truly referred to as one of the vital departments of the Government of Queensland, has surely now deteriorated into one of the greatest conglomerates that we have ever seen. When I look at the Estimates, I find under "Department of Labour and Industry," Chief Office; Industrial Court and Commission; Inspection of Machinery, Scaffolding, and Weights and Measures and Division of Occupational Safety; Apprenticeship Office; Commissioner of Prices; Division of Tourist Activities; Fire Brigades; Friendly Societies; State Children; Police; and Police Superannuation Board. Is it any wonder, then, that the Minister introduced his Estimates in such an uninterested fashion when one sees what he has had taken away from his department and what he has had put into it? He reminded me—on many occasions I could not hear what he was saying—of a small boy who had been forced to practise the piano. He might have hit the right notes in a sort of a fashion, but the result made me shudder. I believe that all hon. members on this side of the Chamber were affected similarly. I do not blame him for it, because we can see all the bits and pieces that have been shoved into his department and the important ones that have been taken out and given to the Deputy Premier for propaganda purposes.

Mr. Dewar: What has been taken out?

Mr. TUCKER: It is no good the Minister's interjecting; I know that he feels as I do. Every one of us understands his feelings. We heard him this morning, in a monotonous voice—he did not even raise or lower it—and in an uninterested manner read out his Estimates. Hon. members on this side of

the Chamber could not hear or make sense of the bulk of what he read out. I understand that a great deal of it is contained in annual reports. As I said earlier, I do not blame him; I understand his position.

The Division of Occupational Safety is mentioned in the Minister's Estimates, and I wish to deal first with safety in industry. I know that the Crown is now exempt from the operation of various Acts relating to safety and the Factories and Shops Act. Some years ago—perhaps it was only last year—an industrial safety convention presided over by the then Minister for Labour and Industry, Mr. Ken Morris, was held in Townsville. Although we realised on that occasion that there was a great deal of window-dressing taking place because it was prior to an election, many fine submissions were made by union delegates who attended. Many of those union delegates who attended that safety convention, or members of their unions, were employed by the Railway Department in this State, and in Townsville in particular. The ironical thing about the submissions that were made to employers and employees in industry was the fact that the Railway Department and other Government departments are not subject to safety inspections. Because safety is involved, on many occasions we are able to demand that inspectors go along to private industry and ask that certain things be done in the interests of safety, but that cannot be done in the case of Crown instrumentalities.

As I have said, at the safety convention in Townsville many union delegates made excellent submissions. I think everyone at that convention acknowledged that fact. Later on, a brochure was published containing those submissions but, I repeat, the ironical position is that in spite of the submissions on safety that were put forward, not one Government department is subject to safety inspection.

Mr. Dewar: The Labour Party would not attend the first safety convention.

Mr. TUCKER: I do not know whether or not the Labour Party would attend; I was there. I do not know what the Minister calls me. Incidentally, I did not see him there. Possibly he was down on the Gold Coast or somewhere else putting a blue sash around the winner of some contest connected with the tourist industry, or Miss Australia, but I know that he certainly was not at the safety convention during that week.

These inspections by officers of the Department of Labour and Industry cannot be made of Government departments, and I stand here today to advocate that all Crown enterprises be made subject not only to the Factories and Shops Act but also to safety inspections.

In Ipswich, for example, and I think now possibly in Townsville, safety committees have been set up in the Railway Department.

We think that is very desirable. They are composed of representatives of the unions and of the department itself and I believe they work very smoothly together. On a number of occasions these safety committees have asked for the provision of protective clothing or head gear on jobs where employees are subject to danger or risk in the performance of their duties. It is all right for a safety committee to be set up—we have no argument with that—but we know that it is not much use a safety committee making certain submissions and hoping that they will be complied with when, in fact, there is nobody in the departments, to police the requirements. Private enterprise, quite rightly, can be forced to co-operate, but there is no authority to insist on Government departments installing or providing safety equipment.

To show hon. members what I mean, I wish to make several comments this afternoon on these safety committees and safety generally in Government departments. At the railway workshops in Townsville there is the tremendous danger of objects falling from overhead cranes. Anyone who visited those workshops would soon realise what I mean. Although the safety committees set up in the Railway Department have advocated that steel helmets be issued to operators—in fact, to anybody who moves underneath these overhead cranes—because they might be struck by objects falling from them, no safety helmets have been issued, because there is no-one to enforce the suggestions put forward by these committees.

Not so long ago in the south yards of Townsville railway workshops a fire broke out. When the employees tried to do something about it quickly they found that there were no fire extinguishers. Through their safety committee they put it to the department that they considered something should be done, but their suggestion fell on deaf ears. We are not able to go to the Department of Labour and Industry and say, "We feel that these people should be protected. The Minister came up here and his department has issued some very good literature on this subject. Many injuries are sustained as the result of falling objects, yet we cannot get this for the railway workshops." These are some of the risks that the Crown should be forced to safeguard against. On the one hand the Department of Labour and Industry endeavours to make employers and employees safety-conscious through safety conventions; they are told that many thousands of man-hours are lost as the result of injuries sustained which, in fact, could have been prevented. Though the Department of Labour and Industry tell private employers what they should do to protect their employees, another Government Department openly flouts what the Department of Labour and Industry put forward.

I was happy this afternoon to hear the Minister say that the receiving depot of the State Children Department in Townsville was to be rebuilt. I understand that a start is to be made on the new dormitory this year, and it is not before time. I have urged that something be done about this receiving depot over the years I have been in this Chamber. The sub-normal children's school and the crippled children's home are both adjacent to the land on which the receiving depot of the State Children Department is built. The sub-normal children's school and the crippled children's home are outstanding buildings, and objects of beauty in Townsville. The grounds are a thing of beauty, too. Right beside them the receiving depot is an eyesore. It looks like one of the very poor relations of the well-kept institutions beside it. I am very happy to know that the new dormitory will be started this year.

Mr. Dewar: We are merely cleaning up the mess Labour left.

Mr. TUCKER: There is another interjection by the Minister. He is trying to live seven years ago. I suppose that according to the Minister that building has not deteriorated at all over the last seven years. That is the way he seems to think. I do not live in the past. I do not care what has happened before. I cannot do anything about that, but I can do something about the future. If I were to take any notice of the Minister's statements and interjections I would say nothing at all. But that is not my idea. I am here to speak on behalf of my electorate and to mention things which I think should be done in my electorate. I am tired of this nonsense of the Minister's continually saying, "We are cleaning up the mess left seven years ago." I throw it back in his teeth. I do not want to hear any more about it.

I was referring to the State Children Department's receiving depot and its failings compared with the sub-normal children's school and the crippled children's home, and I said that the receiving depot looked like a very poor relation. I am pleased to hear the Minister say that he is making a start on rebuilding it and I very much hope that he will get a move on and have it constructed in a short time. I am concerned about it because although the younger children in the home can readily be fostered out, there are older children there who must be very conscious that the other homes and schools are much better than theirs. This must have some effect on them and, I believe, must give them an inferiority complex because they are living in a very poor, broken-down building whilst the other children are housed in very respectable accommodation. I refer to this in the hope that we can get on with the job quickly.

I pay a tribute to all the staff of the State Children Department. I have found every one of them humane, sympathetic and ever

ready to help in needy cases. I have taken a very special interest in this department and I could not point a finger at any member of the staff. Nothing is more satisfying than to be able to help and work with children, and the department does a very good job. Matron Bruce, at the receiving depot in Townsville, is a perfect example of the humane type of person one could expect to find in the State Children Department. She watches over the children under her care in a wonderful way.

If the care of children was left to me I should prosecute every man who left his wife and family to struggle on as best they can. I am speaking personally tonight because there is nothing more tragic than to visit families deserted by the fathers. They are left in the mother's care to struggle on, and I repeat that, if I had my way, I should prosecute each offender. There might be a case for a man leaving a woman when there are no children involved—I would not enter into an argument about that—but there is no justification for a man who leaves his children. In many cases the youngsters have to be handed over to the State Children Department to be cared for. Is it any wonder that some of the deserted children—left to struggle on without enough of the world's goods because the father is not there to rear the family—become bitter? They know that they should be on the same level as the children next door or in the same locality, but that is impossible because their father has left home. I can well understand how that is a contributing factor to child delinquency. The State Children Department adopts a very humane attitude and the officers of the department try very hard to ensure that delinquency does not creep in. However, we understand that we cannot take more out of a bucket than we put in, and although the officers try extremely hard, they cannot always give to some of the families all the money they would wish to give.

I do not make my next remarks in a derogatory way because, as I said, the staff work very hard. However, I believe that a little more care might have been taken to explain the reason for the decreased payments to these families from the State Children Department after there was a rise in social service payments. I suppose the officers of the department have exerted themselves to explain the reasons but one has only to see the fright on a mother's face when she receives notice from the department, or is told, that her allowance has been cut, to understand how she feels. It is not necessary for me to say that these people have a very meagre life and every shilling means a great deal to them. The moment they get a note to say the allowance is to be reduced they call me or somebody else and you see that fright and panic in their eyes. You can well understand how they feel. They have four or five kiddies to feed and clothe and when they get news such as that, not understanding the full

import of it, they immediately panic. If they could be sent a letter setting out in very plain language exactly what is going to happen, pointing out that their income will not be reduced but that, because of a rise on one side, the payment from the State Children Department will be reduced, I am sure it would help a great deal. I think the officers of the department will understand what I mean.

I do not believe these payments from the State Children Department should have been reduced. We can afford at the moment to pay a certain amount a week and if they have had the good fortune to get a windfall from the Commonwealth Government—and Menzies was forced into the increase by the vote in Queensland at the last election and he is looking, of course, for votes in the future—we could have had a good look at it and perhaps not found it necessary to reduce payments accordingly. Perhaps we have not done it altogether; but, if we felt that we could afford to pay the family so much, possibly we could have left the payment untouched.

In the absence of a child welfare and guidance clinic in Townsville our families and our children in the North are being penalised. To get the guidance and help that is available to families in Brisbane more or less free, our families—and I say "families" because quite often, even in the case of one child, the mother and the father have to travel with him—must travel roughly 1,000 miles each way, which imposes a tremendous burden on them. Naturally, not every family needing help can afford it. The cost of travelling to Brisbane is prohibitive and then there is the burden of board and lodging. Sometimes the clinic wants them down here for a number of weeks, or even perhaps months.

Those who have come down from the North have reported very favourably on the work of the clinic.

I arranged for a lad of a very good friend of mine to come down and consult the clinic because the family were not able to do very much with him. He spent a number of weeks here with his mother. The improvement in the lad when he returned had to be seen to be believed. The clinic does a wonderful job.

Not all in the North who need help can get it, because the cost is too great. We badly need a child welfare clinic in Townsville. This is not the first time I have said it, and I repeat it. I am not one of those who denounce psychiatrists or psychologists as witch-doctors or practisers of mumbo-jumbo. I am conscious of the fact that they can guide and help in a very definite manner and if we could have them in the North where our families could consult them at no great cost, they could do wonders for us.

Mr. Dewar: Dr. Noble has already made a statement that one will be established in Townsville.

Mr. TUCKER: Dr. Noble made a statement to me one, two and three years ago that one would be established in Townsville but I have not got it yet and I just wonder how long the statement is going to continue. It is the same with the psychiatric ward. He made a statement on that but year after year we are without it. We need it now. The Minister has been very interested in the problems of child delinquency. This is one way we can help the children of the North. I believe that the need for this is pressing, and I ask to-night for its establishment in Townsville as soon as possible. I believe that I have a very good case for it. I am not suggesting that our children are any different from children in any other part of the State—perhaps they are better—but we all know that it is necessary to help some of them, and that help is now denied to them because of the cost. I know that there are people in Townsville trying to help the doctors in this work, as we heard in the Chamber not very long ago. If a clinic were established, these people could work under Government supervision and they would not have said of them what was said recently.

I notice that my time is running out, but I wish to inform hon. members that there is in Townsville an organisation known as the Townsville Tourist Development Association, of which I am very proud to be a member. I believe that we have done a good job in attracting tourists to Townsville and its environs. Lately we have been able to turn the spotlight on not only the immediate area but the area of Mt. Spec-Paluma-Hidden Valley, which has been opened by Mr. Don Dixon, whose Hidden Valley-Mt. Spec-Paluma tourist coach service runs day tours between Townsville and this area. Many tourists making these trips have remarked on the magnificence of the area.

I have in my possession a letter sent by 20 residents of Hidden Valley asking that the Minister in charge of the Tourist Bureau liaise with the appropriate Minister to have the road through Hidden Valley to Mt. Spec, through Jacobson's Track, made negotiable by traffic.

(Time expired.)

Mr. SHERRINGTON (Salisbury) (7.27 p.m.): Having listened this morning to a recital by the Minister of the various sub-departments under his control, I was impressed by the fact that his is a very important portfolio, because the departments that he controls have more to do with the every-day problems of the ordinary person than do those administered by any other Minister.

The Minister said that some of his responsibilities were child welfare, price control, the Industrial Commission, and various other things touching the ordinary lives of the people. I feel that it is a very important portfolio.

I know that the Minister has taken an interest in juvenile delinquency, and, because I share a similar interest, I feel that before proceeding with the main part of my speech tonight I must advert to references to juvenile delinquency in the Inala area. I feel that little has been done by the Press, radio, and television to boost the youth of Inala. Anything concerning the youth of the district that borders on sensationalism is usually given prominence, and the many good attributes of the majority of young people in the area are never referred to.

In a modest way, I can claim, as both a private citizen and a member of Parliament, to have tried to contribute my little bit towards encouraging the youth of the district to become good citizens. I wish to go on record tonight as saying that, so far as I am concerned, the majority of young people in the Inala area are no different from the young people in any other suburb, town, or part of Queensland. I have had a close association with many organisations and associations in the district. School organisations, marching girls and swimming clubs have sponsored carnivals, and I have endeavoured, time after time, to interest representatives of the Press and television in coming to the area and presenting a report to the people of Brisbane showing, for once, what the majority of children in Inala are like.

I decry the references that have been made in this Chamber to bodies such as the Inala Rockers as being typical of the children in the area. Inala has distinguished itself in the field of sport. It has the champion marching girl teams of Australia, and a young lass from Inala was selected as top model of the year and also as "The Sunday Mail" sun girl. Young people such as these bring credit to the district. I appeal to representatives of the Press and television and radio stations in Brisbane to accept my invitation to come to Inala and witness spectacles such as the annual inter-school sports competition at which 1,000 children compete, each of whom is a credit not only to himself but to his parents and to the district. Certain statements about unfortunate happenings in the area have appeared in the Press recently, and, as the State member of Parliament for the area, I should be remiss if I did not defend the reputation and character of the young people of Inala. I issue an invitation to any person or organisation prepared to do anything to boost the youth of Brisbane to come to Inala, see some of the activities that are carried on there, and see that the area is doing its share in the fight against delinquency.

Having said that, I now turn to what I believe is a very important sub-department coming under the Department of Labour and Industry. I hope that the present Minister, having taken control of the remnants of the office of Commissioner of Prices, will show a little more sincerity and apply himself a little more diligently to this question than

did the former Minister. The Estimates show that the office of the Commissioner of Prices is costing the State about £11,151 annually, after an allowance has been made for £1,439 chargeable to the Licensing Commission. Whenever the question of price control was raised in this Chamber, all that the former Minister did was bleat about healthy competition keeping prices down, and so on. It is quite obvious that the Government is ducking the issue, because it has ignored completely the private members' motion that I put on the notice paper in the early part of the session. Price control is of great importance to wage-earners, but the Government has dodged the issue because it does not subscribe to the principle of price control. It is because of this attitude that I wish to speak on the prices structure in this State. I want to deal not so much with prices as with some of the practices that have sprung up in this State following on the decontrol of prices, and also following the Government's attitude of making the Commissioner of Prices a person of no stature in a position of name only. I feel that the State is being deprived of the services of a very good officer indeed, while Mr. Fullagar is pushed into the background, and his department, as I said, made a department in name only.

There can be no doubt of that. There is ample evidence to prove, without my having to reiterate it, that in the wake of the Government's action in decontrolling prices the cost of living in this State has risen. If any proof is needed, I refer to an article in "The Courier-Mail" of 26 August of this year referring to recent surveys, wherein it states in large headlines—

"35-Town survey shows food prices rose 18 per cent. in five years."

That is indisputable because the information is contained in the Statistical Bulletin of the Commonwealth Bureau of Census and Statistics. I do not think it would serve any useful purpose for me to reiterate many of those statistical figures to prove that the cost of living is rising. Suffice it for me to say that there is indisputable evidence that the Government's action has brought as its aftermath an increase in the cost of living.

As I stated, I want to deal with some of the practices that have sprung up and I should like specifically to draw attention to one practice that has arisen as a result of the Government's attitude to the price of beef. The president of the Northern Cattle Committee said that the price is arrived at by the ruling prices at the cattle sales of that day. That was said by Mr. C. D. Leake. He said that a form of price control was operating on the basis of what the wholesaler paid at auction, but that he had heard that the buyer could quote the prices of the two dearest beasts that he purchased and have them used as the basis for the value placed

on the whole purchase. If that is so—and I accept it in good faith from this gentleman of some standing—

Mr. Murray: When did he say that?

Mr. SHERRINGTON: It is reported in "Queensland Country Life" of 11 October, 1962. It was recent as that. If that is so, it is quite obvious that an undesirable practice has sprung up in calculating the price of meat that is retailed through the various suburban shops.

Mr. A. B. Logan, of Hughenden, who was speaking at the same meeting, urging the deletion of the clause to defeat the move for the reimposition of price control, said—

"The association supported controls in other sectors, such as wool. In view of the experiences of cattlemen they would be afraid to seek better prices for their stock. They might price their product out of the market."

That article continued—

"He knew there was an aversion to price control in their organisation, but the circumstances of beef merited thought. He added: 'It seems there is a sucker at each end of the industry—the producer and the consumer.' The middleman was making a generous profit."

It is quite obvious that those producers are concerned that they are not getting a worthwhile reward for their product; that is because of the practices that have grown up in the marketing of beef. That is one feature that has an undesirable effect on the cost of living. It points to the fact that private price-rigging is engaged in.

I want to refer to another matter that has affected the price of goods in Queensland. I am not altogether satisfied that the people who have engaged in these practices have acted constitutionally. It will be recalled that when the last Federal Budget was introduced Mr. McMahon said in the House of Representatives that if ever there was a little man's Budget, that was it. He went on to say that the reduction of sales tax on foodstuffs would yield £11,000,000 to the public by making living cheaper. As I understood the purpose of that Budget, the reduction in sales tax by 12½ per cent. was made with a view to giving the public the benefit that would accrue from more money being put into circulation, and so on. But what was the reaction of industry? Immediately the sales tax reduction was announced it said that it would avert a price rise in one line and reduce the manufactured cost of silverware. It is all very strange that when one form of government, in an effort to stimulate the economy, gives the people greater spending power, we see very smartly how the benefit will not be passed on to the buying public. It is very strange that we are immediately told that the announcement of the reduction was timely because it averted a rise in the cost of goods.

I wish to say something further about the effects of restrictive trade practices on prices. If we are to allow private price-fixing, which is to the detriment of the buying public, to continue, I cannot for the life of me see why we cannot legislate to give purchasers the protection of law. When Sir Garfield Barwick named some of the restrictive trade practices he said quite definitely that they distorted the competitive pattern of Australia's system of free enterprise. Members of this Government have repeatedly said that free enterprise and healthy competition are the answer to keeping prices at a proper and just level. They can believe in Father Christmas, too! Sir Garfield said that among some of the practices were—

"The supplying of a product by manufacturers at a price fixed by agreement between the manufacturers;

"The re-selling of a product at a price fixed by agreement between the re-sellers or by the re-sellers and the manufacturer."

There is indisputable evidence that this is going on day after day and that, in effect, it is private price-fixing by individuals who have no concern for the buying public. Merely because there is a lack of control in this State they are able to hold the housewife to ransom. This certainly does not react in the interests of the wage-earners of this State. What was the reaction of the chamber of commerce when Sir Garfield detailed the restrictive trade practices? The chairman, Sir Leon Trout, said that one of the effects of limiting these trade practices generally would be that there would be no bargains in chain stores. Having had one experience of these so-called bargains in chain stores I think that the myth about the worth-while benefit of these bargains can be exploded for all time. Following the reduction of 12½ per cent., in sales tax on certain items, one chain store in Brisbane offered for sale to the public three different types of biscuits at a bargain price of 1s. 11½d., yet the recommended price by the Retailers' Association on that very day was 1s. 10½d., or 1d. less than the so-called bargain price. There are many such instances.

I shall deal with another practice that has sprung up. If the Commissioner of Prices was given the teeth to act, given the staff, and placed in a position of authority to safeguard the people of Queensland so far as prices are concerned, we would not have to listen to all this rot about the Government's appointing an Ombudsman to look after the people. The Commissioner of Prices, Mr. Fullagar, was a perfect example of a person looking after the interests of the people, and if he was given the stature, or the authority, he could do a great deal to protect the interests of the people. If he was given the authority he could take a close look at practices such as these: one company recently advertised that it would give £100 off a new refrigerator to any

person who had a milk bottle with the serial number ISQ4 on the bottom. Every milk bottle produced that week had that serial number on it; another firm in Ipswich sent out keys to a locked refrigerator and said, "If your key opens this refrigerator, we will give you £100 off the price". Every key sent out opened the lock. Those are the sharp practices employed to try to get the suckers in. The Commissioner of Prices could well be looking into such practices if he had some status and authority.

I want to take this matter a little further. One company has advertised that it will give a free washing machine to the purchaser of a 23-inch television set. No right-thinking person would be fooled for a moment by such advertisements. Nevertheless, there are the impressionable people in the State who are taken in by these underhand methods. If a firm can offer a free washing machine, or a free refrigerator, is there not a great need to see that the public is protected and that these machines are sold at the proper price and not at an inflated value? There should not be these catchlines in advertisements to suck in those who are not able to realise that they are undesirable trade practices. I want to go a little further, but I am afraid time will beat me.

I should have welcomed an opportunity to debate the question of price control on a private member's motion, but I want to refer now to an article written by Erica Parker and published in the "Telegraph". Although I did not agree with her comment about the best-dressed man in Parliament, nevertheless I entirely agreed with the sentiments she expressed in the article headed, "Do you live in a high price zone?" She pointed out that, because there is no control of prices, goods obtainable in one shop at a certain price can cost anything up to shillings more a few hundred yards away. I only regret that time will prevent my quoting more of the article, but she has this to say—

"Let's suppose you bought the following items: 1 lb. peas, 1 doz. eating apples; 1 lb. cavendish bananas; 1 lb. tomatoes; 1 lb. short loin lamb chops; a 4-lb. sirloin roast; and 1 lb. whiting fillets.

"At Clayfield, you could have paid £2 2s. 10d.—but at Camp Hill within the same hour, you could have bought them for £1 14s. 10d.

"Take Tomatoes—just 1 lb. of them. At Woolloongabba, they were 1s. 6d.; at Stone's Corner, 1s. 4d.; at St. Lucia, 2s. 5d.

"Short loin lamb chops ranged in price from 2s. 11d. lb. at the Gabba to 3s. 6d. lb. at Stone's Corner, 3s. 10d. at Camp Hill, and 4s. 6d. at St. Lucia."

(Time expired.)

Mr. HERBERT (Sherwood) (7.52 p.m.): This afternoon the hon. member for South

Brisbane gave an exhibition that appeared to decent members of this Committee to be the outpourings of a diseased mind. The accusations he made against Police Commissioner Bischof were so serious that he now has a clear duty to produce evidence to support the charges. If he does not do so, he must be branded as a character assassin of the lowest order and a man who would use the privileges of this Chamber to attack a public servant who has not the right of reply. In view of his recent court appearances in actions involving police officers, it would be reasonable to assume that his statements as a member of this Assembly have some connection with his professional duties as a barrister. If the hon. member can produce any proof to support his charges, he can rest assured that this Government will take action. I challenge him to produce this proof or accept the condemnation of every right-thinking individual.

Mr. WALLIS-SMITH (Tablelands) (7.53 p.m.): The importance of the departments in the Minister's portfolio is well known to everyone and I think in the larger country electorates all of them are well represented. We are all very largely dependent on a number of those departments and I propose to deal briefly with a few of them.

I shall begin with tourism. The hon. member for Sherwood advocated having areas along main roads where families could boil the billy. I agree with him and, if you will remember, I brought to the notice of hon. members the need for parklands around the shores of Tinaroo Lake. Those would be much larger areas than the ones the hon. member for Sherwood indicated; nevertheless they have their uses and, in time to come, when we hope the population will be much greater throughout Queensland, these parklands will be of great benefit not only to the people able to go there in motor-cars but also to all the residents of the surrounding area.

I find that there are seasons in tourism, but they are fast disappearing. We used to have the well-known off-season in parts of North Queensland when one could get cheaper accommodation, whether at Hayman Island or on the Esplanade at Cairns. Those times are passing, and at present there is throughout the year a constant flow of tourists. We know that it does decrease at times, but it is continuous throughout the year.

That is one of the reasons why I bring to the Minister's notice the necessity for a little more decentralisation of Tourist Bureau activities. I ask him very sincerely to consider stationing a tourist officer at Atherton. I think that this is one of the places that people throughout Australia have a desire to see. Many people in other States have heard stories from soldiers who were stationed there during World War II. of the wonderful possibilities of good holidays

on the Atherton Tableland. If a tourist officer were stationed at Atherton, the information and assistance that he, with people who are trying to foster the industry on the Tablelands, could give to tourists would have beneficial results not only for the State but also for those who are looking for somewhere to go and something of interest to see.

Mr. Ewan: He would be better at Lake Eacham.

Mr. WALLIS-SMITH: Does the hon. member know how many miles Lake Eacham is from Atherton? If a tourist officer were stationed at Lake Eacham, he would be available only to people visiting Lake Eacham. Atherton is the centre of the Atherton Tableland, and I am sure the Minister will agree that that is where a tourist officer should be.

The availability of all forms of transport has also to be considered. In dealing with this matter, I bring to the Minister's mind the possibility of extending tourist activities in the Chillagoe district. I made a brief reference to this subject during the Budget debate, and I should now like to deal more fully with it because there is here an opportunity to introduce tourists to an area that is practically untouched.

When I mention the availability of all types of transport, I do not want it to be thought for a moment that I am endeavouring to sell any particular method. That is a matter for the Minister, but I think he should see that this transport is available. At present there is only one way of getting to Chillagoe, and that is by train. If the Minister could arrange for a rail motor to go through at least once a month to Chillagoe and on to Forsyth, different types of country could be viewed. That would attract not only the tourist who wants to see something different but also geologists and other people who like to look for rock formations. There is also to be explored the beauty of the Chillagoe Caves. I ask the Minister to consider that idea.

Mr. Adair: They are well worth seeing, too.

Mr. WALLIS-SMITH: As the hon. member for Cook says, they are well worth seeing.

Mr. Dewar: How long would a rail motor take to run from Cairns to Chillagoe and out to Forsyth?

Mr. WALLIS-SMITH: From Chillagoe to Forsyth would take about 4½ hours.

Mr. Dewar: That is from Cairns?

Mr. WALLIS-SMITH: The Minister for Transport would be able to give a more exact answer because I think he has made some alterations there.

Leaving tourist activities, I shall deal now with fire brigades. We all know that fire brigades are very important in all areas of the State, but let us consider particularly

the type of buildings one sees in country areas. Many of them were built as temporary structures when a district was flourishing. Unfortunately, they are often there 30 or 40 years later, and they become a fire hazard. Frequently we see reports in the Press of part of an old township being gutted. Fire brigade officers and their staffs, who work voluntarily, do a wonderful job, but the lives of many people may be endangered when fires such as that occur.

In mentioning centres in the metropolitan area and country areas at which new fire stations had been erected, the Minister mentioned Mareeba and Atherton, both of which I know quite well. It is a number of years since those fire stations were rebuilt, but the Minister gave the impression, to me at least, that they had been constructed in the last 12 months. That is not so. As I said, they have been there for a considerable time.

I have noticed a tendency to cut down on essential equipment for country fire stations. I do not know whether the position is similar in the metropolitan area, but I know that in one instance the expenditure on hoses was reduced by over £100 and expenditure on some of the mechanical devices was also reduced by £100. The fire at the Townsville bulk-sugar terminal caused untold damage and received a great deal of publicity, and we should bear in mind that places such as Mourilyan and Cairns, which also have bulk-sugar terminals, might have to call on country fire brigades for assistance. I sincerely hope that they are never called upon to do so, but when the chief officer and the board go to the trouble of budgeting for a certain amount of money for equipment, I do not think it is right that a little bit should be chiselled off here and a little bit there. I know what happened in one instance recently, and I hope that when they request a certain amount they at least get what they ask for.

Much has been said during the debate about the Police Department. I look upon members of the Police Department in my area as the most important persons in the small centres of settlement, and I ask the Minister to bear in mind that without them his department would find it very difficult to establish contact with people living in the district.

Mr. Dewar: You do not need to convince me, but I think you need to convince a few of your colleagues.

Mr. WALLIS-SMITH: They were talking about a different area.

At stations manned by a sergeant and a constable, the sergeant is always provided with a house; but in one or two instances that I know of the constable has to either rent a house or buy one and then, when he moves on, sell it at a loss. I should like the Minister to consider building accommodation for the other police officers in instances such as that.

In the outback, police officers often have difficulty getting round the country. Formerly they used horses, but in many instances they now use jeeps. There are still some who travel on horseback, and those who do long patrols over difficult country are sometimes away from their homes for three weeks at a time. This does not happen very often, but it can happen, and I should like hon. members to remember the extra strain that is put on the wives and families of such police officers in the outback areas. They seem to be a class of people on their own. In many instances they have to teach their children by correspondence, and in many instances—one in particular I know of—there is no other child within 3 or 4 miles with whom the police officer's children can play. Those are conditions under which none of us would like to work, and when we consider that they are one-man shows, responsible in most instances for the protection of aboriginals as well as for doing their other jobs, the community should thank them for their outstanding services.

Apprentices, who come under the Minister's control, whilst not in great numbers in my area, are very important, because we have no secondary industries at all and the only workshop areas we really have are those of the Mt. Garnet tin-dredging company. That company has 10 apprentices who are looked after by the Minister's officers in Cairns, 130 miles away. I should like to pay a tribute to these officers who go out there and try to get the best out of these boys. They have succeeded in their efforts. On every occasion that I have visited these officers in Cairns they have been only too ready and willing to offer suggestions, or agree to suggestions I have made, in the hope of making it easier for apprentices in outback areas. One of these lads is a coloured boy, and, while he is very good at practical work, he finds the theory very difficult. When this boy went to school at Mt. Garnet there was a different headmaster from the one who is there now, and he is so shy that he is not prepared to ask the present headmaster to help him. This matter was brought to my mind when the hon. member for Bulimba mentioned that he thought it was a backward step to take control of apprenticeship from the Minister for Education. I think perhaps he had something there, because after a boy leaves school and goes to work and finds he has to do these apprenticeship papers, he quite often has to call on the local teacher or head teacher—in this case it is the head teacher—to help him. These boys want to get a credit or an honour just as anyone else does, but sometimes their pass is not good enough and I know these teachers in the outback areas do help apprentices to obtain the marks they desire.

I notice that in his Estimates the Minister mentions the Fish Supply Fund. The appropriation has risen from £1,450,000 in 1962-63 to £1,700,000 for this year. I think that is

very important because with an extensive coastline such as Queensland has, and with the present home market and the possibility of an export market for fish, the fishing industry could be really something worth while. Unfortunately, when fishing areas are found they are sometimes raided, and I hope that the Minister has at his disposal the means of controlling people who come to these fishing grounds, get in on the first kill, take everything they can, and then get out. I know quite well that in the Gulf of Carpentaria, apart altogether from fishing, there is also a prawning industry. Whether or not they come under the Minister's control I do not know, but I am certain that the Government is trying to make a survey there prior to the prawners going in. However, the prawners were not to be beaten. They came in early and although they are assisting with the survey we have seen evidence in the Press that prawning fleets from Tin Can Bay and Western Australia are going to the Gulf, only to be bitterly disillusioned by the fact that the expected quantities are not there.

With the extension of the fishing industry, particularly with the new areas that are opened up, either for fishing or prawning, the Minister must watch that the help that is being given is not used as a guise for ships to go there and help themselves. Wherever we can foster and look after an industry for all times—not just for a short time when the season starts and the fish are there—it is all to the benefit of Queensland as a whole, particularly if we can build up an export trade. I think we can. The Japanese have shown us that they can do it. What they can do we can do equally as well, if not a lot better.

In conclusion, I should like to go back to the subject of tourism. Earlier I mentioned parkland but I think I omitted to draw attention to the need to provide along tourist roads little areas where motorists can pull off the road and have at their disposal facilities such as those mentioned by the hon. member for Sherwood for boiling the billy and keeping the area clean.

Mr. Dewar interjected.

Mr. WALLIS-SMITH: The local authorities will be guided by a little help from the Minister, and sometimes the Minister will be guided by a little help from the local authorities. If we pass the buck from one to the other nothing is ever done. The local authorities say, "If it is maintenance work, we will do it; if it is permanent work it is not within our province". That might be so. Perhaps it has to be so. What we would like to see is what they have in other countries that adequately cater for tourists. The necessary receptacles should be provided and someone made responsible for seeing they are emptied once a week.

Mr. WALLACE (Cairns) (8.13 p.m.): First of all, I wish to express my amazement

at the action of the hon. member for Sherwood in attacking the hon. member for South Brisbane just a few minutes ago. Any hon. member on the Government side is a little late in giving voice to such protests. Character assassination has been practised almost daily by the hon. member for Townsville South ever since I have been in this Chamber, with the full concurrence of hon. members opposite. When that hon. member attacked Dr. Scott of the Townsville University College we did not hear—

The ACTING CHAIRMAN: Order! I ask the hon. member to confine himself to the matter before the Committee.

Mr. WALLACE: This is a debate on the Estimates of the Department of Labour and Industry. You allowed the hon. member for Sherwood to speak on this subject. I claim the privilege of being allowed to say something about it. I want to voice my own opinions on this matter, as I have often done in the past. I think it is quite relevant, Mr. Gaven, seeing that you allowed the hon. member for Sherwood the right to speak on the matter.

When the hon. member for Townsville South viciously attacked Dr. Scott of the Townsville University, nobody rose on the Government side to defend Dr. Scott. As I have often said in the Chamber, I believe that Parliamentary privilege should extend to the stage where, if an hon. member wishes to voice his opinion on certain things, or expose certain things that he believes to be true, or substantially true, he should have the right to do so. If such exposures are in the public interest he should undoubtedly have the right to canvass his opinions on the floor of this Chamber. The hon. member for South Brisbane has assured me that he believes what he said to be completely true and, in that light, no doubt he has a right to put his views forward in this Chamber. I do not know anything about it but I take strong exception when these attacks are made, and there is no outburst from the Government benches to defend the people attacked. In such instances I reserve the right to say something about them, when the opportunity occurs, as it did tonight. I am astounded that the hon. member for Sherwood should allow himself to be used as he was tonight.

As the fourth successive speaker for the Opposition I register my resentment at the inaction of Government members; it demonstrates their lack of interest in the debate. They are forcing members of the Opposition to carry the debate. It is reasonable to assume that, with its numbers, the Government should be prepared to come in, one for one, in the debate. I believe in saying what I think, and I think most hon. members realise that in forcing three or four Opposition members to follow one another in the debate, without an equal number of Government speakers, the Government is

lowering the dignity and prestige of Parliament. Opposition members are fully alive to their responsibility, but in this session of Parliament they have carried the debate. I do not believe that we should be forced to do that because the onus is on the Government to carry the debates; it has the numbers and it is the Government's job. It should not force it onto Opposition members.

Government Members interjected.

Mr. WALLACE: It is useless for Government members to interject now, because they have been silent on many matters during this session. I do not mind if people get stuck into me if they are prepared to do what hon. members on this side do. We have carried the responsibility for the debates throughout this session. I make no bones about that statement.

I was very disappointed in the Minister's approach to his Estimates. I knew him as a private member for some years, but I think he must have lost a great deal of his steam, as a private member, when he got a portfolio.

Mr. Tooth: You have not heard his closing speech yet.

Mr. WALLACE: That could well be.

If the Minister had submitted his Estimates to us in the manner that he attacked measures as a private member, he would have been much more interesting to listen to. I think very few hon. members, if any, really knew what the Minister was saying today. No doubt he read a departmental report, but at times he did not speak very loudly, and most certainly did not speak in his usual tone. It was very difficult to hear him. If he had made a personal approach to the Estimates his speech would have been much more interesting and would have been greatly to his credit.

Mr. Dewar: You stick around when I "do" Bennett over.

Mr. WALLACE: I am always prepared to stick around.

The presentation of the Estimates today seemed to set the pattern to be followed by Government members. When the hon. member for Mackenzie moved his private member's motion, I said in answer to him that it was a complete departmental report. That is not the way the business of this Chamber should be carried on. The Minister and the hon. member for Mackenzie might have done a much better job if they had gone about things in their usual style.

Many aspects of these Estimates have been covered by Opposition speakers and I want to congratulate each of them for the way they have approached their job because they have done it with great credit to themselves, to the party they belong to and to the Legislative Assembly.

Much has been said by members on both sides about industrial safety but nothing has been said about industrial harmony, which I believe to be the most important aspect of industry in Queensland. As it is vital, I propose to dwell on it and to refer to the operations of the Industrial Commission.

I had hoped that the new Minister would have come in with a completely different approach to the problems of the departments and to the activities of the Industrial Commission. I thought that, as he is a young man, his approach would be fresh in contrast with that of the previous Minister, who, of course, is now going to be Senate candidate for the Liberal-Country Party. The previous Minister whenever possible viciously attacked any legislation introduced to benefit the workers of Queensland. I have said previously that I thought he was completely responsible for it but I am not so sure about that now. I think the Government pushed him into saying and doing many of the things he said and did.

I want to deal now with the restrictions imposed on the Industrial Commission in its approach to industrial awards and conditions. The Committee is well aware of the fact that only a few short years ago the Industrial Commission was severely hamstrung when it was refused the right to grant bonus payments to the workers of Mt. Isa. That was a very retrograde step and was detrimental not only to Mt. Isa workers but also to the people of Queensland as a whole and, if allowed to proceed, it could well mean that employers generally throughout the State could make application for, and use, such legislation as was granted to Mt. Isa Mines Ltd. for the express purpose, in my opinion, of subduing their employees. I think the Mt. Isa business was a very clear indication of how far this Government might have been prepared to go.

I suggest to the new Minister that he might adopt a completely new approach and put to the Government that, in the interests of workers, employers, and industrial harmony, the Industrial Commission be made quite free in its approach to the industrial affairs of the State. The workers of Queensland resent very much the action of this Government, and I can say in all truthfulness that the feeling among trade unions today is that the new Minister might approach the problem in a completely new way and give the Industrial Commission the right to do its job as it should be done, after hearing from the unions and the employers. If this is done, it will be a feather in the Minister's cap and will redound to his credit throughout Queensland for many years.

I now want to say something about the tourist industry. Much has been said about it, but, except for the remarks of the hon. member for Tablelands, nothing about tourism in Far Northern Queensland. A great amount of money has been spent in

the last few years on the Tourist Bureau, and a considerable amount, £325,000-odd, has been allocated for 1963-64. Most people in Queensland believe that tourism can become a major industry and I feel that the approach to it has not been quite the right one. I am led to believe from what I hear and see that a tremendous amount of the money allocated is actually being wasted. I know that nobody in this Chamber wants to see money wasted.

Mr. Ramsden: Where is it being wasted?

Mr. WALLACE: It is reasonable to assume that if the Government was really conscientious in its desire to develop the tourist industry, it would provide tourists and potential tourists with the most up-to-date information possible.

Mr. Dewar: Don't you think that is being done?

Mr. WALLACE: No, it is not, and I shall indicate why I say that, although I do not think that the Minister will agree with me. At the recent Industrial Fair, or whatever it was called, in Sydney were people from almost all countries of the world, many of whom approached the Queensland exhibit seeking information. The handbook provided was a 1960 book.

Mr. Dewar: Weren't you down there?

Mr. WALLACE: I did not have to go there to get that information; I got it from potential tourists.

Mr. Dewar: They were given to school children for project work.

The ACTING CHAIRMAN: Order! I should like the hon. gentleman to address his remarks to the Chair.

Mr. WALLACE: If the Government was sympathetic towards the tourist industry and desired to develop it into a major industry, they would see that the latest books were available in 1963, not 1960 books. New Zealand was able to give out 1962 books.

Mr. Dewar: We gave out 1963 books. The others were given to school children for project work.

Mr. WALLACE: The tourist potential of the far northern part of Queensland is being grossly neglected. As recently as last Friday there were American and New Zealand passengers on the "Sunlander". When they were asked whether they were going to the Cairns district they said, "No, we have never heard about it." They were told to go to Proserpine and the islands adjacent to it.

The people of Far Northern Queensland realise that they have been grossly neglected by the Government. In spite of this neglect they have made progress. The Cairns City Council made progress and was then grossly attacked by the Premier of Queensland.

Having written to the Premier on 1 July a letter filling one foolscap page, it received a reply from him on 30 July comprising 12 foolscap pages in which he slandered the members of the Cairns City Council.

Mr. Dewar: And telling the facts.

Mr. WALLACE: He was not telling the facts.

Mr. Dewar: He was telling the facts.

Mr. WALLACE: He was not.

Mr. Dewar: Every word of it was true.

Mr. WALLACE: The Minister is like the Premier.

Mr. Dewar: He tells the truth.

Mr. WALLACE: The Minister cannot evade the issues. The Cairns City Council is prepared to live up to its part of it. It is not prepared to accept—

Mr. Dewar: They said nothing to me about that letter a fortnight ago.

Mr. WALLACE: The letter was sent to the Premier.

The ACTING CHAIRMAN: Order! I ask the Minister to contain himself.

Mr. WALLACE: There is tremendous tourist potential in the part of Far North Queensland represented by the hon. member for Tablelands, the hon. member for Cook, and myself, and we do not appreciate it when the Government, by its inaction, grossly misrepresents that part of the State. If the people from overseas who were on the train last week had been told the truth, they would have gone to Far North Queensland. They were resentful because, having gone to Proserpine on the advice of the Tourist Bureau, they were not able to go to the Far North.

I throw back in the Minister's teeth the suggestion that the protest from the Cairns City Council was not legitimate. It most certainly was legitimate. I shall read the letter from the Council so that hon. members will know what it is about. It is dated 1 July, 1963, and is addressed to the Hon. G. F. R. Nicklin, M.L.A., Premier of Queensland, Parliament House, Brisbane. It reads—

"Honourable Sir,

"I have been directed to refer to the article 'Three Rosy Years Ahead' published in the Weekend Magazine Feature in 'Sunday Truth' on June 23, 1963, and to advise that my Council takes strong exception to the omission of any reference to the City of Cairns in your article on the State's prospects for the next three years.

"The Council feels that, despite the city's potential, a very passive attitude is being taken to the city's development and

very little effort is being made by the Government to attract secondary industries to Cairns.

"At the Council meeting reference was also made to the fact that the Minister in charge of Tourism, the Honourable A. T. Dewar, M.L.A., in a statement which appeared in 'The Cairns Post' on Saturday, 8 June, 1963, failed to mention the 'Fun in the Sun' Festival to be held at Cairns from the 4th to 20th October, 1963.

"I would also draw your attention to an advertisement which appeared in 'The Courier-Mail' of the 26th June, 1963, inserted by the Queensland Government Tourist Bureau which read as follows:

"'Complete your Queensland Holiday and add extra fun and variety by visiting the State's beautiful country centres—Toowoomba, Bundaberg, Rockhampton, Mackay, Bowen and Townsville—all wonderfully different, easy to reach!'

"This seems to be a remarkable advertisement in that it includes Toowoomba, which is at the very least rather a cold place in June, and omits Cairns, which has the best weather of all in the winter.

"A similar advertisement appears on Page 17 of the Newcastle 'Morning Herald and Miners' Advocate' on Tuesday, 25 June, 1963. On the same page in this newspaper there is an advertisement sponsored and paid for by the Cairns and District Tourist Development Association which invites interested people to contact the Queensland Government Tourist Bureau for further particulars. It indicates a remarkable lack of co-operation when you read the advertisement sponsored by the Queensland Government Tourist Bureau and that advertisement fails to make any mention of Cairns. The centres mentioned in the Tourist Bureau's advertisement do not appear to have taken the trouble to advertise in this newspaper.

"The members of this Council respectfully submit that these continued omissions cannot be excused as errors and I have been directed to point out that my Council is requesting that it receive fair consideration from yourself, Honourable Sir, and other Cabinet Ministers and Government Departments, including the Queensland Government Tourist Bureau, in any publicity matter.

"Your favourable consideration of our request will be appreciated.

"Yours faithfully,

"(Signed) C. deG. Williams,

"Town Clerk."

Any reasonably minded person would agree that there is nothing in that letter to get upset about, but the Premier, in his reply, took 12 pages to vilify the members of the Cairns City Council.

Mr. Dewar: And to give the facts.

Mr. WALLACE: To vilify the members of the Cairns City Council, and not to give the facts. The hon. member and his Government cannot deny that there has been no action by them to develop North Queensland.

Mr. Dewar: He dealt with tourism.

Mr. WALLACE: That is untrue. He hardly mentioned tourism. He attacked them on all these other things, and it is a pity it is not possible to read it all so that the people of Queensland would know, but there are too many pages to read.

Mr. Dewar: The Council's letter was prompted by political bias.

Mr. WALLACE: The Cairns City Council comprises a majority of A.L.P. men; that is true, but it was a unanimous vote of both Tory and A.L.P. members.

Mr. Walsh: Give the Minister credit for opening a pub on Sunday up there, will you?

Mr. WALLACE: I have not come to that yet. That letter was written with the full approval of the City Council and the people of Cairns. The hon. member for Bundaberg having brought that matter up, I will mention it. I do not want to stir things up too much but I should like to know if, on the day the Minister opened the hotel on Green Island, it was considered all right for it to open for the whole day and to be an indication to the people running the kiosk there that it would be good to open the pub and run it at any hour at all.

Dr. Noble: Were you there?

Mr. WALLACE: I was not there but I do not have to go to a place to know what goes on; my people tell me. They believe I will put a case for them and they are prepared to tell me what goes on.

(Time expired.)

Mr. NEWTON (Belmont) (8.38 p.m.): Like other members on this side of the Committee, I enter the debate on the Estimates for the Department of Labour and Industry for many reasons. On looking at the number of departments that are now sub-departments of the Department of Labour and Industry I cannot help but think that it will be interesting to note just how they fare during the next 12 months under this Minister. It is also interesting to note that in spite of the Government's talk of expansion, during the past three years particularly in relation to factories and other achievements in the State, there is not a great increase in the allocation to the various departments that would have a big effect on their development.

One has to go through the Estimates for the various departments very carefully, particularly from an industrial point of view. After all, this Government, since it attained office six years ago has called two safety conferences in the State and one would

expect that, after such conferences, certain measures would be taken to carry out some of the decisions reached. I will say that, after the first conference, the Government did endeavour to amend various Acts to overcome some of the problems raised but very little has been done since the Townsville convention. The Government usually starts off by setting up committees, holding conventions, and so on. It usually starts off with that good move, but then the whole thing gradually dies. That is what happened following these safety conventions.

In the report of the Chief Safety Engineer, Chief Inspector of Machinery, Scaffolding, and Weights and Measures, we find that during the past 12 months only two additional inspectors of machinery and one boiler inspector have been appointed. Yet the Minister talks about the enormous increase in the number of factories in Queensland. If that is true, the number of inspectors of machinery should have been much greater than is shown in the report, particularly when we take into consideration the laying of the Moonie pipeline. I asked a question in the House about that matter recently. We know the amount of work that is involved, and the number of workers required, on that type of project. With the laying of the pipeline and the oil refinery project one would expect that more inspectors would have been appointed to ensure that the machinery used was inspected regularly, particularly in view of the fast progress that was expected with the laying of the pipeline.

Although the Government set out to do something about the inspection of second-hand motor vehicles, it is clearly admitted in the same report that there was no increase in the number of inspectors of motor vehicles, and that during the 12 months' period sickness had been responsible for a reduction in the effective strength of the section. Apparently that has caused a decline in the amount of work normally carried out by the inspectors. At the same time the report points out that under the new regulations officers of the Police Department Traffic Branch inspected vehicles on the road in the metropolitan area. Here again the Government was taking a step in the right direction, but once more it has got away from its original intention. As one of the poor members of this Chamber, I recently purchased my second second-hand car since I have been here. I thought that with the inspections of second-hand cars that were to be carried out this one would be much more road-worthy than the first, but when I took it to a garage to have it checked five faults were found in it. Four of them may have been something that would never have caused a serious accident, but the fifth was a very serious fault. The handbrake cable was very unsafe. It was frayed. I should like to know how much authority motor vehicle inspectors have to enter dealers' yards and carry out inspections of vehicles to determine their roadworthiness.

It is useless for the inspectors to go to a used-car dealer's yard, walk around the vehicles and look underneath them, without lifting the bonnets and having a good look at them. I do not blame the inspectors for doing that because the responsibility lies with the——

Mr. Windsor: It lies with you. Why didn't you look at it yourself?

Mr. NEWTON: I do not profess to be a motor mechanic, nor do I profess to be other than a layman so far as motors in cars are concerned. I have more sense than that. I do not intend to try to interfere with, judge, or govern, anything I know nothing about and if hon. members opposite adopted that attitude they would get on much better.

I appreciate the Minister's intention concerning the industrial departments of the Department of Labour and Industry. He has indicated that he intends to amend the Factories and Shops Act, the Inspection of Scaffolding Act and the Inspection of Machinery Act. If the Government was really sincere, it had a golden opportunity when it gained control of the Treasury benches to bring the Scaffolding Act up to date and overcome many anomalies found on jobs today. The late Stan Wakely devoted the whole of his lifetime in this department to safety on the job, irrespective of employees and employers. He could have imparted a great deal of knowledge to the Government about the Scaffolding Act, but unfortunately he passed on. Credit should be given to him, because when I was a State organiser for the building trade group unions for more than seven years he carried out his task without favour to employer or employee. In the department today there are senior men who were under his control, and inspectors who have since been appointed, who have had some of his knowledge passed on to them. It is to be hoped that, when the Minister brings down legislation during this session, it will cover many problems referred to the former Minister, and some referred by me to the previous Minister. The Minister knows that it is some time since drastic amendments were made to this Act.

During the 1960-63 term of this Government, the former Minister for Labour and Industry made an offer to three hon. members on this side of the Chamber to join a Joint Parliamentary Committee comprising Government Members, Mr. Hilless, and probably the Chief Inspector of Scaffolding, to study the Scaffolding Act and to make suggestions for improving it. He also made it quite clear that when the Bill came before the House we would not be in any way bound by what we had previously said; we were to be allowed complete freedom to say what we wanted to say about anything. I was very disappointed that this proposal lapsed. The offer was made to the hon. member for Bulimba, the hon. member for

Salisbury, and me. We approached our leader and he agreed entirely with the suggestion. He thought it was a very good suggestion but unfortunately it lapsed.

On reading further through the report on the Inspection of Scaffolding one finds that form work is very important. The report says, that of the four fatal accidents during 1962-63 "two were the result of the failure of concrete form work on a Main Roads bridge construction work in North Queensland". I raise this matter today because a lot of steel form work is being used in place of the wooden toms that we used in the past to hold up form work, especially for flooring. Today Acrow toms are being used. I can recall, in my time as an organiser of the Building Workers' Industrial Union, when a 9-inch concrete floor in the Taxation Building collapsed. It would be about 20 feet by 20 feet and 9 inches thick. In that case Acrow toms were used.

The Act does not make it quite clear just how far apart the Acrow toms should be to take the weight of the concrete being poured on the form work. We found that, where the Acrow toms should have been placed 18 inches apart and tied with tubular steel to prevent spreading, somewhere along the line the middle Acrow tom had been taken away for some other purpose. When the flooring collapsed the Acrow toms were bent so far you could have used them to shoot arrows.

Mr. Murray: Put us out of our misery. What is an Acrow tom?

Mr. NEWTON: It is the same principle as in the olden days. When pouring floors on concrete buildings you tom your work up. You pour the first floor, the ground floor, and then you tom the second floor. The best example I can produce is this T-style wooden tom I have here, which is braced. Heavy timbers were used to take the weight.

The Acrow tom telescopes. It can be wound up to a certain height. In fact, it could be wound to higher than it normally should be if it is to take safely the weight of a floor being poured. That in itself is dangerous. These matters are serious and I am pleased to have the interjection because it enables me to clarify the point. However, I do not want to be sidetracked on these issues because I want to cover as much ground as I can.

The Minister said he felt that the safety conventions that were held had been very successful because of the reduced number of claims met by the Workers' Compensation Department. I do not want the Minister to be misled on workers' compensation claims. After all, if any Government has applied a very hard examination of claims coming before the department, it is this Government. Today claims are being rejected that would have been met when we were

the Government, probably because of the sympathetic attitude of our Minister and Cabinet.

Mr. Dewar: You couldn't get a heart case through your Government. I tried to sell you the idea but I didn't have a dog's chance.

Mr. NEWTON: The Minister must have been a very poor advocate in those days. We had no trouble with any heart cases brought to our attention as a union. For those that were not accepted we had avenues open to us and we contested the matters through those avenues. Nine times out of 10 we won them before they even reached the Magistrates Court, on evidence that we could produce.

Dr. Noble: How did Gerry go in the election?

Mr. NEWTON: I am not talking about that. I am dealing with a subject that I regard as most important to the workers of the State.

In the time that I have left I wish to deal with the work of the Chief Inspector of Factories and Shops. I have spoken in the Chamber attacking this department, and I want to say that today I feel there is a big improvement in the factories now being built. Improvements are also evident in a number of factories that were previously in a shocking condition. I spoke on this subject about two or three years ago, on entering Parliament. I have seen today some of those factories of which I spoke, and they are now what one would expect to be provided by any employer.

Mr. Campbell: Under a Liberal Government.

Mr. NEWTON: Under a Liberal Government, my foot! That is utter nonsense. After all, who does the work? It is the officers of the department who are able to do the work, provided they are not hamstrung in any way. Unfortunately they have a big job to do, and I am one who appreciates what they have done.

It is also interesting to note that they have been responsible for obtaining a large sum as arrears of wages. I can appreciate that that is a problem because I have had years of experience in the adjustment of wages. I understand very well the job that lies ahead of the inspectors of this department.

The hon. member for Cairns referred to the Industrial Commission. I shall be quite brief on this subject. It is to be hoped that the Commissioners will continue to deal with cases as quickly as they dealt with those concerning three weeks' annual leave and the 10 per cent. marginal increases. As an industrial representative, I followed those two cases with great interest. To my knowledge, never on any other occasion have such important cases been heard and determined on the same day. Usually, particularly on matters concerning leave entitlements, marginal

increases, and increases in the basic wage, it is some six weeks before the Commissioners have made up their minds which way the decision will go. It is to be hoped with the new set-up under the Industrial Conciliation and Arbitration Act, that the functioning of the Commission has been streamlined and that future decisions will be given as quickly as these were. I say quite openly that if such important decisions having a great effect on the economy of the State can be given so quickly, so, too, could decisions on other matters that come before the Commission.

I now wish to speak on the Police Department. Here again it is very difficult properly to attack one Minister on something that he has taken over from another. So far as I am concerned, I am attacking the Government. I am not happy, and never have been, about the decision reached on providing a police station in the Belmont electorate. I raised this matter in the Budget debate and it seems that I am forced to raise it again because I received no reply then.

To overcome the problems confronting us today, if we close a police station in a particular district, we must form other police districts to provide police protection for the general public. I recently attended the annual meeting of a youth recreation club that has about 400 members. It is doing a very good job for young people, and in his report the president of the club paid a great deal of attention to the various problems affecting them today. I believe that one way of overcoming many of the problems is to ensure that there are sufficient police to enable the metropolitan area of Brisbane and provincial cities to be patrolled adequately. The president pointed out that the membership of the club, of which I am a patron, is expanding every year, and he mentioned the difficulty that is experienced in carrying out its work. I believe that youth clubs throughout the State, which are playing an important part in overcoming the problems facing the youth of today, should be given some form of subsidy.

Both these matters come under the jurisdiction of the Minister. If a child goes astray, it goes into a home and comes under the care of the State Children Department. On the other hand, the report shows quite clearly that representatives of the Police Department are devoting a great deal of time to visiting homes and endeavouring to give guidance to youths on the particular problems confronting them. In my opinion, this is a step in the right direction and should be encouraged. In nine cases out of ten where a child goes wrong, if somebody in authority has a talk to it in the presence of its parents, the child will come back on to the right road and eventually be a useful citizen in the community.

Mr. KNOX (Nundah) (9.3 p.m.): First let me congratulate the Minister on the very comprehensive presentation of his Estimates.

Under the circumstances, it must have been very difficult for him to present Estimates for departments for which he became personally responsible only recently. It was completely unfair of the Leader of the Opposition to attack the Minister in this regard earlier today, because he should have realised—I am sure he does, although he is not prepared to admit it—that the Minister would have prepared for him extensive notes on some of the matters that now come under his control but that previously were under the control of another Minister. As usual, we find the Leader of the Opposition, short of material, engaging in personal attacks on members on the Government benches, and spending a considerable time in doing it.

Under these Estimates we have, of course, the control of the industrial conciliation and arbitration system and the administration of the Acts associated with the Industrial Court. One of the functions of our industrial machinery today—it was not so years ago, but it is now—is the control of trade union elections and the manner in which they are conducted. It came to my notice in "The Courier-Mail" this morning that Mr. J. B. Keefe, Federal President of the A.L.P., was reported as having said—

"The A.L.P. was quite capable of conducting its own affairs without the assistance of other parties."

In the same paragraph he is reported as follows:—

"Mr. Keefe said there had been a suspicion that on some past occasions certain alleged unity tickets which had appeared were the work of the Liberal Party and the D.L.P."

Of course, Mr. Keefe would know all about that because he was recently associated with, and condoned, certain unity tickets when members of his own party were elected to the Q.C.E., the controlling body of his party.

This article refers to a unity ticket of which I have a copy. It is a rather interesting unity ticket and I am sure that hon. members opposite must be very embarrassed about it. It is a unity ticket in support of officers of the Building Workers' Industrial Union, a union with which the hon. member for Belmont is familiar, and it asks people of that union to support the following candidates: Gerry Dawson for State Secretary; Jack Sherrington, who is an acknowledged Communist, for the State Management Committee. Ossie Butler, Hugh Hamilton, who is an acknowledged Communist, Eddie Stannett, Bob Wright and Jack Hogan. It asks for the vote to be given 1, 2, 3, 4, 5 and 6 in order of those names and for voters to fill in all the squares on the ballot paper. Then it goes on to recommend as State organisers three Communists, Loughlin, Petersen and McMillan, and three members of the A.L.P. It is published by members of the B.W.I.U. who claim to be the body supporting the present management of the

B.W.I.U., and it says, "Unite, defend your union." The hon. member for Belmont knows all about it and he is not prepared to admit it to this Committee.

Mr. NEWTON: I rise to a point of order. What the hon. member has just said is a deliberate smear on my character. I know nothing at all of the document that he has referred to.

The TEMPORARY CHAIRMAN (Mr. Baxter): Order! Will the hon. member for Nundah accept the statement of the hon. member for Belmont?

Mr. KNOX: Certainly I accept it. It is apparent that Mr. Keffe knows all about that document and apparently Mr. Duggan knows all about it, too, because they have made statements in the Press about it.

Mr. Houston: Not that one.

Mr. KNOX: Are there other unity tickets?

Mr. HOUSTON: I rise to a point of order. I did not say "tickets". I referred to "documents".

The TEMPORARY CHAIRMAN: Order! I ask the hon. member to accept the denial of the hon. member for Bulimba.

Mr. KNOX: Very well. This unity ticket, distributed widely throughout the State in support of both Communist and A.L.P. candidates, is a unity ticket in reverse. Previously we have had Communist unity tickets supporting A.L.P. members, but on this occasion we have A.L.P. members supporting Communists and they have been distributing this unity ticket throughout the union in this State.

I have here another ticket. Perhaps this is the unity ticket to which the hon. member for Bulimba was referring. In this one prominent members of the A.L.P. are given first, second and third preferences and the Communists are put last. Do we find Mr. Keffe coming out and supporting this ticket? We certainly do not; but we do hear of him coming out and supporting a unity ticket and trying to claim that there is some association between the D.L.P. and the Liberal Party.

An Opposition Member: That is where you got that ticket.

Mr. KNOX: This ticket was placed in my hand by members of the Democratic Protestant League, or movement, whatever they call themselves, who happen to be a group of people in the trade-union movement who are interested in getting rid of Communist control of trade unions.

Mr. Houston: Are you a sectarianist?

Mr. KNOX: Nothing of the sort. Mr. Duggan, Mr. Lloyd and Mr. Newton are members who sit on the Q.C.E. with other prominent members of this union who are associated with a Communist-A.L.P. unity ticket. The controversial figure in this issue

is a Mr. Ferguson, who is a member of the A.L.P. and has been distributing the unity ticket, but Ferguson is in no danger whatever, because his place on the ticket, which is supported by people fighting Communists, is No. 4. He is in absolutely no danger of losing his position as State organiser of the B.W.I.U., yet he has actively associated himself with the distribution of a Communist-A.L.P. unity ticket. If the official attitude of A.L.P. members today is to condone the distribution of these tickets throughout the trade-union movement, and not to take any action in accordance with their policy, platform and the decisions made at conventions of their party, they must expect that the people of Queensland, and Australia generally, believe that they are not fair dinkum in their fight against the Communists.

Mr. Mann interjected.

Mr. KNOX: I wonder where the hon. member for Brisbane stands in this matter. On whose side is the hon. member? Is he on the side of those who want to see Communists selected to the principal positions in the A.L.P., leading the trade-union movement with the assistance of members of his own party? Is he in favour of that, or is he on the side of members of the A.L.P. who are fair dinkum and want to see Communism—

Mr. Mann: I am in favour of the unions running their own business in their own way.

Mr. KNOX: He is in favour of the trade unions running their own business in their own way, yet it was his Government, with his support, that introduced the secret ballot legislation. That was a direct interference with trade-union affairs. Members of his party felt that the way the ballots were being conducted was not in accordance with democratic principles. The hon. member for Brisbane is the person who says that the A.L.P. does not interfere in trade-union ballots. Unfortunately that is probably the case. They let these people take over. They let them take control of the trade-union movement, but not so many years ago they were prepared to fight them all along the line.

Hon. A. T. DEWAR (Wavell—Minister for Labour and Industry) (9.14 p.m.): There has been a fair amount of talk since half-past two but very little has been said about the Estimates of the Department of Labour and Industry. I will deal as best I can with those few comments that had a little relevance to the subject matter under discussion. First of all, I wish to deal with the comments of the hon. member for South Brisbane, who had a few words to say, as is his wont and practice, about the Police Department. Firstly, he commented on differential sentences. He complained that for various misdemeanours in the Police Force different punishment is imposed. I refer to Rule 88 under the Police Act, which states—

"Any member of the Police Force found upon a summary investigation by the Commissioner to be unfit to continue

to be a member of the Police Force, or guilty of misconduct, or neglect, or violation of or absence from duty, or neglect or refusal to obey a lawful order, or to obey or execute any process lawfully directed to be obeyed or executed by him or to be guilty of any other offence against discipline, shall be liable to be punished by the Commissioner by being dismissed from the Police Force, disgraced, fined a sum not exceeding £5, transferred, or reprimanded."

Those are the differential punishments in which the hon. member for South Brisbane sees so much of a sinister nature.

A Government Member: Where is he?

Mr. DEWAR: He is never in the Chamber. He comes here only to hurl abuse.

These punishments, and the penalties appertaining thereto, are in the Police Act. They cannot be adverted from and have not been changed since 1953, when they were operating under the Labour Government of which he is so proud.

An Opposition Member: There is nothing wrong with the Act.

Mr. DEWAR: The hon. member says there is nothing wrong with the Act. Each case is dealt with on the evidence presented and the same practices have been operating since the Labour Government was in power. There was nothing wrong with the system in those days, but looked at with the warped mind of the hon. member—

Mr. Houston: I say!

Mr. DEWAR: The hon. member is buying in so I will chop him in on it.

The hon. member for South Brisbane referred to the camps in the Police Force. He referred to trouble throughout the entire State. It may be that there are camps. There appears to be a Bennett camp. It appears that about 3 per cent. of the Force have personal grudges, who are "agin" the world, "agin" the Government, "agin" everything, including themselves. In a man like Bennett, the hon. member for South Brisbane, they have an ear that will listen to them because he glories in the part. His reputation at the bar is the lowest, and he glories in this type of thing because it gives him an opportunity in this Chamber to further his own legal practice. Why wouldn't he listen to them as a barrister? If they are suckers enough to pay him cash to go into court and fight for them, he is sitting on the sidelines and laughing every time he loses a case. Things have come to a pretty pass when an hon. member is able to use this Chamber to further his own private reward outside Parliament, particularly when he spends his time not in this Chamber but in the courts each day of the year.

Mr. Mann: You heard the hon. member for Townsville South make his statements.

Mr. DEWAR: He is not making money out of it. He is not making a living outside Parliament.

The other camp I am referring to is the camp comprising the responsible members of the Police Force who have enhanced its stature. There are therefore two camps, the Bennett-type camp and the camp of the decent people in the Police Force who are interested in doing a good job.

Mr. Mann: Bennett is as good a man as you, any day.

Mr. DEWAR: He may be. I will take him on any day the hon. member likes, but he is not here. I will take on the hon. member who interjected, too.

The next statement by the hon. member for South Brisbane was to the effect that the Commissioner went barnstorming throughout the State. It is true that the Commissioner made his usual trip throughout the State in February and March of this year, attending to normal police matters. I give a categorical denial that any member of this Government, whether in the Cabinet or on the back benches, had any knowledge of promotion on behalf of this Government by any member of the Police Force, at any level. I categorically deny that any member of this Chamber had any knowledge of any such promotion by the Commissioner. I take his word when he denies that any such promotion of Government interests was embarked upon. On the other hand, it is well known that in years gone by commissioned officers, and other ranks, were expected to solicit funds for, and pay them to, the Labour Party.

The Deputy Leader of the Opposition stated that Mr. Gair interfered with the police and this Government carried it on. I say without equivocation that interference with the Police Force at a political level started long before Mr. Gair's time. It was a well-known fact that the Licensing Squad was ordered to keep out of Labour Cabinet Ministers' electorates and to lay off S.P. bookies in their districts. That was a well-known fact.

Mr. MANN: I rise to a point of order. I want to say that the Q.C.E. has received complaints from policemen throughout Queensland of pressure being put on them by inspectors to support this Government.

Mr. DEWAR: If they have, it is quite obvious that they come from A.L.P. stooges who would tell any lie at any time.

Mr. MANN: We are not as big a liar as you.

THE ACTING CHAIRMAN: Order!

Mr. MANN: I know that word is unparliamentary, Mr. Gaven, but I am not going

to stand for anyone here saying that the A.L.P. would tell any lie at any time. I withdraw it and I ask that the Minister be made to withdraw that, too.

Dr. Noble: Withdraw what?

Mr. DEWAR: I did not say that members of the A.L.P. tell lies. I said, "A.L.P. supporters who can tell lies or who do tell lies." As a matter of fact, it is fairly well known that the present Commissioner of Police at the time of his appointment said at Cabinet level that he was not prepared to yield to political pressure of any type. He has had no political pressure put on him by this Government because, when this Government came into power, political pressure on the Police Force flew out the window. It was here all right, but it went. Today people such as he can do their job without any fear of being victimised in any way.

Opposition Members interjected.

THE ACTING CHAIRMAN: Order! I ask hon. members to cease irrelevant interjections immediately. The Minister is entitled to the same respect and the same hearing as other hon. members have had during the debate, and I am here to see that he gets it. I warn hon. members to contain themselves and to allow the Minister to be heard.

Mr. DEWAR: There was a sinister reference by the hon. member for South Brisbane. I would not like to misquote him. As I recall it, it went something along the lines of associating the Commissioner with the National Hotel and a call-girl service. I have taken the matter up with the Commissioner and I am entirely satisfied that the statement by the hon. member for South Brisbane is a figment of his infantile imagination. In fairness to the proprietors of the National Hotel, this should be denied because it is purely designed to injure the reputation of that hotel. If the facts as he states them are known to the hon. member for South Brisbane, surely he has a responsibility to do something about them and not come into this coward's castle and make innuendoes that can never be pinned on him in any way!

Mr. Houston: Do you deny us the right to speak here?

Mr. DEWAR: Not at all, but any man with guts and backbone would do something more than hide behind the privileges of this Chamber in coward's castle, or else he would have the decency to shut up, which most hon. members on that side of the Chamber would have. I sat here for seven years in Opposition while the Labour Party was in power and, except in one case, I did not hear vilifying attacks by any member of the Labour Party when the person attacked could not answer the charge. There was some honour in the Labour Party in those days.

It is a well-known fact that one of the stooges who ran to the hon. member for South Brisbane in respect of various matters in this walk of life had been spreading this malicious rumour for a long time, up to six months ago, and it came back to the proprietor of the National Hotel. (Ah, the hon. member for South Brisbane has arrived.) As I say, it came back to the proprietor of the National Hotel and he confronted this stooge with it and he promptly denied it. He promptly denied all knowledge of it. One wonders why the hon. member uses this Chamber to vilify those that he hates.

Mr. Bromley: Take his pulse, Doc.

Mr. DEWAR: The hon. member need not worry about my pulse. I perform best when I am extended.

The second-last comment of the hon. member referred to the fitness of jurors. That Act is administered by the Justice Department, and is not my responsibility. The police also administer the Licensing Act, but that is not my responsibility. The police carry out lots of duties. The hon. member should be here occasionally and learn something of Parliamentary procedure.

His last comment concerned a sergeant in the Water Police, and he went on to say that all decent unionists were associated with the A.L.P. By implication, any police officer with enough brains to keep away from it is not decent. I should say that that would be the majority of them, so the hon. member has gone on record as saying that the majority of the Queensland Police Force are not decent people. There is no need to reply to any more of the muck indulged in by the hon. member for South Brisbane.

The first speaker on the Opposition side was the Leader of the Opposition. He complained bitterly, as he has done in the past, about the absence of statistics from the annual report of the Chief Inspector of Factories and Shops. He can get that information quite easily. Cabinet decided to endeavour to conserve the funds of the State for use on such things as schools, and I make no apology for that decision.

An Opposition Member: What about all the pretty little booklets?

Mr. DEWAR: The hon. member should be on "Theatre Royal." He would laugh at anything.

We thought it best to conserve funds by saving on printing, and I make no apology for it. That information is available at any time it is requested, and hon. members opposite are well aware of that. The last time that they asked for it was in 1961. They now know that the information is still available for the asking, but they are too lazy to ask for it.

Mr. Duggan: If it is available, why didn't you put it in the annual report?

Mr. DEWAR: We discontinued the printing of statistics some time ago in the interests of economy.

The Leader of the Opposition spoke in general terms about what he claims is the little that has been done to help the tourist industry, and he went on to give a list of hotels, one of which has now gone broke and closed down, built under Labour Government. He was not sure to what extent motels and other types of tourist accommodation have been provided since we became the Government. I can easily enlighten him. To the best of my knowledge, the Great Northern Hotel, at Cairns, and the Allen, in Townsville, have been built within the last six years. They are two of the five or six which I consider top-class hotels in Queensland were built during this Government's term of office.

Mr. Duggan: Would you get any satisfaction if either of them went broke?

Mr. DEWAR: No, that would give me no satisfaction at all. The hotel that closed down was built, the hon. member said, during his regime, and its closing was a great sorrow to me.

Mr. Duggan: You said it sneeringly.

Mr. DEWAR: I am sorry if I sounded as though I was sneering; I meant to laugh.

There has been a fantastic increase in motel building since we became the Government. There are now 220 motels in Queensland. I do not know how many were built before we came to office, but there were not many. The great impetus in providing this accommodation has been in the last six years. It has happened for the very good reason that the tourist industry throughout Australia has progressed. It can no longer be brushed aside lightly, and without the encouragement of the Government the industry would not have been promoted to the extent that it has been in the last six years. In fact, under Labour Governments there was no financial assistance for the tourist industry under the Secondary Industries Division of the Department of Labour and Industry. It was introduced under this Government, and quite a number of the tourist resorts that have been developed in the last six years have been developed as a result of financial assistance or bank guarantees given by the Government.

Mr. Hanson: Which one?

Mr. DEWAR: Bedarra Island is one. Do you want another?

Mr. Hanson: Rattle them off.

Mr. DEWAR: Green Island is another.

Mr. Hanson: Green Island was going before you were the Government.

Mr. DEWAR: The underwater observatory was backed by Government financial assistance; Marineland was backed by Government financial assistance. The industry has

been given encouragement by the Government, and the Tourist Bureau has not been treated as the tail-end of the Railway Department, as it was under Labour rule. This Government has made a job of the tourist industry; because of the promotion and the encouragement that has been provided, it has gone ahead and brought people to the State. As the industry itself has progressed, we have seen a great increase in motel accommodation, starting at Coolangatta in your area, Mr. Gaven, and extending right up to the Cairns district. The top-class motels that have sprung up over the last six years have completely changed the picture of accommodation for the tourist industry. In fact, had it not been for the motels, the industry would have collapsed four or five years ago, because in general terms the licensed hotels had failed miserably to face up to the expansion. Those interested in building motels have done a wonderful job.

Mr. Duggan: Are you saying that that development, which is admitted, is peculiar to Queensland?

Mr. DEWAR: No, not at all, but I am saying that Queensland is, and has been for the past 12 or 18 months, at the top of the tourist market in Australia. The Tourist Bureau made bookings last year worth £1,976,000, and in addition bookings were made by T.A.A., A.N.A., Parlour Cars, Redline Coaches, Pioneer Coaches, and many other ancillary services in the transport field. Today we have 179 employees in branches of the Tourist Bureau throughout Australia. Victoria is next with 9 branches and 130 employees, and N.S.W. has about 6 branches and 150 employees. Queensland is the most forward State in the promotion of tourism. I use the word "tourism" although I hate it and want to see it dropped.

Mr. Dufficy: How many new branches have you established?

Mr. DEWAR: We have established two new branches and rebuilt six of the broken-down huts that Labour Governments left. Did the hon. member ever see the horrible messes that the Labour Government left behind? If he did not, I ask him not to say anything. The one in Adelaide was about the size of the broom cupboard that the hon. member for Burdekin used to work in here. The one in Victoria was much the same; the one on the Gold Coast was similar; the one in Mackay was a shocker. Everywhere one went the branches of the Tourist Bureau left behind by former Labour Government were obnoxious in the nostrils of decent people, and they kept out of them. We opened the new Bureau in Adelaide in July, and we did more business the first day than we had done in the previous two months.

Mr. Houston: What took you six years?

Mr. DEWAR: Trying to get enough money to clear up all the rubbish hon. members

opposite left behind in schools, in court-houses, in police buildings, and in roads. It will cost us £500,000,000, and we will still be correcting the dead hand of Labour in another 10 years. We will still be here to do it too.

Mr. Duggan: What about Culwalla Chambers in Sydney? You people attacked the purchase of Culwalla Chambers, which represented many thousands of pounds expenditure by us.

Mr. DEWAR: The Sydney Bureau, which was established by the Labour Government, is a very fine bureau. Congratulations! I will send hon. members one of those blue ribbons they were talking about when referring to me.

The hon. member for Sherwood made a suggestion about a liaison between the National Trust and the Tourist Bureau. That is a very good suggestion and we will be very happy to carry it out. We agree with him. I have spoken to the Director on that matter and he agrees that some good could come of it. As the National Trust develops some of these old homes, in the preservation of which I, frankly, am very interested, it could do much in future to create some diversionary interests for interstate tourists.

The hon. member for Bulimba made some comments. He was not very happy about apprenticeships. He started by saying that responsibility for the training of apprentices should never have been transferred from the Department of Education to the Department of Labour and Industry. When it was given to me I agreed with what was done because I do not consider that apprenticeship is an education matter; it is a condition of employment and all matters relating to employment are matters relating to the Department of Labour and Industry.

Mr. Pizzey interjected.

Mr. DEWAR: Exactly. Apprenticeship and industrial conditions are matters for the Department of Labour and Industry. In the second place, apprenticeship is under Labour and Industry jurisdiction in every other State in Australia, so now it is under it in them all. In the third place, the Department of Education could not police the Apprenticeship Act. When any breach was committed under the Apprenticeship Act it was the Department of Labour and Industry that had to take action.

Mr. Houston interjected.

Mr. DEWAR: Now I ask the enlightened member, are we still wrong?

Mr. Houston: I still disagree.

Mr. DEWAR: If we are wrong, then every other State in Australia is wrong.

The hon. member for Bulimba spoke also about the inspection of second-hand motor vehicles. We are concerned about that matter ourselves. As a matter of fact,

it is now becoming very important and a great deal of work has been done on it. Only recently there was a conference between the Chief Inspector of Machinery, representatives of motor-vehicle dealers, the R.A.C.Q. and the Police Department. They met to formulate plans to control the sale of second-hand vehicles and consideration is now being given to the matter. Subsequently I shall receive a report from them.

The next point that the hon. member for Bulimba commented on was the fact that he said I no longer had any work to do.

Mr. Houston interjected.

The ACTING CHAIRMAN: Order! I ask the hon. member for Bulimba to refrain from interjecting. He had an opportunity to make his speech and I ask him now to listen to the Minister.

Mr. Houston: I do wish to listen to the Minister but I also wish he would quote me correctly.

Mr. DEWAR: The hon. member said my portfolio had deteriorated and that I now had little or no administration.

Mr. Houston: What else did I say?

Mr. DEWAR: That is all I know. It was not very important but that was important enough for me to make a note of it. Just to show how little the hon. member knows about these things, and certainly this one, about a month ago when the portfolios were rearranged and I had the Secondary Industries Division and Traffic, I had 510 personnel.

Mr. Houston: That does not mean a thing.

Mr. DEWAR: It could have fooled me; I thought it did. I had 510 personnel under my administration and control. Without the Police Force, today I have 890. The number has almost doubled without the Police Force. Yet the hon. member for Bulimba said that my portfolio had deteriorated and that I have little or no administration left. For the past six months of the previous job I was able to come into the office between half-past 8 and a quarter to 9. I am now back to what it was at the beginning and have to come in about 8 o'clock.

Mr. Duggan: Don't be sentimental.

Mr. DEWAR: I am not being sentimental. It is just that some of the boys behind the hon. gentleman are awfully dumb.

Mr. Bennett: Pizzey was a bit shrewd when he dumped a dirty one in your lap.

Mr. PIZZEY: I rise to a point of order. I object to that remark from the hon. member for South Brisbane, and I ask him to withdraw it.

THE ACTING CHAIRMAN: Order! I ask the hon. member to withdraw the remark.

Mr. Bennett: Seeing that the Minister is so sensitive, I do withdraw the remark. Of course, that is no indication of my belief.

Mr. Pizzey: It is not a case of being sensitive. All I am asking for is my ordinary parliamentary privilege.

Mr. DEWAR: The hon. member for Kedron referred to the apprenticeship system. Much of what he was covering has already been initiated in the Department of Education. I wish to elaborate on the comments I made about a full-scale investigation into apprenticeship matters. Some of the members of the Opposition approached the debate in a reasonable manner, and were anxious to contribute something to it. I just forget who said it, but the general comments were that the apprenticeship system is outmoded, and requires to be brought up to modern standards. That is the Government's aim. To that end, late next year, we will be amending the Act to the extent that it will be virtually a new Act.

Mr. Walsh: The sooner the Government appoints a royal commission into the whole matter, the better.

Mr. DEWAR: A royal commission into apprenticeship?

Mr. Walsh: Not only apprenticeship—the whole problem of youth.

Mr. DEWAR: We are dealing with apprenticeship at the moment. I have discussed this matter with my colleague. As soon as Mr. Gilmore, the principal of the Central Technical College, gets back—which will be very soon—we will be instituting a departmental inquiry into these matters. I am speaking about this now only because I want to correct any false impression that the hon. member for Kedron may have gained from what I said. I will welcome any written submissions from anyone in any walk of life—either employer or employee—who is sufficiently interested to send them to me. I am not interested in going further than that.

If anyone feels strongly enough about this matter to take the time to put his thoughts on paper we will welcome his written submissions. In the absence of any such submissions we will proceed within the Department of Education and my own department, and come up with an Act that we believe will be in keeping with modern standards.

The hon. member for Windsor sought to have extended to accidents on water the provisions that we have for accidents on the road. I think it is an excellent suggestion, and we will incorporate it forthwith.

The hon. member for Windsor, and others, commented on tourist publicity outside Australia. I will be dealing with the comments of the hon. member for Cairns later on and although my time may run out, I want to reply briefly.

Queensland's tourist publicity today is second to none in Australia. We now have brochures on virtually every major tourist area of Queensland, from the Gold Coast to the tropical North. Currently we have new brochures on the Gold Coast area and the Hervey Bay area. We are also subsidising a film on the Hervey Bay-Maryborough-Bundaberg area, and we are about to subsidise a film of the Gold Coast area. Last year we completed a first-class film of the Barrier Reef islands titled "Isles of the Sun," and in Brisbane next month a film will be shown under the sponsorship of Ansett-A.N.A., with the co-operation of my department. It will be of one hour's duration and will be the finest film ever made of Queensland. It covers Queensland from an industrial development and a tourist industry point of view. We have nothing to be afraid of or ashamed of in the standard of our publicity. Everything concerning the tourist industry in this State is first class and is recognised as such. It is available in unlimited quantities and is going regularly to all parts of the world. Ours is the only Tourist Bureau in Australia with a complete catalogue of every known facility in the State, and of everything we do, be it in the conveyer field, the purveyor field, or the accommodation field. Every agent we have in New Zealand, the East and elsewhere, has one of these catalogues. Whenever there is a change a loose-leaf is compiled and forwarded to our hundreds of agents so that they can supply full information on tourist activities in this State.

Mr. Duggan: I do not mean to be critical with reference to these leaflets for distribution in the East, but are they in the language of the particular country or in English?

Mr. DEWAR: The one we are preparing now will be sent over on the Centaur trade ship—a special one for the East.

Mr. Duggan: Are they written in English?

Mr. DEWAR: That is a point to which we might give some consideration. I do not know how many languages there are, but I think we might be a bit uphill. English is the second language of the East. It may be hard to find whether there is a first language. There is probably Japanese, Chinese and Malayan, and we might finish up with half a dozen different pamphlets. I think we will have to rely on the second language.

Outside the Queensland field we are spending £3,000 this year on the Australian National Travel Association, which is doing an amazing job to promote the tourist industry of Australia. It is doing a fantastic job. It receives a subsidy from the Commonwealth Government and the various bureaus in each State give differing amounts. Last year we gave the second highest amount. We gave a larger amount to A.N.T.A. than Victoria, but we did not give as much as New South Wales. The purveyors, the accommodation

people and the conveyors in the industry are all making subscriptions, and from memory I think about £180,000 is available, including the subsidy. All told, I think the contributions amount to £90,000, and this amount is subsidised by the Commonwealth. A.N.T.A. is doing a fantastic job to promote Australia overseas, and we in turn are getting more than our fair share of everything produced. They are doing wonderful work of an extremely high standard and the story of Queensland is now getting into the American home and the New Zealand home to such an extent that last year we booked on the Barrier Reef islands alone accommodation for 1,586 American tourists. We are really getting through to them. There was a big group in Brisbane last week. We had 40 tourist agents. Incidentally the Leader of the Opposition was a little unkind, I thought, in referring to giving a biscuit and a cup of tea to those tourist agents.

Mr. Duggan: Oh no! My complaint was that it was caviar, not just biscuits and cheese.

Mr. DEWAR: I have not been to any of them that served caviar; they must have invited only the Leader of the Opposition to those.

Mr. Duggan: No, only biscuits and cheese for me.

Mr. DEWAR: The point is that Queensland has a reputation for warmth of hospitality and it would be quite out of character for us when welcoming these agents, who in turn will influence their clients to come to us, if we failed to extend to them the very warmth of hospitality that Queensland is noted for. That is purely and simply what it is—a public-relations gesture to those who can do much to influence the people of their countries to come to this most beautiful spot in the southern hemisphere.

The hon. member for Townsville North mentioned the safety convention at Townsville, which was a success, and following which there has been continuing work. Follow-up meetings of groups have been quite regular. He complained that it was little use having safety rules if we applied them only to private industry. Again I am sorry to do this to him but it is necessary to remind these younger members who shoot their mouths off a little hurriedly that the Labour Government of the past, of which they are so proud, was the most remiss of all in that respect. It was the normal thing for the Labour Government not to allow its legislation to impinge on activities of the Crown.

Mr. Bennett: Is that expression "shoot their mouths off" appropriate coming from a senior member of the Government?

Mr. DEWAR: You just keep quiet.

Mr. Bennett: I don't like the Minister using those slang expressions.

The ACTING CHAIRMAN: Order!

Mr. DEWAR: The attitude of this Government has been to apply to Crown activities the same requirements as it considers necessary for the safety of people outside. Almost every Government department today has adopted the requirements of the Factories and Shop Act. In fact, I do not know any that has not. The Department of Works is operating under them. There is a Standing Committee on Safety within the department, chaired by the Public Service Commissioner. Its members regularly have discussions on the carrying out of standard safety rules in Government departments. The position is far from what was mentioned by the hon. member for Townsville North. This Government has done something about binding the Crown, and it has met with a great deal of success. Within a matter of months every Government department will be operating under the safety rules laid down for industry by the Factories and Shops Act.

The hon. member for Townsville North was pleased to hear about the State Children Department Receiving Depot at Townsville, and he is upset because we have not already built a welfare and guidance centre. Again I must say that we are not magicians. We know what is needed for the State, but without the necessary funds we cannot do all as quickly as we should like. Again we have been faced with the shocking effects of the previous Government's administration in the field of child welfare, when the only thing that they understood was incarcerating children at Westbrook. We are moving in the field of welfare and guidance clinics, and as money becomes available these services will be provided in the various parts of the State.

I shall not deal with the remarks of the hon. member for Tablelands and the hon. member for Cairns tonight because it will take me some time. The comments of the hon. member for Cairns were so ridiculous that I should like to deal with them fully.

The hon. member for Belmont commented on the Acts relating to the inspection of machinery and scaffolding. We will be appointing two additional machinery inspectors forthwith, and there is evidence of this increase in the Estimates. We are conscious of the need to be geared to the expansion that is taking place in Queensland, under this Government, particularly in the oil industry. Bills to amend the Inspection of Machinery Act and the Inspection of Scaffolding Act should be introduced on Friday next, and we are looking at the scaffolding regulations with a view to bringing them into line with those in other States.

At 9.55 p.m., under Standing Order No. 307 and Sessional Order agreed to by the House on 15 October, progress was reported.

The House adjourned at 9.56 p.m.