

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Assembly**

**TUESDAY, 13 OCTOBER 1964**

---

Electronic reproduction of original hardcopy

**TUESDAY, 13 OCTOBER, 1964**

---

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

**DEATH OF MR. G. W. G. WALLACE**

MOTION OF CONDOLENCE

**Hon. G. F. R. NICKLIN** (Landsborough—Premier) (11.2 a.m.), by leave, without notice: I move—

“1. That this House desires to place on record its sense of the loss this State has sustained by the death of George Walter Gordon Wallace, Esquire, member for the electoral district of Cairns.

“2. That Mr. Speaker be requested to convey to the widow and family of the deceased gentleman the above resolution, together with an expression of the sympathy and sorrow of the members of the Parliament of Queensland in the loss they have sustained.”

It was a great shock to all hon. members to hear of the death yesterday of Mr. Wallace. We were all aware of his serious illness, of course, but we thought he was making a good recovery. However, these are things over which we have no control, and I am sure that all hon. members meet this morning with great regret in view of the sudden passing of our late colleague.

Mr. Wallace entered this House on 19 May, 1956, and during the time that he was a member of this Assembly he made his mark as a result of his regular attention to his duties. He was a constant attender at this House, and he fulfilled all his responsibilities as a member of this House with credit to himself. He was a man of friendly disposition, and he was indeed the friend of all hon. members on both sides of the House.

During debate he could hit hard, but he never carried outside this House anything that may have been said in the heat of debate. He was a man who was admired by all. One of the great features of his work in this House was his strong advocacy not only for his electorate but also for the whole of North Queensland. He was a great worker for his electors, as anyone who visited Cairns would realise in talking with the members of the public of that city. He was very highly respected in the city of Cairns, and the way in which he looked after the affairs of the electorate which he represented was greatly appreciated. He was a forceful speaker of sincerity and conviction, and while he was here it was certain that the claims and the needs of North Queensland would never be overlooked by this Parliament. During the course of his career in this House he made many contributions and many suggestions in regard to how that very important part of our State should be developed, and his contributions were always worth listening to.

He brought to Parliament a wide knowledge of industrial matters, a knowledge that he gained as a union official for many years in the Cairns district. He was also a very keen advocate for the meat industry in that important part of Queensland, and a number of the contributions that he made during the course of debates here were centred on that subject.

Like many members of this Parliament, prior to entering politics he took an active part for many years in civic affairs. He was a member of the Cairns City Council, and also occupied a position on the Cairns Harbour Board for some years. He took a keen personal interest in many community affairs in the electorate that he represented.

The late Mr. Wallace served for a number of years in World War I with the 21st Machine Gun Company, particularly in France. His passing is something that we regret, and both the Parliament and the State are the poorer for it.

In moving the motion, I associate all members of the Government with our expressions of deepest sympathy to Mr. Wallace's wife and family. We all deeply regret the passing of a colleague, and certainly feel it more personally because it has happened at a time when the House is in session.

**Mr. DUGGAN** (Toowoomba West—Leader of the Opposition) (11.7 a.m.): There is undoubtedly a feeling of sadness hanging over the House this morning. I am sure that all hon. members, when they learned yesterday afternoon of the death of the late "Watty" Wallace, were as shocked as I was. It was only about a week ago that I asked him candidly for an expression of opinion on the progress that he was making. He informed me that he had been entrusted to the care of one of the outstanding heart specialists in this State and had been told that, subject to his following the advice given to him by that doctor and other medical men, he could expect to be back to normal health within two months.

He returned to Cairns to engage in the winning of a plebiscite. I can only express the hope that the anxiety that is always present on such an occasion did not worry him unduly. He said to me that he had no need for concern, and I assured him that, thanks to the widespread confidence that he enjoyed, he should not have any need to worry.

"Watty" Wallace was a colourful figure in this House. He feared no man and always did what appeared to him to be right. He was a good debater. Although perhaps not what one would describe as a polished orator, he spoke with great sincerity of purpose. I have always felt that a person who speaks with conviction and sincerity makes a more permanent impression on those listening than does one who is merely skilled in the use of words and exclamatory gestures.

The things that "Watty" Wallace spoke of were things that he felt he knew, and that sprang from his heart.

He was, as the Premier mentioned, a very militant trade unionist and a militant member of the Australian Labour Party. Between defeat in 1957 and the winning by the Australian Labour Party of the Tablelands seat, a very heavy responsibility was thrown upon him in attending to the requirements of our party in North Queensland. He travelled widely and extensively, and frequently worked late into the night in encouraging our organisation in that area to remain steadfast to the principles which he held for such a long period of time. He was successful in maintaining enthusiasm and support, and it was a matter of some satisfaction to him to see the party progress in that area.

He was a man who did not like social frills or occasions; he preferred to meet people in their homes. His home was a simple home and a well-kept home. It was a home to which he liked to invite people to discuss their problems, which they did regularly. He was by no means lazy. On the contrary, he was a hard worker. He attended to the requirements of his constituents promptly, and whenever we asked him to participate in a debate he did so willingly and always made very useful contributions. He was sometimes quick to anger but always just as quickly forgot the incident, as the Premier pointed out. He did not possess a boisterous laugh, but the chuckle which occasionally one would hear from him when he was amused at some situation would very often remove any tension that may have existed.

He was devoted to his wife and family. Indeed, apart from an occasional fishing excursion, he gave all his spare time to his family, apart from that which was required of him in the discharge of his public duties. He endeavoured to make his home attractive; he was neat and tidy, particularly in his personal appearance and in the care of his car, which was always spotless. He was certainly a person who had a tidy mind.

As the Premier pointed out, he had the honour of serving his country in time of war, and from those whom I have met who were associated with him, he created the same impression with them as he did with those of us who were his friends. He leaves a void in the hearts of those who knew him. He was a good man and a good mate who told you frankly and constructively when he thought you were wrong and the party was wrong. It was in a sense of friendship that he pointed out these things. It was not done with the purpose of worrying or embarrassing anybody. He did what he thought would make a better position, a better attitude and a better policy. He did that frequently, both in his private, individual capacity and as a member of our party.

He was widely respected and I regret very much indeed that this sadness falls on us today. It is not often that we have a death occurring while Parliament is in session. Like the Premier, I have been here for quite a long time and I cannot recall offhand any occasion when a sitting member has died.

I understand it is the Premier's intention to move the adjournment of the House. I do not know if he will be able to do so, but, if he takes that unusual action, I thank him on behalf of the Opposition and on behalf of Mrs. Wallace and her family for that special honour accorded to the late Mr. Wallace. If he is not able to do that I appreciate that the contingencies of Government business will prevent it. I know he wishes to do so and I thank him in advance for any announcement he might make in that direction.

I thank the Premier for the tribute he has paid to such a fine man. I hope to go to Cairns for the funeral. At the moment I cannot get accommodation on a plane; I have been trying to get a seat but without result. I do hope it will be possible for me to represent the party at the funeral, but I cannot make arrangements to go because of the circumstances. I would very much like to go to speak some comforting words to Mrs. Wallace and to say how great was our respect for the late Mr. Wallace.

I thank the Premier and those other hon. members who have privately expressed their sympathy at the death of such a fine man.

**Mr. BYRNE** (Mourilyan) (11.15 a.m.): I should like to convey my deepest sympathy to the wife and family of our late friend, "Watty" Wallace. I do so very sincerely because we were both in the town of Chillagoe in about 1907, 1908 and 1909 and we, one could say, almost grew up together. The Byrne family and the Wallace family were close friends over a great many years and it was only when Chillagoe fell by the wayside that the Wallace family drifted to other centres. The Byrne family still remained in and around Chillagoe, which has produced so many politicians, some of them very noted.

I feel very sympathetic towards Mr. Wallace's family. I knew his father and mother, and, in fact, all the family intimately. He was one of a very large family. He grew up in the area I have mentioned and was very well respected. When World War I broke out he immediately enlisted and distinguished himself in the field.

Throughout the years, he and I have been very close friends. Perhaps nobody knew him better than I did and I am indeed sorry at his passing. I shall endeavour to go to Cairns to attend his funeral, if it is at all possible. I received a telegram from the North this morning. I arrived in Brisbane at

half-past 2 this morning, but I hope I will be able to return to Cairns today.

I again express my deepest sympathy for Mr. Wallace's family. I do not think I can add very much to what has already been said except that he was a very fine type of man, honest, reliable, and very sincere, and his passing is a very sad personal loss to me.

**Mr. WALLIS-SMITH** (Tablelands) (11.18 a.m.): I sincerely wish to add my sentiments to those of the previous speakers because I feel that I have lost not only a colleague in the Australian Labour Party but also a very close and near relative; not in the sense of a family relative but equally as solid and dependable as any family relative could be. "Watty" was at all times at our beck and call, as the Leader of the Opposition pointed out, not only in the electorates in North Queensland but in our debates here as well. Whether it was to go to a meeting at Mt. Garnet or to bring up matters concerning far distant areas in the electorates "Watty" was always willing and able to carry out the duties assigned to him.

It was indeed a shock when his illness first became apparent, but the news of his death yesterday afternoon really stunned us as it was so unexpected. As late as last Friday he spoke to us on the phone and earlier in the week he visited the House and saw us all. He was a man who could put on a brave front. As the Leader of the Opposition has said, his feeling apparently was that he would be able to take his place with us again in the not too distant future, and I know his wife also felt that he was well on the road to recovery.

When I first came into this Parliament, "Watty" was like a guiding star to me. Both at the Lodge and in this Assembly, whenever I wanted information he was there to give it. He took me around to various places in this House and introduced me in his friendly, matter-of-fact fashion, which made quite an impression on me at the time. It is for those reasons that I refer to him as a very close and dear friend. I thank the previous speakers for their expressions of regret. They have expressed a regret that I feel very sincerely.

Motion (Mr. Nicklin) agreed to, hon. members standing in silence.

**Hon. G. F. R. NICKLIN** (Landsborough—Premier): I suggest that as a token of respect to the late hon. member the sitting be suspended until 2.15 p.m.

**Mr. SPEAKER:** Hon. members, as a mark of respect to the late hon. member the sitting is suspended until 2.15 p.m.

[Sitting suspended from 11.22 a.m. to 2.15 p.m.]

## ASSENT TO BILLS`

Assent to the following Bills reported by Mr. Speaker:—

Treasury Funds Investment Acts Amendment Bill.

Ampol Refineries Limited Agreement Bill.

## QUESTIONS

SOIL-TESTING LABORATORY IN NORTH QUEENSLAND.—Mr. Aikens, pursuant to notice, asked The Minister for Primary Industries,—

Is it a fact that soil tests for North Queensland farmers must be sent to Brisbane and that the farmers have to wait upwards of ten weeks for the result? If so, will he consider setting up soil-testing facilities in North Queensland?

*Answer:—*

“Routine soil testing for advisory purposes is done in the main soils laboratory in Brisbane, where between 4,000 and 5,000 samples a year are handled. Regional laboratories are relatively small laboratories that are staffed and equipped only for the purpose of research on specific problems of the region that require to be investigated in the areas where they occur. Routine testing of soils at regional laboratories would require an expansion of staff and facilities at these places, including an enlargement of laboratory space. Such multiplication would be costly. The samples received in Brisbane come from all parts of the State and the number that might be handled at any one regional laboratory would represent only a small proportion of the total. Samples are examined in the order in which they are received. The time taken to deal with samples varies according to the volume of samples being received, and the pressure of other work within the laboratory. Sometimes delays occur because of inadequate information concerning the samples. There could be occasions when, due to a combination of circumstances, a period of ten weeks may elapse between the despatch of the sample and the receipt of results by the farmer, but generally results are forwarded to the farmer in a period of less than four weeks from the receipt of the sample.”

CONFERENCE ON INDUSTRIAL MATTERS.—Mr. Lloyd, pursuant to notice, asked The Premier,—

In view of (a) the statement by the Minister for Industrial Development that he intended to seek the co-operation of the Trade Union movement in relation to the question of skilled labour available in Queensland and (b) the continuing industrial unrest within the Queensland Railways and industry generally, will he reconsider his previous refusal to meet representatives of the Trade Unions to discuss these problems?

*Answer:—*

“I would refer the Honourable Member to my reply to his Question in this House on Thursday, September 10. The alleged unrest to which the Honourable Member refers has been simulated by officials of certain Unions, kept in well-paid positions by Union fees paid by the working man under a system of compulsory unionism. These officials, following the dictates of foreign ideologies, have fabricated the present industrial situation by the coercion of workers to take part in stop-work meetings and strikes with loss of pay, using them as dupes in a designedly attempted disruption of the State's social and industrial progress and prosperity, with attendant suffering amongst fellow-workers, their wives and families. Although the way is clear for an approach to the Industrial Commission for the determination of marginal increases, certain Unions have steadfastly refused to make application for Award increases, preferring to by-pass the Commission with the obvious intention of the destruction of the present system of industrial arbitration. The Honourable Member's imperfect appreciation of the industrial situation runs parallel to that of the Leader of the Opposition who has erroneously alleged discrimination of industrial treatment between salaried Public Servants and wages employees generally. Public Service Unions, although refused negotiation and any agreement upon their claims, have made application to the Industrial Commission, have stated their cases, and as a result have been awarded salary and wages increases by the Commission. The Public Service increases which were recently granted by the Commission and those in the previous years of 1963 and 1960 were not as a result of any prior agreement thereon with the Unions concerned. In every instance, the Unions first submitted their applications to the Industrial Court or Commission and that body itself, by adopting a method of “key-point” salary considerations, determined the principles of the increases and in each case actually decided the salary of the top positions in the Award including those of Permanent Heads of Departments. In appearances before the Industrial Commission upon Public Service salaries, the Crown advocate gives the Unions concerned no greater or no less consideration than that afforded to other Unions not directly associated with the Public Service. The Industrial Court and Commission have upon a number of occasions publicly expressed appreciation of the attitude of the Crown and information furnished at hearings affecting wages employees in callings outside the Public Service. The most recent marginal increase case for employees generally was heard by the Industrial Commission in 1963. In this case, the Crown made submissions with respect to marginal increases for wages employees generally

including many thousands not subject to Public Service Awards. In its judgment upon test cases for the granting of 10 per cent. marginal increases to these wages employees, the Queensland Industrial Commission on June 20, 1963 said:— 'Submissions for the Crown, which neither opposed nor supported the applications, were completely objective in character and were of great assistance to us in determining these matters'. In this judgment, the Commission decided to adopt as a generality the principal of an increase of 10 per cent. in margins. The foregoing circumstances have been recited at some length so as to advise the Honourable Member of the reasons for the attitude which has been taken upon the the subject matter of his Question and to apprise him again of the fallacious premise of this and his previous Question. The persistence of this questioning by him and any continued ill-considered and ill-founded statements of his Leader could give rise to suspicions of an alignment with the disruptive tactics of a party—the hiring of interests foreign to our nation—which, under the guise of industrial unionism, deliberately and by dictation is seeking to destroy Australia's economy and the freedoms which citizens enjoy under democratic Governments."

**Mr. LLOYD:** I am afraid I did not get an answer to question No. 2.

**Mr. SPEAKER:** Order! The hon. member for Kedron continually interjected during the Premier's answer to his question. He knows that under my ruling this is not allowed. I paid the Premier the courtesy of not interrupting in calling the hon. member to order. I now warn the hon. member that if he persists in commenting during question time I shall have no hesitation in dealing with him under Standing Order No. 123A.

**Mr. LLOYD:** Mr. Speaker—

**Mr. SPEAKER:** Order! The hon. member will ask his next question without further comment.

**Mr. LLOYD:** I was just going to.

**HOUSING COMMISSION LOANS ON EXISTING HOUSES AND WORKERS' DWELLINGS.**—Mr. Lloyd, pursuant to notice, asked The Minister for Works,—

What is the amount of loans already approved by the Queensland Housing Commission in this financial year by way of (a) purchase of second-hand homes and (b) workers' dwellings and what is the total amount estimated to be expended for the full financial year by the Commission under these two categories, respectively?

*Answers:—*

(1) "(a) £117,670. (b) £356,180."

(2) "(a) £152,375. (b) £1,386,440."

**PROPERTY RESUMPTIONS IN MAIN AVENUE, WINDSOR.**—Mr. Lloyd, pursuant to notice, asked The Minister for Lands,—

Is there any intention on the part of his Department to resume land and houses situated in Main Avenue, Windsor? If so, what is the purpose of resumption and what offer has been submitted to each householder concerned as compensation for the resumption?

*Answer:—*

"There is no intention on the part of my Department to resume land situated in Main Avenue, Windsor. My inquiries indicate that there is a proposal to acquire land in that locality for a public purpose and I understand that negotiations for the purchase of three properties are presently in hand. I have no official knowledge of these negotiations and I suggest that the Honourable Member raise the matter with my colleague, the Honourable A. T. Dewar, M.L.A., Minister for Labour and Industry, who is handling the case."

**EXAMINATION TIME TABLES FOR TRADE APPRENTICES.**—Mr. Sherrington, pursuant to notice, asked The Minister for Education,—

(1) In view of his Answer to my Question on October 6 that apprentices would be required to sit for three subjects in the one day under the amended syllabus in which he claimed that no determination had been made regarding future examination time tables, is he aware that students for the forthcoming examination for turning and fitting will be required to sit for three subjects in one day, viz., Theory 8.15 a.m.—10 a.m., Engineering Chemistry 11 a.m.—1 p.m. and Mechanical Drawing 2 p.m.—5 p.m.?

(2) Does he approve of the adoption of this method of examination?

*Answer:—*

(1 and 2) "The Question asked by the Honourable Member on October 6 was relevant to the amended syllabi that would be instituted if and when the new Apprenticeship Act is adopted. Daytime examinations for apprentices were adopted this year with the consent of the Apprenticeship Executive. Even though some students have three examinations on the one day, it is still much easier for the apprentice than having to work all day and sit for the examinations at night, when he is tired, and without having had the opportunity of undertaking any preparation that day. In the specific case quoted by the Honourable Member the only subject requiring some preparation is Engineering Chemistry. The other two subjects should require little or no preparation prior to the examination, if reasonable attention has been paid to classwork during the year. Indeed, it is very doubtful whether he could do any

preparation whatsoever for Mechanical Drawing. It is anticipated that in future years it probably will be possible to arrange the time table so that a student will not have to undertake more than two examinations in the one day. However, the system this year is certainly to the apprentices' advantage compared with previous years."

PRINTED COPIES OF MEMBERS' SPEECHES.—Mr. Davies for Mr. Bennett, pursuant to notice, asked The Minister for Works,—

Will he table the opinion of the Solicitor-General referred to in his Answer to my Question on Thursday, October 8, regarding my request to purchase 3,000 copies of my speech on the findings of the National Hotel Royal Commission?

Answer:—

"The legal advice of the Solicitor-General to the Government Printer will not be tabled."

POLICE AT ROAD CROSSING, KANGAROO POINT STATE SCHOOL.—Mr. Davies for Mr. Bennett, pursuant to notice, asked The Minister for Labour and Industry,—

(1) Is he aware that on Monday, October 5, 1964, no police officer arrived for the mid-day school patrol in busy Main Street, Kangaroo Point, in the vicinity of the Kangaroo Point State School and that one of the teachers from the school had to perform the duties in dangerous conditions until the arrival of the police officer, as he was not clad in police uniform to warn motorists of his authority?

(2) When the police officer arrived at 12.45 p.m., did he explain that he could not appear any earlier because he had been allocated other police duties?

(3) Was this position brought about because of the inadequate staffing at Woolloongabba police station?

(4) Will he seriously consider the re-opening of the Kangaroo Point police station, so that the lives of children attending the Kangaroo Point State School and residents in the area will receive adequate police protection?

Answer:—

(1 to 4) "Enquiries which I have made reveal that on October 5, 1964, a constable was detailed for duty at the Kangaroo Point State School crossing from 12.30 p.m. to 1 p.m. He arrived at the crossing about 12.35 p.m. to 12.37 p.m. He saw a school teacher there. He does not know whether the teacher actually performed duty on the crossing, but the teacher approached him on his arrival from the outbound side of Main Street.

There was no reason why the constable should have been late in arriving at this crossing, although he had, immediately prior to going to the crossing, performed traffic duty at the Fiveways, Woolloongabba. This situation was not brought about by inadequate staffing at Woolloongabba Police Station. It was brought about by the remissness of the constable in not moving off from the Fiveways, Woolloongabba, a few minutes before he did. Whilst not condoning the constable's inattention to duty on this occasion, this is just one of the many things which occur, despite exact organisation, in the course of life. This incident does not alter the previous decision in relation to the closure of Kangaroo Point Police Station. The lives of school children are in far safer hands today than they were before this Government took office. From seven (7) sets of traffic lights in operation, when we took office, there are now ninety-six (96), a very large percentage of which are at school crossings."

CONTROL OF FOOD PRICES.—Mr. Davies, for Mr. Bennett, pursuant to notice, asked The Minister for Labour and Industry,—

(1) Has his attention been drawn to the findings of the Clive Hughes' Kitchen Study Group, as printed in the Brisbane "Telegraph"?

(2) In view of the claim made by the Hughes' Investigation Committee that the basic wage is inadequate, the cost of meat is too high and the meat is inedible, will he consider the re-introduction of price control for kitchen consumer commodities and recommend to the appropriate authorities an increase in the basic wage?

Answers:—

(1) "Yes."

(2) "No. The Question posed by the Honourable Member is further evidence of the unreliability of many of his statements if he is referring to the Press report in the "Telegraph" of September 24. The only reference which I can find in this Press report is that the Group is investigating the adequacy of the basic wage for the average family, and has not claimed, as stated by the Honourable Member, and I quote, 'that the basic wage is inadequate'. The question of meat quality is one for the Honourable the Minister for Primary Industries."

DIPLOMA COURSES AT COUNTRY TECHNICAL COLLEGES.—Mr. Davies for Mr. Tucker, pursuant to notice, asked The Minister for Education,—

With the conversion of the Central Technical College to an Institute of Technology, is it his intention to discontinue temporarily or permanently diploma and certificate courses being conducted in country technical colleges?

*Answer:—*

"No. It is the policy of the Department of Education to provide educational facilities for students in the country, so that they can, wherever possible, have the same opportunities as a student resident in the city. With the establishment of the new courses there will be a gradual decrease in the number of students being enrolled in existing Diploma and Certificate courses, which will eventually be replaced by the new courses. However, students already embarked on a particular course of study will have ample opportunity to complete that course before it is completely superseded. For students outside Brisbane, the existing Diploma and Certificate courses which are now available to them, will be continued in the future until such time as it is felt they should be replaced with a newer course. However, at no time will these students have a course withdrawn from their usage until it is replaced by another."

LAND LEASES FOR TOWNSVILLE SPORTING ASSOCIATIONS.—Mr. Davies for Mr. Tucker, pursuant to notice, asked The Minister for Lands,—

(1) Has he now decided to grant 136 acres of the Town Common, Townsville, to the North Queensland Golf Association?

(2) If so, will every other interested sporting association in Townsville receive the same sympathetic treatment if they apply for part of the Common and, if not, why not?

*Answers:—*

(1) "The approval of the Governor in Council has not yet been sought for the issue of a Special Lease to the North Queensland Golf Association in respect of an area of land on the Townsville Town Common."

(2) "It is not possible for me to indicate whether or not any other sporting association will make application for or be granted a lease over part of the Common. However, any such application by any worthwhile sporting association would be dealt with on its merits and a decision as to whether or not a lease would be granted would depend upon the circumstances of the case. It has long been policy in dealing with applications by worthwhile sporting associations to meet their requirements as far as possible. This policy is based on the concept that it is in the public interests to recognize and provide for the recreational needs of our communities and to encourage the operations of sporting associations in the interests of our youth. It will be recalled that during recent years the Brisbane Cricket Trust was re-organized and quite recently a grant of valuable land known as Lang

Park was made to a special Trust to provide for the needs of Rugby League enthusiasts. The Honourable Member will appreciate that the Football Community of Townsville has the use of a valuable area which likewise was the subject of a free grant upon Trust from the Crown. In terms of this policy the issue of leases on concessional terms and conditions to various sporting associations scattered throughout the State is quite a common thing in my Department. If a lease is granted to the North Queensland Golf Association, this lease will be granted in terms of this policy of catering for the recreational and sporting requirements of the public and not as a special measure of consideration favouring one particular sport or group of sportsmen. In effect the grant of a lease to the North Queensland Golf Association is only a matter of making appropriate use of part of a large area of land held in reserve for Townsville's expansion. The proposed lease is of such a nature that land can be taken back at short notice if at some future time the needs of that expanding city so require. The area proposed to be leased represents only a relatively small portion of the nine thousand acres comprised in the Common and its development as golf links will enhance the attractions of the Common without presenting any serious threat to the flora and fauna of that area."

TRAFFIC SIGNALS AT GYMPIE AND HAMILTON ROADS, CHERMSIDE.—Mr. Campbell, pursuant to notice, asked The Minister for Mines,—

When will traffic lights be installed at the corner of Gympie Road and Hamilton Road, Chermiside?

*Answer:—*

"The traffic signals referred to by the Question form part of a system of channelisation which will cater not only for this intersection but also for the nearby busy entrance to the Chermiside Drive-in. The design of the works is being carried out by the Brisbane City Council and it is understood that plans will shortly be submitted to the Main Roads Department for approval. It is proposed that the works be carried out by the Council and that body will be requested to proceed with them as a priority matter."

REPORT OF COMMITTEE OF INQUIRY INTO LIVESTOCK AND MEAT INDUSTRY.—Mr. Coburn, pursuant to notice, asked The Minister for Primary Industries,—

Will the report of the committee of inquiry into matters concerning the development of the livestock and meat industry, set up by the Government, be tabled or otherwise made available to Honourable Members and ample time given to them

to study it and lodge objections, if considered necessary, before any Governmental action is taken to alter the franchise areas of district abattoir boards?

*Answer:—*

"It is anticipated that the Committee's report will be in the hands of the Government before the end of October. Whilst I will not attempt to anticipate the findings of the Committee, I can assure the Honourable Member that the implications of any recommendations contained in the Report will receive full consideration as the occasion demands."

SCHOOL ROAD TRANSPORT SERVICE, GIRU TO AYR.—Mr. Coburn, pursuant to notice, asked The Minister for Education,—

Has a decision been made yet regarding the substitution of a school bus transport service for the present unsatisfactory rail motor service for students from Giru and district, who travel daily, Monday to Friday, to the Ayr High School?

*Answer:—*

"Approval has been given for the institution of a school road transport service to convey secondary students from the Giru area to Ayr."

INVESTIGATION INTO Q.A.T.B. BALLOT, ROCKHAMPTON.—Mr. Thackeray, pursuant to notice, asked The Minister for Health,—

(1) Will he have a complete investigation made into the Rockhampton Q.A.T.B. ballot held in May, 1964, when over 300 Central Queensland Meat Export Company employees were denied a vote?

(2) What action does he propose to take to ensure that any unscrupulous returning officer can be dealt with?

*Answer:—*

"Over the years it has been the policy of successive Governments to allow complete autonomy to Ambulance Committees and to avoid interference with their powers of self-government. For the Honourable Member's benefit, I would repeat that the Solicitor-General's Department's opinion was sought as regards the complaints pertaining to the election in question. I was advised that I have no power to interfere with the holding of the election and that any remedy in respect of complaints must be obtained through the appropriate processes of the law."

HOUSING AT MITCHELL RIVER AND EDWARD RIVER MISSIONS.—Mr. Wallis-Smith, pursuant to notice, asked The Minister for Education,—

In view of the statement appearing in the "*North Queensland Register*" of October 3, concerning Mission rebuilding—

(1) What tonnage of building material has been transported to Missions at (a) Mitchell River and (b) Edward River?

(2) Will the twenty-eight houses at Mitchell River and twelve at Edward River provide adequate shelter during the wet season?

(3) Is the total of eighty homes mentioned correct? If not, what number is to be constructed?

(4) How many houses will be for the staff and how many for the aboriginal population?

*Answer:—*

(1 to 4) "It is not usual or ethical for the Departments of Works or Native Affairs to exercise such a detailed supervision over the performance of Contracts as would provide all of the information sought by the Honourable Member. The first road convoy of five transports arrived at Mitchell River Mission at 10 a.m. Thursday, October 8, carrying a work force and materials to commence construction at that Centre. In addition, a vessel has reached Edward River Mission from Thursday Island with materials and a further work force; operations have commenced there also. The contractors guarantee to erect at Mitchell River Mission twenty-eight homes by November 30, and, further, to have delivered at Edward River Mission for erection prior to November 30, a further twelve homes. However, this is not all expected as the contractors propose, subject to weather, to deliver all of the materials to each Centre for erection work to be continuous, deliveries being effected prior to the onset of the monsoonal rains. The Mission authorities have been consulted and as the Honourable Member is aware from his visits to the Missions, there still remains at each Station a number of the original homes not destroyed by the cyclone. Utilising these and homes now in course of erection the authorities feel that adequate shelter should be available prior to 'the wet'. The present contract provides for fifty-three homes to be erected at Mitchell River Mission, including three staff homes and twenty-eight at Edward River Mission, also including three staff homes."

PEDESTRIAN LIGHTS AT LYTTON ROAD, EAST BRISBANE.—Mr. Newton, pursuant to notice, asked The Minister for Mines,—

In view of the number of accidents continually happening at the pedestrian crossing at tram stop 24, Lytton Road, East Brisbane, will he give consideration to having pedestrian lights installed at this crossing?

*Answer:—*

"I shall issue instructions for an investigation at the situation mentioned by the Honourable Member. The course of action taken will be based on the results of this investigation."

REGISTRATION OF MOTOR-VEHICLE DRIVING INSTRUCTORS.—Mr. Dean, pursuant to notice, asked The Minister for Mines,—

In view of the widespread feeling of dissatisfaction among the general public concerning motor-driving instructors, will he consider some form of registration for such instructors to ensure that they are qualified in all aspects of the highway code, and possess character, integrity, and physical and mental fitness?

*Answer:—*

"The matter of the registration of driving instructors has in recent times been the subject of examination by the Commissioner of Police, when all aspects of such a scheme, including the actual registration of driving schools were analysed. Having in mind that an applicant for a driver's license must of necessity ultimately satisfy a Police Testing Officer as to his physical fitness to drive, his knowledge of the traffic laws and his ability to handle a motor vehicle competently, irrespective of whether that person was taught by a professional instructor or by a relative or friend, no substantial benefit in so far as public safety is concerned would be likely to accrue from such registration. As to the character and integrity of professional driving instructors, the Commissioner of Police advises that he has been unable to trace any record of the receipt of any complaint of female pupils being molested by driving instructors. There would appear to be no reason why persons should not be taught to drive motor vehicles by friends or relatives, free of charge, and to permit this on the one hand and require registration of professional instructors on the other would be somewhat unrealistic. It is considered that no justification exists at the present time for the introduction of a system of examination and registration of driving instructors."

TAXI CABS, BRISBANE.—Mr. Dean, pursuant to notice, asked The Minister for Transport,—

(1) What is the number of (a) owner-driver taxi cabs operating within the metropolitan area, (b) drivers employed by taxi owners, (c) taxi owners who do not drive and (d) taxi license holders who operate more than one cab?

(2) What is the maximum number of taxi cabs operated by an individual?

*Answers:—*

(1) "(a) The number of taxi-meter cab licensees in the Metropolitan Traffic District as at October 12, 1964, was as follows:—

	No. of Cabs
861 individuals holding one license	861
109 individuals holding two licenses	218
36 individuals holding three licenses	108
2 companies holding one license	2
2 companies holding three licenses	6
Total	1,195

(b) 1,074. (c) This information is not available from Departmental records, but enquiries indicate that approximately one hundred owners do not themselves drive, but employ hire drivers. (d) See Answer to 1 (a)."

(2) "Three."

#### ORDER IN CHAMBER DURING QUESTION TIME

Mr. SPEAKER: Order! I remind the hon. member for Townsville South that I have already referred to interjections by other hon. members during question time. I ask him to please remain silent.

#### FORM OF QUESTION

Mr. THACKERAY (Rockhampton North) having given notice of a question—

Mr. SPEAKER: Order! The question by the hon. member for Rockhampton North appears to be out of order. I shall have a good look at it before allowing it to appear on the Business Paper. I inform all hon. members once again that I do not intend to have the clerks at the table put questions into the correct form. I shall send each such question back to the hon. member concerned and if it never appears on the Business Paper it will be his own fault.

#### PAPERS

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

Report of Fish Board for the year 1963-64.

The following papers were laid on the table:—

Orders in Council under—

The State Electricity Commission Acts, 1937 to 1964.

The Southern Electric Authority of Queensland Acts, 1952 to 1958.

Report of the State Stores Board for the year 1963-64.

## SUPPLY

COMMITTEE—FINANCIAL STATEMENT—  
RESUMPTION OF DEBATE

(Mr. Campbell, Aspley, in the chair)

Debate resumed from 8 October (see p. 668) on Mr. Hiley's motion—

"That there be granted to Her Majesty, for the service of the year 1964-65, a sum not exceeding £1,716 to defray the salary of Aide-de-Camp to His Excellency the Governor."

Mr. LLOYD (Kedron) (2.53 p.m.): I should like first of all to join hon. members on both sides of the Chamber in expressing very deep regret at the passing of "Watty" Wallace, a very great friend of us all. There could not have been a more honest man, and a few more men as sincere and honest as he was would make this Assembly a much better one.

I had intended to speak initially on the figures, financial tables, estimates, and other statistical data presented by the Treasurer. To begin my speech, however, I shall now reply as briefly and swiftly as I can to the answer given by the Premier this afternoon to a question asked by me. It is quite obvious to anyone who has studied the Financial Statement and the Estimates that the Treasurer was embarrassed by the amount of money that he had available towards the end of the year, and hurriedly took steps to hide some of it to enable him to present small surpluses in the Consolidated Revenue and Loan Funds, and a quite substantial increase in the Trust and Special Funds.

It has been said by the Treasurer in the Financial Statement that there is more prosperity in Queensland than there has ever been. From the Government's point of view, that could be quite correct. So far as employers are concerned, it could also be correct. The economy is flourishing because we have been for a long time now—indeed, for far too long—dependent for prosperity upon the building industry in the cities, and on the primary industries in country towns. We have not had processing industries to enable prosperity in our primary industries to provide continuing full employment. I object very strongly, along with other members on this side of the Chamber, to this Government's enforcing an economy drive on certain sections of the community when it has so much money.

This afternoon a simple question was asked of the Premier as to whether, because there was industrial unrest in this State and because the Minister for Industrial Development was vitally concerned with the fact that when there is a shortage of skilled labour in Queensland, he would meet the industrial unions and discuss with them the circumstances and conditions surrounding the present industrial unrest and the shortage of

skilled labour. The reply that was tabled contained terminology directed against the Leader of the Opposition and myself.

The members of this Parliament come under the jurisdiction of the Legislative Assembly Act and they are all loyal subjects. The Leader of the Opposition served in the last World War. His brother lost his life during that war. I do not think there is any necessity for me to say anything about myself or my war record. To have thrown at us what the Premier of Queensland threw at us today, as an indirect answer to a question, is a breach of the Standing Orders of this House. I draw the attention of the Speaker to it through you, Mr. Campbell. It is not allowable under Standing Orders for a Minister to debate the subject matter of a question in his reply, and for the Premier to impute improper motives as he did in his answer today, is a direct breach of one of the most important Standing Orders controlling the conduct of this Chamber.

In the finale of his reply he said—

"The persistence of this questioning by him and continued ill-considered and ill-founded statements of his Leader could give rise to suspicions of an alignment with the disruptive tactics of a party—the hireling of interests foreign to our nation . . ."

Why did he not come straight out and say, "the Communist Party"?

The answer concludes—

". . . which, under the guise of industrial unionism, deliberately and by dictation is seeking to destroy Australia's economy and the freedoms which citizens enjoy under democratic Governments."

Through you, Mr. Campbell, I draw the attention of Mr. Speaker to the final paragraph of the Premier's answer. If Mr. Speaker wishes to continue to excise portions of questions asked by the hon. members on the Opposition benches, I say to him that it is about time he considered the privileges of hon. members on this side of the Chamber and took to task any Minister who refuses to answer a question directly. The only question asked of the Premier was whether he would meet the industrial unions and whether he would answer "Yes" or "No". In a four-page answer he made a speech containing all sorts of unfounded innuendoes and insinuations against the Leader of the Opposition, myself and other hon. members on this side of the Chamber. It is about time Mr. Speaker took action against Cabinet Ministers who continually breach the Standing Orders when answering questions which are at all times censored.

To revert to the Financial Statement, I have sufficient information here to inform the Committee of the exact financial position of the Government at the end of the last financial year. We all know about the deficit

budgeting that went on for some time after this Government came into power, when there was robbery in the suspense accounts. Trust and Special Funds were robbed to enable accumulated deficits to be paid off and the budgetary position of Queensland to be improved and balanced.

Going back to the commencement in office of this Government in 1957-58, we find accumulated deficits for a period of four years. Then, the result of the election in Queensland in December, 1961, indicated very definitely to the Federal Government, led by Mr. Menzies, that the electorate would no longer tolerate the lack of consideration and support accorded to this State and its development by this Government. As a result, the main consideration of the Federal Government was appeasement and we found money coming forward for this purpose during the next three years and, at the end of the three-year period, after an amount of non-repayable grant totalling £10,000,000 had been made available to Queensland by the Menzies Government with much more favourable treatment than was given to any other State of the Commonwealth during that three-year period, the budgetary position of Queensland had not only improved but the amount of money the Treasurer had on hand in the last financial year became an embarrassment to him. This is indicated in the Treasurer's own Financial Statement.

I pay the Treasurer the tribute that he has been completely honest in framing his Financial Statement and in indicating to hon. members the exact financial position of Queensland as at 30 June, 1964, but he left it to our imagination, or to research on our part, to find out exactly what happened to that money after it was diverted from either Consolidated Revenue or Loan Fund to other purposes.

It will be seen that instead of having a payments surplus in Consolidated Revenue account of some £120,000—I do not know the exact figure; that is approximate—he had, during the last 12 months, 27 pay periods for the Public Service instead of 26. There should have been 27 pay periods during the current financial year, but because of the buoyancy of the State's finances it was decided that there would be 27 in the 1963-64 financial year. That meant an out-payment of £1,040,000 for that year which normally would have been a charge against Consolidated Revenue in this financial year.

Then there was an amount of £1,050,000 charged against Consolidated Revenue in relation to the closure of the railway lines. It is a strange feature of this Government's activities that the more money it appears to have the meaner it gets. It wants to close everything down. If it is not railway lines it is police stations, and if it is not police stations it is State schools. It has a fetish for closing down things. On the one hand, it makes a great song and dance about

opening such things as the Tinaroo Falls Dam and the Burdekin River bridge, which were commenced by Labour Governments, but on the other it wants to close everything down.

A sum of £250,000 of that amount of £1,050,000 was used to pay off the capital indebtedness on railway lines closed between 1960 and 1963, but I want to draw hon. members' attention particularly to this point—£800,000 was on account of railway lines that were closed by the Minister for Transport during the past few months and it would have been most embarrassing if the Treasurer had transferred that sum immediately to Loan Fund account. Had this not been done at that belated time it would have shown up at the end of the year as an additional surplus in the Loan Fund account. Instead of being £112,000 in credit it would have been £912,000 in credit. Rather than show that, the Treasurer decided to open a new special account—the Railway Department Closed Lines Account. That account was credited with the amount of £800,000 from Consolidated Revenue. Turning to the Estimates we find that the Railway Department Closed Lines Account has been charged with an appropriation for 1964-65 of £800,000. Apparently the £800,000 hanging fire, which would have increased the surplus in Consolidated Revenue, or the credit in the Loan Fund, was hung on the line of the Railway Department Closed Lines Account to dry for a period. Then the account was closed and the balance transferred to the Loan Fund this financial year. I suppose that has already been done. But for what was done that would have been another £800,000 surplus in the Consolidated Revenue Fund. But that is not the only one. I intend to relate these things to the work the Government did not do in the last financial year and the work it does not intend to do this financial year, to industrial matters, and to the Premier's reply to my question this afternoon.

Under the heading of Assistance to Industries Fund £200,000 was charged to Consolidated Revenue last financial year. There is an interesting story behind this. We already have a Secondary Industries Fund which last year had a credit balance of £25,660. Because he had such an accumulation of money last year the Treasurer decided to credit the Assistance to Industries Fund with £200,000. This year we find that the Secondary Industries Fund is to be closed down. It is not a railway line; it is not a police station; it is not a State school; it is purely and simply a fund with a credit balance of £25,660, and it is to be closed and the balance transferred to the Loan Fund. In the meantime, the £200,000 for the purpose of assisting industries somewhere along the line has not been spent but merely set aside in a trust fund.

Drought Relief Fund—this is a good one! Last year £150,000 was put into the Drought Relief Fund but only £3,000 was spent.

Because the Treasurer was embarrassed with the amount of money he had, he put £150,000 into the Drought Relief Fund. When we turn to the Estimates we find that the Treasurer has made such a dire prediction about a most dreadful drought in Queensland this financial year that he has appropriated from the Drought Relief Fund about £350,000. If we go back to 1946, when there was a very severe drought in Queensland, we find that the total amount of drought relief paid out was £377,000. During the 1957 drought £364,000 was paid out. The Treasurer has explained how prosperous the primary producers have been, except in a few places like the Central West where there has been a drought. Nevertheless he made this dire prediction, and £360,000 was set aside by the Government this year to meet this most awful and frightening drought which, apparently has been alleviated this week by the rains. The Treasurer predicted that there would be a terrible drought this financial year, but his prediction has not come true and in all probability the money will not be spent. However, there is a balance which was created last year by £150,000 of surplus revenue.

I come now to the Mitchell River and Edward River missions. We all know that money will have to be spent in rehabilitating and reconstructing the church missions, and an amount of about £300,000 has been provided. If the Government is content to sit back and pay out the full amount of £300,000 it is rather remiss because, in instances of severe cyclone damage, I have yet to know of a case, where the damage has been sufficiently severe, in which the Commonwealth Government has not entered into the project on a 50/50 subsidy basis. In most cases it has agreed to provide at least 50 per cent. of the total cost. We know that £150,000 was placed to the credit of a trust account last year but not one penny was spent. Of course, that was in anticipation of the expenditure of the money this financial year and I have not a great deal to say against that.

The Public Service Superannuation Fund was gratuitously given another £250,000. So far as I can see, the receipts and expenditure of this fund for last year do not seem to warrant the emergency granting at this stage of surplus revenue to the extent of £250,000 because it was not anticipated or appropriated. There was no emergency requiring that amount of £250,000, but it has been granted gratuitously to the fund.

The Queensland University received £120,000. I do not think I can advance any argument against that grant.

Of course, to a great extent all this expenditure has relieved the Loan Fund. From time to time, other hon. members and I, and particularly the Treasurer, have criticised the Commonwealth Government's specious habit of extracting funds from

revenue to finance the shortcomings of Australian loans. In other words, the Commonwealth Government has taken funds from taxation and other revenue, and has lent it to the States and charged them interest thereon. In the last three years £10,000,000 was granted to the Queensland Government in non-repayable grants. About £3,000,000 of that sum has passed through the Loan Fund to repayable sources such as the Agricultural Bank, the Queensland Housing Commission, the Workers' Dwellings scheme, the Commonwealth-States Housing Fund, the Co-ordinator-General of Public Works, the Port Development Fund and the Harbour Dues Fund. All of these have received some substantial financial assistance. This has enabled the Treasurer to build up the Harbour Dues Fund until it can bear the expense of dredging the channels at Bulwer Island and other parts of the Brisbane River and Moreton Bay. The Port Development Fund will enable the Treasurer to carry out his undertaking for shipbuilding at Kangaroo Point, and will pay for the cost of resuming the necessary properties. This money came to the State on a non-repayable basis—it was a direct grant to the Government—but the Treasurer has diverted at least 30 per cent. of it into the Loan Fund and the Queensland Housing Commission will have to repay it to the State Treasury. The Commonwealth-State Housing Fund and the Agricultural Bank will have to repay it to the State Treasury, so it will be repayable so far as Queensland is concerned. There could not be much argument about that, so long as it is spent in the particular year which was intended.

During the last three years there has been a building up of the Trust and Special Funds, in particular the setting aside of money from one year to another in order to enable development to go ahead. I do not disagree violently with this principle. If we are to carry out the necessary development to allow industry to establish itself in Queensland, there must be this basis of State works.

In regard to the Mount Isa railway project there was a tremendous drain on Queensland Government finances for five or six years. Actually, there still is, and there will be for a period of 20 years. If there is revenue coming in and there is repayment to the Queensland Government from this revenue, there can be no argument. If railway revenue is to be derived from the carriage of increased freight from Mount Isa to Townsville and an increase in the carriage of stock, so as to repay the people of Queensland for the money expended, it will relieve the interest and redemption bill for the next 20 years, and there can be no argument.

But where we find the present position being reached that the Government is not only closing railway lines and police stations, but is refusing, through the Premier, to confer with trade unions in an effort to overcome industrial unrest, I believe all the efforts

of any Government or any industry will be a complete waste of time. It is stated in the Financial Statement that the closure of certain railway lines has already resulted in improved revenue. How can that be true? The closure of 400 miles of railway line must mean a reduction in revenue, but that is the type of thing contained in the Financial Statement.

**Mr. Smith:** There is a reduction in revenue if the expenditure is more than the income.

**Mr. LLOYD:** I am talking about actual revenue.

**Mr. Hiley:** In regard to revenue, it would mean the fuller usage of rolling stock than on a part-time basis.

**Mr. LLOYD:** No proof has ever been advanced by either the Treasurer or the Minister for Transport that any of the lines that have been closed were in actual fact uneconomic. It is very difficult to get any figures. I doubt whether the future usage of some of the railway lines was ever considered before they were closed.

**Mr. Hiley:** That is a different point. That is future potential. I was talking about the past, as you were.

**Mr. LLOYD:** The past usage of railway lines might have been uneconomic, but they played a part in the development of Queensland.

**Mr. Hiley:** That applies also to roads and motor transport.

**Mr. LLOYD:** That could be correct. I am not making this point a complete dissension. What I say is that there has never been enough consideration given in the closure of these railway lines to future potential, future road traffic, and future development. In my opinion, the closure of the South Coast railway line was a complete misfortune for the people in that area. It was in the process of rehabilitation and modernisation, as road traffic to the South Coast increased year after year. Anybody who has watched the position during the last ten years must admit that the road will not possibly cope with the traffic in another 10 years' time. With the possibility of electrification of the metropolitan and near metropolitan lines, the South Coast railway line could have been one of the most important rail links in the southern portion of this State. It could have opened up any amount of new land between here and the South Coast for industrial, housing, and other purposes. No-one can foresee what will happen in that area during the next ten years.

It is quite ridiculous for the Minister to say that helicopters will be carrying people and goods between Brisbane and the South Coast within a period of a few years. That could not possibly happen. It has not happened overseas, and we are 10 years behind overseas trends. Helicopters can

carry passengers and freight, but the whole operation is uneconomic from the point of view of ordinary working people.

It is quite obvious that this money could have been used if it had not been necessary for the Treasurer to take into consideration many other factors. One of these, in addition to railway-line closures, is the closing of police stations in the metropolitan area. From information that I have received in the last week or so, police stations are being closed in near-country areas as well. These things are really important to the ordinary people. The presence of a policeman is a deterrent to crime. I have known sergeants who have been in charge of police stations in suburban and country areas for years. They become well known to the people in their areas. They see the children growing up, and if one of them gets into trouble it is not a question of getting out of a patrol car, dragging the child into it, and taking him to the watch-house, as will now happen. The policeman used to grab the child, take him to his home, and reason with him in front of his parents, and in this way do something helpful in the social life of the community. Now there will be police officers, who are completely objective in their outlook, driving round in cars and, when something occurs, getting out, grabbing the youngster, taking him to the watch-house, and making a future criminal of him.

There was a sergeant of police named Morris at Mitchelton for many years. He was placed in charge of the water police, and I think he has now been transferred from there. Throughout the Grovely, Mitchelton, Enoggera, and Gaythorne areas there was not a boy or girl who would not do anything that Sergeant Morris said. If it became necessary to take action, he would go to the family concerned, whom he knew personally, and say, "This lad is playing up. You had better do something about it, or I will have to." The lad then always behaved himself. Sergeant Tapsall, at the Ashgrove police station, is another example. With the closing of police stations, the whole basis of friendship between the Police Force and the ordinary people will be completely destroyed.

Morale in the Police Force is a very important matter. It has been deteriorating ever since this Government came to power, and is now becoming even worse. Under the administration of the former Minister for Labour and Industry, Mr. Morris, it was not good. Many plainclothes police officers could not get promotion or any improvement in the conditions under which they were working. The same things apply today.

Last week I asked a question of the Minister for Labour and Industry concerning people in suburban areas in his electorate being charged with minor traffic offences. There is no question that these people were breaching the traffic regulations. The only thing wrong was that the policeman concerned was far too officious in exercising his

powers. I do not know whether he had received instructions to do this, or whether complaints had been received from people living in the area that cars were parked on or across footpaths, and he was asked to do something about it. That could have happened; I do not know. I have not discussed this matter with Mr. Sampson. I do not know him. He may have stood against the Minister as an Australian Labour Party candidate. What I do know is that if a policeman, in the execution of his duty, actually charges a citizen of the State with a traffic breach, he must be acting on the advice of his Minister and his department. It does not matter what it is. If he has done the wrong thing, the thing to do is bring him in and tell him to do something about it, in other words, to pull his head in. But to have an inspector go through the district immediately this matter is raised and recall tickets for obvious breaches of the regulations is quite wrong.

**Mr. Hiley:** You mean a technical breach, not an obvious breach.

**Mr. LLOYD:** It is a technical breach of the regulations. In my opinion the Minister and the Commissioner would have been much better off in this case accepting the fact that these people had breached the traffic regulations and sending them a warning that the offence must not recur. In that case there would have been no question of breaking down the morale of the Police Force. What chance have the police at Nundah of controlling crime, or even minor breaches, if, when they charge someone the Minister or the department sends an inspector of police around to say, "You did not do anything wrong at all. This man is crazy."?

That is quite wrong and it is one of the reasons why the morale of the Police Force will never be lifted to the stage it was many years ago when the father of the hon. member for Baroona was in charge of the Police Force. In those days, if there was one small crime committed every plainclothes man in Brisbane immediately rang through to the Criminal Investigation Branch to say, "Can I be of assistance?" There was no question of overtime being paid for. We do not find that happening these days. The morale is not there. No police officer knows, when he is carrying out his duty, whether he will receive the support of the Minister and the Commissioner of Police. It is about time the Government had a look at this matter.

**Mr. Hiley:** Is that the outcome of the Sampson incident? Or have you other incidents?

**Mr. LLOYD:** I am simply listing the Sampson incident as an example of misdirection.

**Mr. Hiley:** Surely you have more examples than that to list to the Committee?

**Mr. LLOYD:** Surely the Treasurer is not asking me to go right through the lot?

**Mr. Hiley:** One or two more examples might be helpful. The Sampson incident is 10 days old and it is the joke of the Police Force.

**Mr. LLOYD:** I can quote several cases where it has been difficult to secure a conviction. I am not casting any reflection upon the personnel of the Criminal Investigation Branch. It is not completely the fault of this Government alone, but there was a time in 1954 when the former Premier, Mr. Gair, placed embargo on overtime being worked by the plainclothes men in the Criminal Investigation Branch; they were to work a maximum of 40 hours a week. A crime that is being investigated is not dealt with by one man right through. Previously they worked right through the night on occasions but now the investigating officer knocks off at the allotted time and has to hand the investigation over to another officer. A very serious crime may be in the process of investigation. In former days three or four of the more dedicated men continued on regardless of whether they would be paid overtime. Today a lot of the younger men are not so dedicated. I am not completely blaming this Government.

**Mr. Walsh:** Is this a breach by the Government, or is union policy involved?

**Mr. LLOYD:** The union policy at that particular time was found to be wrong, but at the same time, if there is a problem it must be removed and the morale of the Police Force restored. It is very important to the Police Department.

I do not mean to crow, but I think I can recall to the Treasurer's mind that when the new tax reimbursement formula was arrived at in 1960, unfortunately for the Treasurer anyway, the Premier claimed that the formula was such that democracy had been returned to the Constitution of Australia. We on this side criticised it at that time and stated very definitely that what has happened would happen, that it would be like the dog chasing his tail so far as the finances of the State were concerned unless there was an extra payment at the end of the financial year for increased salary and wages charges, which would most certainly come from inflation; in other words, that the escalation period of 12 months would mean that the States would have to wait for 12 months to be recouped for the cost of extra salaries and wages.

It is interesting to note that on this occasion the Treasurer has said in his Financial Statement—

"However, the State basic wage increase, award increases to teachers and members of the Police Force and marginal increases under the Public Service and related Awards alone will cost us an additional £3,840,000 this year."

That is the extra wages cost alone, but the additional cost is not confined to wages. There will be the extra cost of services that have to be paid for by the Government and it could total £10,000,000. That is a rather expensive item and it does affect the budgetary position of the Government.

It has been possible for the Treasurer to put aside so much money in the last year that he has been able to add £220,000 to the amount set aside for electricity development, and, for port development, £560,000. It is interesting to note that last year the Treasurer put aside money which has been spent this year. For example, an amount of £121,000 for land resumption paid into the Port Development Fund last year will not be paid out until this financial year.

**Mr. Hiley:** As soon as we make a commitment we put the money aside.

**Mr. LLOYD:** I am developing that argument. I think the Treasurer, as a result of questions I asked, anticipated some of these arguments when he prepared his Financial Statement. The questions were directed to the same purpose as he has mentioned in his Financial Statement. Developmental projects, such as Gladstone Harbour, Moura-Kianga coalfield, Moonie oil, and the refinery on Bulwer Island, will cost the State Government a tremendous amount of money. They will also cost local authorities quite a large sum, and not enough consideration has been extended to the Brisbane City Council in this regard.

An amount of £200,000 has been given to the Brisbane City Council for the construction of roads to the new refineries, but when one considers the full impact of the financial burdens of the State Government on the Brisbane City Council during the past few years, the assistance given to the Brisbane City Council, as outlined by the Treasurer during the debate on the first Appropriation Bill, is more or less nullified. He said then that quite a lot had been done to assist the Brisbane City Council and I must admit that there is quite good liaison between Lord Mayor Jones and the present Government—much better and more pleasant than existed when Mr. Groom was Lord Mayor. But Mr. Jones is interested in developing services to the people of Brisbane, not purely and simply for political purposes, and is prepared to negotiate at all times in an endeavour to get as much money as possible for that purpose. His attitude is praiseworthy and he has been rewarded by a great deal of success.

**Mr. Hughes:** And by a very generous Government.

**Mr. LLOYD:** I am sure the Treasurer will not agree with the hon. member for Kurilpa, to whom I point out that Lord Mayor Groom had exactly the same Government and Treasurer in office when he was Lord Mayor of Brisbane. He did not

achieve the same results as has the Jones administration. A man who chases things, who works for something and who knows something about what he is doing, will achieve results. Results have been achieved and things are being done.

I do not think the Government has gone far enough with the financial assistance it can give to the people of Brisbane through the Brisbane City Council. There is a great deal of concern about ring roads and traffic congestion in Brisbane, and what the ultimate cost will be to the Brisbane City Council. Improvements will come, but not quickly enough.

**Mr. Hiley:** As soon as the joint committee does its work a decision will be made. But neither the council nor we can come to a decision on the blind. We have a joint committee working. We cannot do better than that.

**Mr. LLOYD:** I realise that a joint committee is working on the scheme and I think some good will come of it. However, it will be necessary for the Government to make a very heavy contribution towards the cost of by-passing the main area of the city. There is a greater problem than simply the movement of traffic in the immediate vicinity of Brisbane. The cost of transporting goods is an important factor in marketing produce from the country. Traffic in Brisbane is slowing down almost to a standstill. As the pace of the transport of goods and services slows, so does the cost of marketing rise. It is important that these matters be considered.

A great deal has been made by the Treasurer of the assistance given by the Government to the Brisbane City Council over the past few years. I can assure the Treasurer that that assistance has been appreciated, but I think it is very necessary to make a comparison between the expenditure of the Brisbane City Council and the subsidies granted by the Government. The reduction in subsidies has had a great impact on council budgeting. I intend to take two periods, namely, 1955, when the previous Labour administration controlled the council, and the year ended 30 June, 1963, during the time of the present Government. The figures are taken from the tables in the Auditor-General's Report on the Brisbane City Council. The expenditure by the Brisbane City Council on water for the year ended 30 June, 1955, was £621,877, the subsidy granted by the Government being £148,353. For the year ended 30 June, 1963, the expenditure on water by the Brisbane City Council totalled £1,123,148, and the subsidy granted by the Government was £148,125. The reduced rate of Government subsidy is indicated by those figures. With almost double the expenditure on water by the Brisbane City Council, the Government subsidy remained approximately the same. For civil works and services—sewerage, water, and all the rest of it—the total expenditure by the Brisbane City

Council for the year ended 30 June, 1955, was £4,742,739, with a Government subsidy of £733,148. For the year ended June, 1963, the total expenditure on works and services was £5,963,293 with a subsidy granted by the Government of £593,489. That shows that, with increased expenditure on works and services, the subsidies have been considerably reduced. This has had quite a considerable impact.

**Mr. Hiley:** When was that?

**Mr. LLOYD:** In 1955 and 1963.

**Mr. Hiley:** We did not have a subsidy in that year. I do not know where you are reading from.

**Mr. LLOYD:** There are three separate items and the total comes to more than £1,000,000—about £1,200,000.

**Mr. Hiley:** About £1,043,000.

**Mr. LLOYD:** The subsidy in 1955 was £1,200,000. In 1955 the City Fund spent £15,700,000 and in 1963 City Fund expenditure was £27,500,000, yet the subsidy was exactly the same. I am using that purely as an example of the impact on the financing of works and services by the Brisbane City Council. Unless the Government is prepared to accept a greater responsibility for the expenditure required to provide works and services for Brisbane, either for roads or in some other direction, it will be necessary for the ratepayers of Brisbane to bear an almost intolerable burden in rate charges.

There is one way in which the Government could assist substantially. It could help the Brisbane City Council in the transporting of aged people and school children. I have here a paper issued by the Commonwealth Bureau of Census and Statistics at Canberra on 11 May, 1964, by Mr. Archer, the Commonwealth Statistician. It deals with the State's social services receipts and expenditure for 1962-63. A study of the document and the figures contained therein discloses that Queensland is spending less on all forms of education than most other States in the Commonwealth. It also discloses that most other States in the Commonwealth subsidise rather heavily the transport not only of country students, but also of students in the metropolitan area. Certainly, in New South Wales, Victoria and Western Australia, where there are metropolitan transport boards, the transport services are financed by the Government. That is a separate Government department. It is subsidised fairly heavily by the State Government for the transport of school children and age pensioners. However, the Brisbane City Council, besides paying all charges, including vehicle registration, does not receive any assistance in the way of subsidy for transporting students, children or age pensioners.

**Mr. Hiley:** Would you wish us to follow the other States and cut out local authority subsidies, which the other State Governments do not pay? Would that be a fair swap?

**Mr. LLOYD:** I would not be happy with that at all because I know that the Treasurer would not take over all the responsibility accepted by other Governments, such as the provision of water supplies. Would the Treasurer take that on? Would he take on a metropolitan transport service?

**Mr. Hiley:** It would be far cheaper for us to do that than to do what we are doing.

**Mr. LLOYD:** Would the Treasurer raise debenture loans, as does the Brisbane City Council in order to finance these undertakings?

**Mr. Hiley:** Somebody has to raise them.

**Mr. LLOYD:** The Treasurer knows the answer as well as I do. The Brisbane City Council is charged with much more important administration than any other local authority in Australia. Its budget each year is almost equivalent to that of the State of Tasmania. It is a State within a State. If the Treasurer wishes to accept full responsibility for this, let him accept it. If he wants to cut out the subsidies and take over the Transport Department of the Brisbane City Council, he can do so. The Brisbane City Council would not be sorry if a Metropolitan Transport Board was established with a forced liaison with the Railway Department to ensure that there was an efficient transport service instead of three services running in opposition to one another.

**Mr. Hiley:** You have mentioned transport and electricity. It is only a couple of years ago that the Lord Mayor fought to hang on, like a mustard plaster, to the electricity undertaking.

**Mr. LLOYD:** I do not think the present Lord Mayor hung on to it like a mustard plaster. Sir Reginald Groom did.

Even where the metropolitan transport boards in Western Australia, Victoria, and New South Wales are controlled by the Government, they are subsidised by the Government by way of assistance to pensioners, school children, and students, in the fares structure. That is not done in Queensland. It is all very well for the Treasurer to say that he can cut out the subsidies. The Brisbane City Council is charged not only with the administration of these departments, but also with the necessity of financing much of its capitalised works by way of debenture-loan raisings at a rate of interest higher than would be the case if the Government did it. In South Australia, most of the financing of capital work is done from money from the Loan Council. Little is done in that State out of debenture-loan raisings, but much of the capitalised works of the Brisbane City Council, the State Electricity Commission, and the Southern Electric Authority is financed by debenture-loan raisings, and that costs much more. These are matters which have not been given due consideration. There

has been this possibility for the Government to give greater consideration to the approaches that have been made in regard to the transport of school children, students, and pensioners in Brisbane. That would help, to no small degree, the Brisbane City Council to offset much of the loss being sustained in its transport department at present.

I meant to take more time on this very important matter. The Mount Isa railway project, which will service Mount Isa Mines Ltd. to the greatest possible extent, will cost the Government in the vicinity of £2,000,000 for 20 years in interest and redemption. I again refer to the answer given by the Premier to my question this afternoon, and I point out to the Committee that that question was asked for a particular reason. Many of the employees of the State Government are metal tradesmen, such as boilermakers, fitters and turners. They come within the Premier's department and are employed in the Cairncross dock. They are receiving much less than has been negotiated between the unions and employers other than the Government. This is in the face of the amount of finance available to the Government last year. It is obviously the intention of the Government to force the unions to go to the Industrial Commission. That might sound all right to the people in the street, but it is impossible, under the Industrial Conciliation and Arbitration Act, for the unions to go to the Commission, because the Commission cannot hear them. The Industrial Commission does not consider the fact that employers in outside industry have agreed to an increase of £2 a week to be a basis upon which to adjudicate.

**Mr. Hiley:** That is a defeatist attitude.

**Mr. LLOYD:** Unions have been told that from time to time. I wish the Treasurer would study some of the judgments delivered by the Commission and some of the statements made by the Commissioners in which they have said that it is useless to put that forward as a ground for an increase.

**Mr. Hiley:** I will tell you now that if any really good industrial advocate went to the Commission on an application for an increase in tradesmen's rates, I do not see how he could fail to win. The trouble is that they do not know how to present a case.

**Mr. LLOYD:** These cases are argued by men who have been in the union movement for a long time, and I believe they know what they are doing. They have been to the Commission time after time.

**Mr. Hiley:** It is their policy to destroy the Commission. They don't want to go near it.

**Mr. LLOYD:** I am not talking about some of the extremists in the trade-union movement; I am referring to those who are reasonable.

**Mr. Hiley:** Then why don't they go to the Commission?

**Mr. LLOYD:** The Treasurer can present his own argument; my time is limited.

As a case in point, I refer to the decision of the Industrial Commission on the claim by employees of Mount Isa Mines Limited. That claim was lodged by the Australian Workers' Union. Are they included in the filthy answer by the Premier, with all its insinuations, this afternoon? The Premier is prepared to include the Leader of the Opposition and me. Does he include the Australian Workers' Union? These things are important to industrial harmony. How can it be obtained when such statements are made?

I was private secretary to the Premier of the day, for five years, from 1946 to 1951, and every week he or some other Minister was prepared to negotiate and conciliate with the trade-union movement. Despite that, those men were determined not to tolerate industrial anarchy, and there were two industrial disputes that were tests of strength between the Hanlon Government and the industrial movement. Those men in the Australian Labour Party stood by their determination, and we are prepared at all times to take a similar stand. Where there is irresponsibility in the trade-union movement, we will not support it. But where there is responsibility, as there has been in many cases, we will accept our obligation to protect those who have to be protected against the slanderous attacks made on them today by the Premier.

(Time expired.)

**Mr. LICKISS (Mt. Coot-tha) (3.54 p.m.):** I have pleasure in again complimenting the Treasurer on the composition and presentation of the Budget and the Financial Statement. The Treasurer has reviewed the State's expanding economy very clearly, and it would be difficult indeed to imagine any sincere criticism from any quarter in the face of such an excellent presentation.

I desire to draw attention again to the inherent dangers of the Greater Brisbane concept in relation to the State of Queensland and, in doing so, to request again an urgent investigation into the desirability of restricting the control of the area now contained in Greater Brisbane by a monolithic Brisbane City Council. I submit that one local authority is a totally unsuitable instrumentality for directing development of such a large and growing area in the interests of our capital or of our State.

When introduced by Labour in 1925, the Greater Brisbane scheme absorbed 19 separate municipalities covering 375 square miles. It was part of a general Labour political passion at that time for centralisation and the belief that "bigness" was synonymous with greater efficiency. The same period saw

establishment of the hospitals-board system, and the first steps for transforming the Brisbane General Hospital into the present-day mammoth institution.

At the time of the inauguration of Greater Brisbane, the population was 263,711. Today it is estimated at 625,000, and it is expected that the 1,000,000 mark will be passed by 1983 at the latest, which is less than 20 years away.

The already substantial political power exerted by whatever administration controls Greater Brisbane must be recognised. A State Government is reluctant to oppose directly a City Council requirement, and more and more of recent years the Brisbane City Council in its dealings with the State Government has put itself in the position of a sovereign body dealing with another sovereign body, and not a municipal authority dealing with a sovereign State Government.

At the 1963 State election Greater Brisbane provided 322,369 of the total 782,885 votes cast, or 41.17 per cent. of the total. The explicit and implicit political power in this is undeniable. What happens when, as seems inevitable, Greater Brisbane becomes more than half the total voting strength of the State? Its capacity for bringing pressure to bear on persons and on Governments for securing what it wants will be enormous, and almost irresistible.

The prospect would be threatening enough if we were concerned solely with growth of the present Greater Brisbane, but the shape of the future is already clearly visible and poses an even greater threat.

The growth pattern of Brisbane is already clearly established. Indeed, the State Government itself recognises this pattern by moving towards a series of satellite centres around Brisbane connected by fast commuter services—Wynnum-Manly, Pinkenba, Sandgate, Petrie, Ferny Grove, Ipswich and Beenleigh.

The South Coast, within a relatively short time, will complete its integration with Brisbane. The connecting four-lane highway and the existence on the South Coast of all the amenities conducive to a stable labour supply for any industrial development there make this inevitable. The same situation exists with the developing suburbanisation of Redcliffe and intervening area, and of the area linking Brisbane and Ipswich.

What, then, will be the future of the present Greater Brisbane and all these related areas? The pressures for adding to Greater Brisbane will be enormous and, in view of the unit's political weight, difficult to resist. Obviously, the sure way of resisting further future enlargement of Brisbane is to move now, whilst it is still economically feasible and politically possible, for reduction of Greater Brisbane to smaller municipal units.

From the 1948 to the 1961 census the population of the whole of Queensland increased 27.1 per cent. But in this period

Greater Brisbane, and those areas closely involved with it, increased at a much greater rate, namely—

	Per cent.
Whole of State .. ..	27.1
Greater Brisbane .. ..	52.3
Ipswich .. ..	85.4
Gold Coast .. ..	170.1
Redcliffe .. ..	143.8

The pressure for full urbanisation of this total area is clearly revealed by these startling growth rates, which cannot be expected to taper off for at least another 20 years. Indeed, the future of Brisbane is clearly revealed in the current situations of Sydney and Melbourne and their contiguous areas, and major cities in other parts of the world.

If it is accepted that the present Greater Brisbane is already too big, and by virtue of its size has created a depressive bureaucracy of its own and also stifled all local pride and initiative (on which local authorities generally draw heavily for talent and voluntary endeavour), then what is to be done?

It should be first recognised that the main purpose of making a big Brisbane was to justify its assumption of a whole host of responsibilities not normally operated by municipal bodies. No other capital city council in Australia handles such functions as electricity supply, tram and bus transportation, water supply and sewerage. The original concept was to include also municipal abattoirs and milk supply.

If, then, some of these functions are taken from Greater Brisbane and given to quasi-governmental commissions and corporations (as applies in other States), then much of the justification for a Greater Brisbane vanishes. The position therefore resolves itself into the following matters for consideration—

1. That Greater Brisbane is already too big, and the present defects of its bigness will rapidly worsen on foreseeable population and development trends.
2. That functions and responsibilities not generally recognised as essentially those of local authority should be taken from Greater Brisbane.
3. That a searching investigation be made to determine how Greater Brisbane could be split into a number of smaller local-authority areas where more personal attention can be devoted to the particular areas.

I fully recognise the scope and magnitude of what I am proposing. Certainly I do not suggest any headlong rush into hasty action. But something has to be done, and soon. I most earnestly recommend that this Government should set up a parliamentary committee to hear submissions from all manner of interested bodies and persons, and in due course present a report and recommendation to the Government for substantial amendment or repeal of the City of Brisbane Act.

**Mr. Walsh:** When you say a parliamentary committee, do you mean a committee appointed by the House?

**Mr. LICKISS:** Yes.

Now let me move from Greater Brisbane to the anomalies presently existing between certain provisions of the Companies Act of 1961 and the Primary Producers' Co-operative Associations Act of 1923, as amended.

I congratulate the Government in effecting a measure of uniformity and more rigid control to protect the interests of shareholders of companies when the uniform Companies Act of 1961 became law in this State. However, I state quite categorically that the protection afforded shareholders under the Companies Act of 1961 is not likewise afforded to shareholders of co-operative associations registered under the Primary Producers' Co-operative Associations Act of 1923.

To enlarge on what I have to say, it will be necessary to detail the relevant aspects of the relative Acts so that the obvious comparisons can be pinpointed.

In the first instance, with respect to the Companies Act of 1961—

(a) Part VI of the Companies Act of 1961 deals with "accounts and audit".

(b) Section 162 (5) of Part VI requires the directors to attach a report to the balance sheet signed by, or on behalf of, the directors containing certain information as set out in Section 162 (6).

(c) Section 162 (11) requires that every balance sheet and profit and loss account shall comply with the requirements of the 9th Schedule. (For the information of members, this is a schedule which sets out specifically what must be shown in every profit and loss account and balance sheet. It is very comprehensive and is designed to give more information to shareholders than had been disclosed under the old Companies Act.)

**Mr. Houston:** Will you speak straight into the microphone? We cannot hear you down here.

**Mr. LICKISS:** There are other methods of correcting defective hearing.

To proceed—

(d) Section 162 (12) requires that every balance sheet and profit and loss account of a company shall be accompanied by a statement signed on behalf of the directors by two directors or, in the case of a private company having only one director, by that director, stating that in their opinion—

(i) The profit and loss account is drawn up so as to give a true and fair view of the results of the business of the company for the period covered by the account, and,

(ii) The balance sheet is drawn up so as to exhibit a true and fair view of the state of affairs of the company as at the end of that period;

(e) Section 162 (12) requires that every balance sheet and profit and loss account laid before a company in general meeting shall be accompanied by a statutory declaration by the secretary of the company verifying, to the best of his knowledge and belief, the correctness of the balance sheet and profit and loss account.

It will be seen from the foregoing that the requirements as to the directors and secretary of the company are exacting and comprehensive. In addition, under the Companies Act of 1961 the auditor has certain duties as set out in Part VI, Division 2, Sections 165-167.

I now ask hon. members, and particularly invite the Minister for Primary Industries, who controls the Primary Producers' Co-operative Association Act of 1923, to contrast what I have said in connection with the Companies Act of 1961 with what I am about to say in connection with the Primary Producers' Co-operative Associations Act of 1923—

(a) This Act is administered by a Registrar of Primary Producers Co-operative Associations appointed by the Governor in Council;

(b) There is no part of this Act which can be compared with Part 6 of the Companies Act of 1961, dealing with "accounts and audit". Before a co-operative association can be registered by the registrar it must lodge with him a set of rules. For the guidance of co-operatives a model set of rules is included in the co-operatives Act. Model rules 26 and 27 deal with the books of account to be kept by the co-operative and, to say the least, these two rules are very primitive. Model rule 33 requires that a balance sheet and profit and loss account duly signed by the auditor and a majority of the directors shall, with the auditor's report attached thereto, be open to inspection by the members at the office of the association at least 14 days before the annual meeting. Contrast this with the requirements of the Companies Act of 1961—

(i) The model rules do not state what specifically will be stated in the balance sheet and profit and loss account so that limited information only need be disclosed to shareholders. The Ninth Schedule of the Companies Act, on the other hand, requires disclosure of many pertinent items;

(ii) The directors are not required to make a statement to the effect that the balance sheet and profit and loss account give a true and fair view of the association's activities as is required under the Companies Act of 1961.

(iii) The secretary is not required to give a statutory declaration verifying to the best of his knowledge the correctness of the balance sheet and profit and loss account, as is the case in the Companies Act.

I raise this matter in the interests of, and for the protection of, the man on the land. The primary producers of this State are the main participants in such co-operative associations and I see no reason why they should not receive the same consideration and protections as are afforded to a shareholder in any public or private company.

Hon. members might not be aware that some co-operatives show net profits after rebates, in some instances, of over £250,000 a year. I believe it is only right and proper that the Primary Producers' Co-operative Associations Act of 1923 be further amended to incorporate the provisions presently existing in the Companies Act of 1961, particularly in respect of the matters which I have raised.

Before concluding, Mr. Hodges, I want to say something on the broad subject of land tenure policy. My name was mentioned last Thursday by the hon. member for Gregory in connection with land matters. In view of what was then said and my request for a withdrawal of that statement, I trust that all hon. members will not form an opinion that on this subject there can be the slightest shadow of doubt about how I believe we should proceed in the interests of this State's development, or further, that I will ever be lacking in advocating my views.

The hon. member for Gregory appears concerned with the administrative necessity of preventing aggregation of lands, particularly with reference to company ownership. I have no desire to see huge aggregations of any land, whether leasehold or freehold. However, I do not share his apprehensions, provided we have a sensible administrative approach prior to freeholding. The hon. member appears to favour freehold title but in a restricted form.

It is high time that we paused to take stock of the position to determine first and foremost what is our goal in the matters of land tenure, land administration, rural development and rural production. I believe that such a determination is tremendously important. What are our hopes? What are our fears? Are we adopting a realistic approach to our problems of rural lands in order that any legislative governmental action taken will achieve the best results not only for the man on the land, but also for the citizens of our State and our nation? Let us ask ourselves the question what do we desire to achieve? Naturally a Government's answer to these questions will be determined by fundamental party policies. In important matters such as the development of this State I believe that, as a responsible Parliament, we should recognise that party-political approaches will vary in accordance with the respective basic policies. For instance, if I were to advocate leasehold tenure only, the hon. members for Warrego and Barcoo would probably agree with me but would scarcely believe their ears. On

the other hand, were they to advocate freehold tenure I would be placed in a similar position. Let us all accept this situation.

Surely it should be the earnest desire of all in this Chamber to ensure effective, continuous and economic land usage, with the added requirement at all times of preserving and, where possible, improving the productivity of the land. Can any member of the Chamber take exception to this principle? Surely we owe this, not only to the present generation, but also to those who will follow us. Land usage directly and indirectly affects our whole nation, indeed, it is the basis of our nation's wellbeing.

The next question that we should ask ourselves is: how can this be best achieved? To a large extent, again, an answer will depend on fundamental political attitudes. Naturally a view taken through the eyes of a free-enterprise Government will not accord with that seen through the eyes of a socialist Government. This, of course, is understandable and, indeed, inevitable.

I believe that to achieve the desired result one consideration—and it is probably the most important one—is suitable land tenure. Surely an appropriate tenure must provide adequate security to encourage and attract private capital, which is a prerequisite of efficient development.

I believe that most people will agree with this proposition, with the exception of that minority—rejected at every election by voters—which looks towards Government instrumentalities to carry the burden of development. We all know the story of Peak Downs and other such socialistic ventures.

There are other vital considerations which must not be overlooked in the matter of successful land administration when alienating land from the Crown. Possibly the most important is the size of blocks. To me this does not merely concern acres. This is, of course, the holding yardstick which must be determined after concluding all the other considerations as to what would constitute an economic area.

There is a definite obligation on the part of the registered proprietor or the lessee to the State and his fellow man to develop and not merely exploit the land, and to establish his bona fides by creating his own equity in the land prior to the issuing of a freehold title. The operation of land administration should not be only one-way traffic. Anyone with a knowledge of human nature, the land, and land administration, would soon realise that the vast majority of men on the land will, of their own volition, stand up to their obligations once they are unshackled from theoretical and unrealistic bureaucratic control.

I say to this Chamber; make freehold land more liberal and security of tenure more realistic, and Queensland will achieve primary production records not remotely

possible under restrictive land laws. The attitude of the Crown to the man on the land must be one of encouragement, not restriction.

The hon. member for Gregory mentioned that he was apprehensive of unrestricted freehold. My great worry would be the introduction of a system of restricted freehold title similar, for instance, to that based on the New South Wales system where so-called freehold can be just as restrictive as leasehold, with a large measure of control exercised overall by the Crown.

Land policy, to be successful, must of necessity be flexible so as to enable landholders to make necessary adjustment to properties, to take advantage of development in research, and to cope with changing market conditions. I suggest that this can best be achieved by leaving the greatest measure of determination, in accordance with the common good, in the hands of the men on the land. Negotiability of land will greatly assist the determination of economic areas of land for specific purposes at all times, and Government intervention, except to protect the interests of the common good, should be reduced to a minimum.

Mr. Campbell, I am honestly of the belief that sound administrative procedures, as I have mentioned, and a system of freeholding presently being granted, only over larger areas, with perpetual leasehold always available as an optional alternative—the hon. member for Bundaberg will be pleased to hear that—will give a very satisfactory result, and that the ghost of aggregation, which appears to be feared by some, will not materialise. In any case, should difficulties arise in this regard the powers of resumption presently held by the State, or varied in a minor way, would easily solve this problem.

Mr. Campbell, we hear a great deal of discussion on, and criticism of, company ownership. In fact, it is difficult to mention the word "company" in this place without an almost violent reaction. The bogey of huge overseas monopolistic monsters seems to appear on the horizon. The net result, of course, has been to steer clear of permitting company ownership in the grazing selections, which, of course, are generally the areas where the greatest potential for development is located at the moment. "Companies", in the main, may hold only pastoral leases or freehold land, there being unrestricted freehold title in Queensland at this stage. The "company" activity with regard to pastoral leasehold tenure is controlled by the Department of Lands administratively by covenants in the instruments of lease, and I trust that the covenants are sufficient to ensure optimum development at this stage, and that the Department of Lands is ensuring that the obligations under the covenants are being insisted upon. So much for leasehold land.

I can see no great evidence of company aggregation of freehold lands where the original areas were offered in economic areas. I am completely as a loss, however, to see why the company complex is not examined more closely. Companies vary in size from "small family concerns" to vast commercial enterprises, with, of course, in some instances, large overseas interests. No-one would like to see large overseas companies controlling our lands, but would this happen? I believe that with a sensible administrative programme of freeholding, this in fact would not happen. What would happen would be that the concessions under our taxation laws enjoyed by private and public companies involved in other pursuits could be enjoyed also by the man on the land and his family. I say in all sincerity, Mr. Campbell, that my experience in these matters does not cause in me a feeling of fear and trepidation.

Of course, we should allow the man on the land the privileges that we allow others. I still believe that our aim should be to develop Queensland's 426,880,000 acres, or as much of it as is economically possible. The task is a vast and urgent one. All who have the requisite qualifications should have the opportunity to participate. As in other forms of enterprise, farming and grazing can be conducted successfully by individuals, by partnerships, and by companies (family and others). All have a part to play in development and production; none should be debarred.

Let us all realise that we are living in the year 1964, not 1864. Let us further realise that we are living in an era of spectacular development in which there is no excuse for a horse-and-buggy approach to our jet-age problems. Queensland has the potential and capacity to lead in this race, and we should ensure that we remove any obstacle to that progress.

Finally, sir, let me make this point: all that I have said is, in my opinion one hundred per cent. in keeping with the land policy contained in the Liberal Party platform, to which, like every other Liberal member in this Parliament, I am wholeheartedly committed. The Minister has never had reason for the slightest doubt as to where I stand on this vital matter of land policy. I do not propose that there shall be any doubts in the time that lies ahead.

Mr. AIKENS (Townsville South) (4.23 p.m.): Remarks have been made in this Chamber from time to time concerning a very vital industry in North Queensland, namely, the fishing industry. I propose, in the limited time made available to me by Standing Orders, to lay down this afternoon what I am pleased to call the "Aikens Charter" for the North Queensland fishing industry. I want to say that I have devoted quite a lot of time and study to the proposals that I am about to submit. I have listened to many people and read a great number of

documents. I have probably put into this subject more study than I have into any other matter in the last three or four years, at any rate.

**Mr. Walsh:** This will be extra good.

**Mr. AIKENS:** It will be extra good. All my contributions to the debates in this Assembly are good.

Quite recently the Government appointed a committee to investigate the fishing industry in North Queensland. I do not know whether the report of that committee has been submitted. I understand that it might have been, and I have no means of knowing, of course, whether their conclusions are those at which I have arrived. If a report has been presented, I am afraid that it will suffer the fate of all previous reports; it will be shoved away into some pigeon-hole to accumulate cockroach excreta and cobwebs. Whether my remarks will meet the same fate is problematical.

Before I advance the arguments for and against the possibility of successfully establishing a fishing industry in North Queensland, I propose to reverse the programme this afternoon and let hon. members know what the charter is as I see it—

(1) We want a completely independent North Queensland Fish Board on the lines of the present Brisbane board, with the head centre in the most convenient place from the industry's point of view;

(2) Local managers should be authorised to buy at their discretion from any source any fish that they consider has a marketable value;

(3) Fish of all types that the manager considers surplus to foreseeable market requirements should be sold direct to the public in any quantity at advertised auctions;

(4) A realistic profit margin should be established so that licensed buyers can follow these prices and obtain a reasonable income;

(5) Fishing boats should be permitted to use established small-boat harbours provided by the Government for stores and fish disposal, and the board should establish facilities at these points.

On that point, I will digress for a moment and say that the ordinary fishing boat takes 10 hours to go from Townsville to Mackay. They are the only ports into which North Queensland fishing boats can pull. I am leaving Cairns out for the moment. This will give hon. members some idea of the disabilities under which fishing boats at present operate. At the present moment fishing boats may be able to pull into Bowen. I understand that some do pull in there. Previously they did not do that because there was no established boat harbour and there were no facilities for loading, or, for that matter, anything else.

To proceed—

(6) The prawning industry should be firmly developed and established;

(7) The implementation of these suggestions will produce the necessary sound financial basis for the establishment of a board, and will also ensure prompt payment to fishermen and an adequate and reasonably priced supply of fish to the public.

Under the existing auction system which was admittedly a choice by the fishermen initially, fish passed to the board are not paid for until they are sold. That is a sore point with fishermen and it is a real problem in the whole of the fish marketing system in North Queensland. It has these results—

(a) When there is a large intake of fish at any time the existing market becomes saturated and fishermen must face long periods of storage; they have to pay storage charges without any financial return.

I know of occasions when fish have been lying at the Townsville Fish Board for three weeks, accumulating charges for storage. They have not been sold but have been handed back to the fishermen who placed them with the board in the first place.

(b) Fishermen are forced to send fish to the southern markets and receive for them a poor financial return because of storage charges, packing and carting.

When there is a flood of fish in the Fish Board depots, the Fish Board, which is controlled from Brisbane, will say, "Send some of your fish down here and we will see if we can get rid of it for you." The consequence of that is that it is packed up and sent down at the fishermen's expense, and even when it comes down here sometimes it is not sold.

(c) Fishermen in those circumstances then curtail their catches to match the demand on the local market.

If they know that the board's premises in Townsville and other places are full and there is the possibility of some of that surplus being sent to Brisbane, they do not put to sea. They do not go out to catch fish. They say, "What is the good? The board's place is already overloaded. We are not going out to catch more fish to be sent direct to Brisbane."

(d) Illegal sales take place at lower prices than those which obtain in the markets.

Now and again, if the fishermen know the Fish Board is fully supplied they start to sell on the black market. Once they do that they have to take much lower prices than they would get if the Fish Board was properly organised on the lines I have suggested, and the fish is sold to the public by regular advertised auctions and at any time. But the Fish Board cannot sell at auction today, not in the North, at any rate, and, as I said before, some estuary fish put into the Fish Board in Townsville remain unsold.

(e) Amateur fishermen who additionally make large catches of fish are encouraged to market privately at low prices for immediate financial gain.

They go out and catch a fairly big haul of fish and they then have the option of putting it into the board and taking the risk of their fish not being sold or of selling it on the "black". In nine cases out of ten, if they sell on the "black" it is sold at a low price.

**An Opposition Member:** It is sold for cash on the dot.

**Mr. AIKENS:** Of course, but the cash is much less.

If the Fish Board is to be the sole marketing authority it must be equipped to—

(a) Accept all seafoods available from any source;

(b) Ensure that suppliers are financially rewarded for their efforts;

(c) Ensure that an adequate supply of seafoods is constantly available.

I have some information here to elaborate on the points I have made. So that there will be no confusion in the minds of hon. members, I have gone to the unusual trouble for me of having it typed out. I think this is the first typewritten speech I have delivered in all the time I have been in this Chamber. I am not going to deliver it all from the notes that I had typed for me this morning. This is a charter and I wanted it in writing so that any hon. member could come along to me and get a copy of it, if he liked, and examine it for himself. He need not even wait until "Hansard" is printed.

Our existing marketing is entirely in the hands of licensed buyers with a minimum quantity limitation. This type of marketing often results in much marketable fish remaining unsold because of buyers' preference for certain types for ease of handling and greater monetary benefit. This leaves fish which the public would buy, either in storage, sold illegally, or not even exploited. There is also no compulsion for licensed buyers to buy at the Fish Board, for they have competitive avenues available from importers of overseas products. This imported-fish market is not restricted in any way by a marketing policy, and can therefore exploit many avenues from which the Fish Board is now debarred by existing policy.

Here is a most remarkable thing: when one talks about selling fish by public auction from time to time in order to relieve gluts and surpluses one immediately strikes opposition from prominent members of the Government and one or two members of the Opposition who claim that they have the interests of fishermen and the public at heart. But I point out that, as opposed to Fish Board policy, the Committee of Direction of Fruit Marketing is able to sell its products direct to the public and thus clear goods which otherwise would deteriorate and be

dumped. I think this is the most remarkable, shall we say, policy opposed to policy that we could have. The Fish Board is debarred from making surpluses available to the public in any quantity at prices that the public is prepared to pay, whereas at the same time the C.O.D. can make available at any time to the public, by auction, any quantity at prices that the public wants to pay. Why is there one Government policy for the C.O.D. and an entirely diametrically opposed policy for the Fish Board? There, I say again, is the real crux of the position so far as the fishing industry in North Queensland is concerned.

I elaborate on that point by saying that I had a case quite recently of an estuary fisherman in Townsville who came to me with all the dockets that he had received from the Townsville Fish Board. They showed that he had caught several hundred pounds weight of fish that were still in storage and he was regularly getting his bill from the Fish Board for the storage of these fish. When I wrote to the Minister in charge of the Board—I put it to the Treasurer but he very wisely got rid of the burden onto the manly shoulders of the Minister for Labour and Industry—the Minister for Labour and Industry wrote back and said, "We cannot sell this man's fish because the buyers won't take that type of estuary fish. They want mackerel, grunter, cod or sweetlip; they want the type of fish that can handle easily and profitably." This man's fish is going to rot unsold in the Fish Board at Townsville.

I see the Minister coming into the Chamber now. At the end of his letter to me he made the Solomonic statement, "If this man will clean his fish before he puts it into the Fish Board there is a possibility that the buyers will take them off his hands." There is no certainty, of course, that they would take the fish even if he cleaned it. There is no certainty they would take it even if he sprayed it with eau-de-Cologne or he dressed it up to look like a Picadilly spiv. The only suggestion the Minister could make was that if this fellow cleaned his estuary fish there was a remote possibility that the buyers would take it off his hands. If the manager of the Fish Board at Townsville could say, "I have a couple of cwt. or more of very fine estuary fish in store; the licensed buyers will not take it off my hands because it is more profitable for them to handle other types of fish; I am going to hold a public auction next Saturday morning and sell this estuary fish to the public", he would be knocked over in the rush. But he cannot do it. I am suggesting that he be given power to do it. If the C.O.D. have a surplus of fruit and vegetables they do it, but not the Fish Board. Perhaps the Minister for Labour and Industry can tell us why.

I want to be quite fair and say that undoubtedly the price that the housewife pays for a product governs the offtake,

but this price is entirely in the hands of the retailer, irrespective of gluts and negotiated prices at a wholesale level. If the retailers will not buy the fish from the Fish Board and make it available, the housewife has no opportunity of buying it at any price at all. She just cannot buy the fish because the retailers will not take it from the Board. The retailer sells to the public only at a price and in a quantity acceptable to him—not to the public. The public are not being considered in the matter by the Minister, nor are the fishermen. The retailer determines what fish he will take. He determines what quantity of that fish he will take. He determines at what price he will sell it to the public.

In case it is thought that I may be drawing a long bow on this matter in pointing out how the retailers control not only the supply of fish to the public but the price that the public pay, let me point out recently there was a glut of banana prawns in North Queensland. In an attempt to clear the glut the prawners reduced their prices by 6d. a lb, but despite approaches to licensed buyers it is estimated that not more than 10 per cent passed on this reduction to the public, with the result that there was no appreciable increase in sales through retail channels. The fishermen said to the retailers, "There is a glut of banana prawns; we will knock our price down by 6d. a lb", but 90 per cent of the retailers did not sell at 6d. a lb less than the previous price. They did not pass the reduction of 6d. a lb. on to the public. They still asked the full price for their prawns with the result that the public did not buy and the glut of banana prawns was not relieved.

Direct selling to the public in times of glut would give some measure of control to the Board as licensed buyers would then be forced to increase purchases and sales to reduce such direct sales as well as match a Board retail price established for this purpose. Every retailer knew there was a glut. He knows there are gluts at the present time. He can still go along and buy the quantity he wants to buy and sell it at the price he determines the consumer must pay him, and leave the rest in the store. But if the retailer knew that if the glut remained the Fish Board would sell that fish to the public at auction, he would pull his horns in. He would say "I have to get rid of this glut as quickly and as advantageously as I possibly can both to the fishermen and to the public otherwise I will probably be squeezed by the public auction."

**Mr. Coburn:** Competition would fix the price.

**Mr. AIKENS:** Yes, and not only would it pull the retailer into line but it would also make him face up to his responsibilities, which he is not doing at present.

The charter continues—

"The key to encourage all fish to be directed to the Board and the successful implementation of the foregoing recommendations is the provision of facilities for prompt payment for catches purchased. Fishermen frequently wait up to two weeks for their return, thus further encouraging illegal sales in the interest of immediate cash."

I got that part from the comments of some of the fishermen who operate in a big way and catch a lot of fish and who have waited up to two weeks for their returns. Sometimes they wait much longer. If estuary fish are concerned they wait and wait and may not get any return at all because the fish may not be sold and will ultimately be dumped over the wharf.

There is something else that should be done, and I think we can do it, because we have the legal power to do it. This concerns new prawn-beds when they are found. Quite recently a big new prawn-bed was found near the mouth of the Burdekin River. The moment the announcement was made that a prawn-bed had been found at the mouth of the Burdekin River prawners from interstate came up like blowflies round a dead carcass, and in no time at all they had cleaned it out ruthlessly. Of course, in the course of cleaning up the prawn-bed they went into the local storekeepers and businessmen at Home Hill and Ayr—some even went to Townsville and Bowen—and ran up big bills for petrol, stores, food, and so on. I can see the hon. member for Port Curtis laughing. Probably this has occurred in his area. The moment they cleaned the prawn-bed right out they skedaddled back over the border to New South Wales or Victoria, or wherever they came from, and left the local businessmen lamenting over the bad debts they left behind.

**Mr. Walsh:** I suppose they quoted Section 92.

**Mr. AIKENS:** There was no question of Section 92 being invoked. I maintain that this prawn-bed was well within the three-mile limit from the Queensland Coast and thus came within the jurisdiction of the Queensland Government. There is nothing to prevent the Queensland Government from issuing licences for prawning-beds and for fishing boats operating within Queensland waters.

**Mr. Smith:** Certain similar attempts were made with transport operators.

**Mr. AIKENS:** Here we have the hon. member for Windsor in the Chamber. I do not know where "Cop-the-lot" Colin is this afternoon. He is probably representing some drunken driver in court, picking up a few extra guineas which he regards as more important than being here in Parliament.

**The TEMPORARY CHAIRMAN (Mr. Campbell):** Order! The hon. member has made an improper reflection, I understand, upon the hon. member for South Brisbane, and I ask him to withdraw it.

**Mr. AIKENS:** If you will tell me, Mr. Campbell, what the improper reflection was I will be happy to withdraw it.

**The TEMPORARY CHAIRMAN:** Order! I again ask the hon. member to withdraw the reflection.

**Mr. AIKENS:** In view of your ruling, Mr. Campbell—whatever it is that you consider improper in any remark I made concerning the hon. member for South Brisbane—I will withdraw it, although I am still in a hell of a fog as to what it was I said that you object to.

The hon. member for Windsor made an interjection about road-transport operators. I do not know what he is driving at. He is probably getting at the constitutional effect of Section 92. If the attitude of this Government towards controlling the fishing industry within the three-mile limit of the Queensland coast is to be as puerile and as spineless as its conduct in controlling its intrastate air traffic, then, of course, I am wasting my time. It would appear that the Government is going to get down on its knees and genuflect and grovel to the Federal Government and give away its transport powers in the control of intrastate airlines, powers that are written into the Commonwealth Constitution. It is going to let the Commonwealth Government take over its powers without a fight.

Now that I have mentioned the question of fishing within the three-mile limit of the Queensland coast—

**Mr. Smith:** The hon. member for South Brisbane is here.

**Mr. AIKENS:** The hon. member for South Brisbane has turned up. We are all happy to see him. He does not come to the Chamber very often. Sometimes we forget what he looks like. As soon as he comes here he starts to talk in the hope that he will get his name in the Press, so that the public might say, "Old Colin Bennett was there all day yesterday."

**Mr. Bennett:** You haven't got a speech to make unless I walk in. You would have nothing to say.

**Mr. AIKENS:** It is not that I would have nothing to say if the hon. member did not walk in; it is that if I spoke only about him I would have nothing to talk about. The hon. member has got it wrong. The hon. member for Windsor is in the Chamber too, for a wonder. I am dealing with a particularly fine legal point. If the hon. member for South Brisbane cares to lock horns with the hon. member for Windsor, all right, but they usually have their arms around each others neck, embracing each other, they are so friendly. They are so friendly in a treacly and oleaginous manner, that I do not know where we will get with them.

As a layman with a limited knowledge of Federal constitutional law in this regard, I believe that we could issue licences to boats to fish or prawn within a 3-mile limit of the

Queensland coast, and by the issue of those licences we could at least try. We should not lie down supinely or meekly, as this Government is lying down to the Federal Government in the control of intrastate airlines. At least we should give it a go, and we should see that this Government issues licences for fishermen to fish or prawn within three miles of the Queensland coast.

**Mr. Smith:** You will concede that we do not require, and cannot require, interstate transport operators to register their vehicles in Queensland? We cannot make them take out a licence to operate their vehicles here.

**Mr. AIKENS:** Is that a fact?

**Mr. Smith:** Yes, that is elementary.

**Mr. AIKENS:** If it is, it is the only sound legal statement that the hon. member for Windsor has made this year, and I am quite happy to accept it. I would rather accept it from the hon. member for Toowoomba East, who knows something about interstate and intrastate road hauliers.

**Mr. Anderson:** It is true.

**Mr. AIKENS:** If it is true, and if the hon. member for Windsor has been talking to the hon. member for Toowoomba East, it is a feather in the cap of the hon. member for Windsor. I have no doubt that he went into consultation with the hon. member for Toowoomba East before he made that interjection.

Nevertheless, we should at least try, because what happened at the mouth of the Burdekin River is likely to happen anywhere else in the State. I do not know whether it has happened in the Port Curtis area.

**Mr. Hanson:** You do not want the storekeeper scaled?

**Mr. AIKENS:** It is not a question of scaling the storekeeper. If the storekeeper is gullible enough and hungry enough to give credit to these people, knowing they are fly-by-nights, and gets left, as the saying in the West is about dogs being tied up, it is a matter for himself. What I am concerned about is that while these prawners went away leaving dogs tied up in Ayr, Home Hill, Bowen, and Townsville, they cleaned up the prawning-beds at the mouth of the Burdekin. They bought petrol, stores, and other things on tick, or credit. I do not know whether "tick" is a parliamentary word, Mr. Campbell, or whether it is unparliamentary. I am concerned about their rushing in and cleaning up the prawning-beds the moment anyone announces that a new prawning-bed is found. They arrived like a flock of crows or a horde of blowflies around a dying beast. They cleaned up the prawning-beds and went, leaving the storekeepers lamenting over their bad debts.

Here is another matter that relates to the prawning industry. Let us assume that the prawners go out from Townsville and have a good catch, and they return to Townsville with their holds full of prawns. At the same time the fishing boats have also had a good catch, and return to Townsville. The Fish Board there has not the slightest chance of handling both the fish and the prawns at the same time. One set of boats must stand out in the creek or the harbour until the other set has unloaded, and the catch is disposed of, before it can come in. If we are to have a North Queensland Fish Board, as I hope we will, with complete autonomy based on the "Aikens Charter" I have laid down for it, I hope we will have separate establishments for the disposal of the prawn catch and the disposal of the fish catch.

**Mr. O'Donnell:** Mrs. Horan's opinion of the Fish Board in Brisbane is not too good.

**Mr. AIKENS:** I am not concerned about Gabby Horan. Any mother who walks out on her young baby rates very low with me, so I prefer not to talk about her. I am not prepared to speak of her in any respect at all. So far as I am concerned, she is right down at the very bottom of my estimation. I would say that the most odorous prawn I have ever encountered would be company that I would prefer to that of Gabby Horan.

I said that a board of inquiry had been set up. I know that Mr. Whittaker, Mr. Orme Snell, and quite a lot of other reputable North Queenslanders are members of it. I understand they have done a particularly good job, although I have not been able to see the recommendations that they have made.

I put these matters forward because I think that any North Queenslander who approaches this matter with common sense and after a little investigation would come to conclusions much the same as mine. I do not want either their report or this report shoved away in a pigeon-hole and forgotten.

I am now going to quote quantities and values of northern fish sent to Brisbane to give some idea of how North Queensland fishermen are penalised by the present Fish Board set-up, and how North Queensland consumers are denied the opportunity of buying at reasonable prices fish caught in North Queensland waters. In 12 months the known weight of fish sent from North Queensland was 91,507 lb. That is fish caught in northern waters that could not be sold to northern consumers because of the grip that the retailers have on the buying and marketing of northern fish. I dealt with that in detail earlier in my speech. The calculated additional revenue from direct North Queensland sales, after allowing for costs such as freight, if applicable, and storage and labour amounting to, say, 6d. a lb., would have been £2,237. That would have been obtained had the fish been sold in North Queensland.

Let us now look at the type of fish sent down. From Innisfail, 20,517 lb. was sent to Brisbane, valued at £2,535. I shall omit the shillings and pence. From Mackay in 12 months 30,012 lb. of fish, valued at £3,124, was sent down. From Townsville, 40,978 lb. of prawns, valued at £9,220, was sent. The 90,000 lb. weight of fish sent from North Queensland, including prawns, for 12 months alone, was valued at £14,879. If fish to that very great value could have been marketed in North Queensland and made available to the public there, without all the extra charges for storage and freight involved in sending it to Brisbane, where it was sold at cheaper rates than would have ruled in North Queensland, the fishermen and the public of North Queensland would have benefited.

**Mr. Dewar:** I want you to understand that the advisory committee and the Fish Board want to establish a North Queensland Fish Board. The only thing that prevents that being done today is that not enough North Queenslanders are buying and eating fish. That is the only thing stopping it.

**Mr. AIKENS:** I am very happy, and I might say a little flattered, at that interjection from the Minister for Labour and Industry, who is the ministerial head of the Fish Board, and to learn that at least the advisory committee and the Fish Board, and presumably he, too, agree with me that the basic solution of the fishing industry's problems in North Queensland rests with the establishment of an independent Fish Board in North Queensland. He claims, and he probably has some arithmetical reason for it, that why a Fish Board has not been established, and will not be established in the very near future, is that the people of North Queensland cannot consume the fish that is being caught in North Queensland.

**Mr. Dewar:** They can, but at the present time we are working on a programme to try to make them more fish-eating conscious.

**Mr. AIKENS:** I do not know whether the Minister was in the Chamber when I started my speech, but the people of North Queensland do not have to be educated to become fish-eaters. They are already fish-eaters just as they are already meat-eaters. What is stopping them from eating the quantity of fish required for the establishment of a Fish Board is that they cannot afford to pay the prices demanded under the present set-up. Let the fish be sold to the public by public auction—let the Minister try that—and the manager of the Fish Board will be knocked down in the rush. He will be mobbed.

At the risk of being chided for repetition, because of the interjection, and because the Minister may not have heard it when I said it, I will repeat that our existing market is entirely in the hands of licensed buyers with a minimum quantity limitation. This type of marketing often results in much marketable fish remaining unsold because of buyers'

preference for certain types for ease of handling and greater monetary benefit. This leaves fish which the public would buy, either in storage, sold illegally, or not even exploited. There is no compulsion for licensed buyers to buy fish from the board, so the buyers just go along and buy what they want to suit their own particular business requirements and to give them the greatest monetary profitable return. There is no concern for the public in the matter at all. I put this question to the Minister, if he is permitted to answer it: how can the people be educated to buy and eat fish, when at the present time they cannot afford to buy it because of the limitation of the supply of fish to the public?

**Mr. Dewar:** There is nothing to prevent a consumer from getting a licence to buy direct from the Fish Board.

**Mr. AIKENS:** Now the Minister is starting to quibble. He is starting to get into the class of the hon. members for South Brisbane and Windsor. He says there is nothing to stop a consumer from getting a licence to buy fish from the board. There is nothing to stop a woman from going on a jury, but how many women bother to go on a jury? One could say to Mrs. Jones, Mrs. Smith, or Mrs. Brown, "If you want fish from the Fish Board, all you have to do is get a licence. You can get a buyer's licence and go along to the fish board and get your fish from the board." Would any housewife do that? She would have to go and get the licence. Housewives do not have to go and get a licence to buy fruit and vegetables sold by auction at the C.O.D. Why are different policies enunciated and put into operation by this Government relating to gluts of fruit and vegetables and to gluts of fish? If the Government put exactly the same restrictions on the C.O.D. in the marketing of fruit and vegetables as it does on the Fish Board, I will tell hon. members what would happen. It would not be long before the Minister for Primary Industries was saying, "We cannot educate the people of North Queensland to become fruit-eaters and vegetable-eaters so that they will eat the fruit and vegetables grown in North Queensland." Tell me now why the Fish Board cannot sell by public auction to the public at any time and in any quantity any surplus of fish it might have on hand. Why is there one law for the Fish Board and an entirely different law for the C.O.D., which has proved successful?

**Mr. Hiley:** You are two years out of date.

**Mr. AIKENS:** Here we have the nonchalant, almost cavalier, attitude of the Treasurer. By the way, if he could grapple with the problems of the fishing industry in North Queensland as he has grappled with the production of carnations, all our problems would be over. It is all very well for him to sit back on the front bench, wave a hand with a little bit of aplomb in a sort of old cavalier style, and say, "We will tell

you about it; you are two years too late." The people of North Queensland are not two years too late. They are still waiting to buy from the Fish Board, which they cannot do now because the retailers have the game sewn up, and the Treasurer knows it. It is all right for the Treasurer to shake his head. At least, I think he did. If he shook his head I would have heard something rattle, so I do not know whether he did or not.

**Mr. Hiley:** You would not hear your own head rattle because there is nothing in it.

**Mr. AIKENS:** That is the position as it relates to the fishing industry in North Queensland. I put it to the Committee. As I say, I put a lot of study into it. It is all very well for the Treasurer. It is most remarkable that whenever the Minister now in charge of the Fish Board wanted to answer any of my arguments he whispered to the Treasurer, who was in charge of the Fish Board for many years and is responsible for its present policy. At least we cannot blame it on the Minister for Labour and Industry, because he inherited it from the Treasurer. The Treasurer can say I am two years too late and that the problem will be solved. If they are going to solve the problem what about telling us when and how they are going to do it. The people of North Queensland would be happy to hear.

Apparently they have no solution to the problem and the only bright spot during the whole of this debate, if it can be called such, was an interjection by the Minister for Labour and Industry in which he said that the Government is going to establish a completely independent northern fish board, with the reservation, of course, that the people of North Queensland first of all have to be educated to eat fish.

**Mr. Dewar:** More fish.

**Mr. AIKENS:** I can tell the Minister there is no need to educate them. They know what fish is; they know how to cook it, how to eat it and how to appreciate it, but they do not know how they can buy it when the fish retailers have the whole game sewn up. Apparently the Minister is not going to do anything to remove this octopus-like grip from the fishing industry of North Queensland that is strangling not only the fishermen of North Queensland but the consumers as well. The people are being denied the opportunity to buy and eat more Queensland fish yet Ministers sit on the front bench and say, "We are going to educate them to eat fish." I do not know how it will be done. Probably the next time the Minister visits North Queensland to attend some social function he will take up a couple of packages of fish and chips and distribute them there. I would not be surprised at anything he does when he makes an interjection like that. The real problem, of course, is that the people are not able to buy fish when they want it at a price they

can afford. I tell the Minister how they can do it but he is not even prepared to listen.

**Mr. Dewar:** I want you to understand that the advisory committee has started on the problem of educating the people to eat more fish.

**Mr. AIKENS:** To be quite candid, from what I know of them, I think the advisory committee have done a particularly good job. Men in Townsville like Snell and Whittaker have done a good job because they are North Queenslanders and they have the interests of North Queensland at heart, which unfortunately the Minister appears to have forgotten for the time being. We are now told of a programme to educate the people of North Queensland to eat more fish. I do not know how the Minister is going to do that. I remember when railway wagons used to be plastered with great big advertisements "Eat more cheese", "Eat more ham", "Eat more butter", "Eat more something else." I do not know that people can eat any more than they can afford to buy. That is a fact that the Minister will not face up to.

Why does the Minister not give it a try? He is the Minister in charge of the Fish Board although I do not know that he has any say in its actual operations, any more than the Treasurer had when he was the ministerial head of the Fish Board. Why does he not say, "We will give the open public auction system a go?" Instead of sending 91,000 lb. of seafoods from North Queensland to Brisbane, with extra cartage and freight, to be sold at a cheaper rate, why does the Minister not periodically throw open the doors of the Fish Board and advertise to the public, "Come one, come all; there will be a fish auction next Saturday morning at the Townsville Fish Board, the Mackay Fish Board and the Ayr Fish Board," and wherever else fish board depots are established? Why does not the Minister give that a go? He would see that his fish would sell. The people will buy it if they can get it at a reasonable price, just as they buy fruit and vegetables from the C.O.D. when they can get it at the public auctions the C.O.D. holds regularly.

I am glad that something is being done. Probably this time next year we will be told by the Minister that he was not able to educate the people of North Queensland to eat more fish, and consequently the proposal to establish a northern Fish Board has been forgotten. He will come forward with some suggestion that there should be a more monopolistic control of the fish industry in North Queensland by the Brisbane Fish Board.

**Mr. Dewar:** I hope not. We genuinely want to see a Fish Board there that can run itself.

**Mr. AIKENS:** Why don't you establish the damn thing and be done with it? Establish an independent board and let it solve the

northern problem. Never mind about waiting until people are taught to eat more fish. They will eat all they can get if they can get it at a reasonable price. Let the Minister set up his board now and give it a go for 12 months.

**Mr. Dewar:** The advisory committee has spent a lot of time looking into it, but advises against it. They are North Queenslanders. Whose advice do I take, theirs or yours?

**Mr. AIKENS:** They advise that the independent northern Fish Board be set up?

**Mr. Dewar:** They advised that the time was not ripe, that there would need to be an educational programme to have people in the North eat more fish.

**Mr. AIKENS:** All we disagree on is whether the people should be educated to eat more fish or whether the northern people should be given an opportunity now to buy fish at a reasonable price. That is the only basis on which we disagree. We both agree that a northern Fish Board should be set up. I say, "Don't waste time." Probably the Minister is going to churn out pamphlets and go through the same wasteful and futile movements as he is going through in an attempt to educate the people not to drink. With the £30,000 he raked off from somewhere or other he has a man named Benjamin on £2,500 a year with an office staff, a motor-car, and an establishment that will probably cost £10,000 a year. He is not going to see one drunken person. He is not interested in meeting drunks; he is not interested in personally solving any problems of alcoholism. He is just sitting there like a spider in the centre of its web, spinning and spinning, and ever increasing its diameter.

He is churning out pamphlets, dodgers and what-have-you that no-one bothers to read and no-one bothers to listen to. If the Minister is going to try to educate people in North Queensland to eat more fish by appointing another Benjamin up there to churn out pamphlets, radio talks, and Press advertisements, and giving him a motor-car, staff and all the rest of it, he is wasting his time. People will eat fish if they can get it at a reasonable price. That is simple enough for the Minister to understand.

I should say that this plan to educate the people to eat more fish is about as stupid as the People the North Committee, which is spending £12,000 a year on populating the North and has added only one person to the population.

**Mr. Bennett:** The People the North Committee gave you a good plug.

**Mr. AIKENS:** Everyone who appreciates honesty, ability and integrity will always give me a good plug. That is why the hon. member never gets a plug from anybody. I do not know how much time I have left.

**Mr. Bennett:** You are battling.

**Mr. AIKENS:** I am not battling.

**Mr. Bennett:** You are struggling.

**Mr. AIKENS:** I ask the hon. member to listen to this. I am not battling.

I have reached the parting of the ways with the Minister. I will now take up the question with these men in North Queensland because I know them and respect them. I have a great deal of time for their ability and I will see if I can convince them and bring them around to my way of thinking. We can then come together to the Minister and say, "Give the Tom Aikens Charter a go."

Many people have asked me, "What is wrong with the Australian Labour Party today?" That question has been inspired by recent statements in the daily Press and the Sunday Press with regard to the recent meetings of the Queensland Central Executive, which is the controlling body of the Australian Labour Party. It met only last Monday week to consider the endorsement of Labour candidates who want to run for the State election in 1966, and for the Labour-in-Politics Convention which is to be held in Townsville next year. I should like to place on historical record what actually happened so that anyone who wants to know can go to "Hansard" and read what I have said. Of course, this is what happened: the boys up at the Trades Hall decided that they would have a clean-out of the old brigade of the parliamentary members of the Labour Party. In addition to cleaning out the members they thought were sear and yellow, they were also going to clean out some of those who, in their opinion, did not pull their weight as members of Parliament. I will not mention any particular names because everyone knows who the boys up at the Trades Hall considered were the members of Parliament who were not pulling their weight; members who spent more time away from Parliament than they did in Parliament; members who were more concerned in earning a private income—and a pretty considerable private income—than they were in really earning their parliamentary salary. They let it be known that they intended to refuse endorsement to all those A.L.P. members of Parliament who had reached the age of 65 years. They hoped that by making this public they would scare the members of the Parliamentary Labour Party who were over 65 years of age or who would be over 65 at the next State election in 1966. I will not suggest for a moment—because I hold them both in very high esteem—that they scared out the hon. member for Wynnum and the hon. member for Ipswich West. However, the hon. member for Wynnum—and I repeat that I hold no-one in higher esteem than him—announced in the Press that he intended to retire, and the hon. member for Ipswich West also announced that he would retire. There was considerable jubilation among the controlling body of the Australian Labour

Party at the Trades Hall because they thought, "We have started the bums' rush and now every member of the Australian Labour Party who will be 65 or over at the State election in 1966 will also announce his retirement." However, they ran into a couple of very tough nuts in the Parliamentary Labour Party, men who undoubtedly will be 65 or over at the next State election. These men said, "We will not allow the moguls at the Trades Hall to tell us when we should retire. We will not allow them to direct us to declare in 1964 whether we will be candidates for Parliament in 1966." So the rest of the old brigade—if I may call them such—gathered around these two or three rebels in the Parliamentary Labour Party who refused to drop out. They refused to be scared by the boys at the Trades Hall and they nominated again for their seats and, in one or two instances, they nominated for plebiscites for the convention. That threw the boys at the Trades Hall into a dither, because there are union leaders at the Trades Hall who are approaching the 70 mark and who are demanding that the politicians should retire at 65 years of age. They did not know how the repercussions would react on them.

**Mr. Houston:** Who are they?

**Mr. AIKENS:** You know who they are. If you don't know who are the trade-union leaders at the Trades Hall, I will tell you privately. I would not like to tell you in public and embarrass you.

**Mr. Houston:** You don't know one.

**Mr. AIKENS:** I know what Johnno Mann said to you the other day about the Hawthorne plebiscite. I know that Johnno Mann told you that if you did not get the alderman of Hawthorne behind Billy Baxter he would take down a gang of his boys from Spring Hill and do you up in the Bulimba plebiscite. I know that. If you want to know all I know about you, you keep interjecting.

**Mr. Houston:** You can say anything about me that you like.

**Mr. AIKENS:** Not only did they put the wind up you, but Johnno Mann put you on the spot.

**The TEMPORARY CHAIRMAN** (Mr. Campbell): Order! The hon. member will address the Chair.

**Mr. AIKENS:** He put him on the spot so much that we could smell his boots burning out in the billiard-room. The boys at the Trades Hall said, "We didn't do any good trying to scare the oldsters out of nominating for the plebiscites and the Labour-in-Politics Convention, so we will do them up in the Queensland Central Executive." I will say this, and I am not making any personal implications, because

they have their reasons: the man they would very much like to have got rid of, the man they would very much like to have refused endorsement to, is the hon. member for South Brisbane.

**Mr. Bennett:** I have some good friends.

**Mr. AIKENS:** There were 24 of them who voted against the hon. member's endorsement, so there was a pretty solid bloc against him. He would have been done like a dinner but for the fact that one of the boys at the Trades Hall said, "Don't let us make Colin Bennett our first line of attack. Let us make Billy Baxter our first line of attack." Had they made the hon. member for South Brisbane their first line of attack, he would have gone. There is no doubt about that. They would have refused him endorsement. He knows it, and everyone else in the Labour Party knows it, but because personalities entered into the matter, and because they were personalities based on the most putrid and sordid of reasons, certain people at the Trades Hall decided to make Billy Baxter their first line of attack, so that when the nominations were considered at the last meeting of the Queensland Central Executive there was this concerted move against Billy Baxter.

Although he is not here, I pay the Leader of the Opposition a compliment by saying that his speech in defence of Billy Baxter at the Queensland Central Executive meeting was perhaps the finest speech he has ever delivered in his long career as a member of Parliament. He told the Queensland Central Executive bluntly, "If you refuse Billy Baxter's endorsement, you will announce to the world that the Labour Party has refused a man's endorsement, not because of any lack of loyalty to the A.L.P. or the trade-union movement, not because he has not pulled his weight as a member of Parliament and a representative of the A.L.P., but on the basis of backroom scandal and bar-room gossip.

**An Opposition Member** interjected.

**Mr. AIKENS:** I am paying Billy Baxter a compliment. If I thought I could help him win his plebiscite in Hawthorne, I would. Have no doubt about that. I worked with him. I was an engineman—

**Mr. Bennett:** He did all the work while you looked on.

**Mr. AIKENS:** That could be so. Billy Baxter fired for me during the early days of the war in Townsville. I could not have wished for a better fireman or a better mate on or off the job. That is my opinion of Billy Baxter. As a member of Parliament, I hold him in high regard.

But it is true that a group at the Trades Hall decided to get rid of Billy Baxter, not because he has been recreant in his loyalty to the A.L.P., not because he has fallen

down on his job as a member of Parliament, but because of the most putrid and sordid reasons based on scandal and slander.

It is a tribute to the Leader of the Opposition that he was able to convince a small group of the Trades Hall faction of the Queensland Central Executive to swing away from the move to dump Baxter and to support him, with the result that when the figures were published Baxter won his endorsement by, I think, 35 to 28, or something like that.

Then they made the mistake of taking on the hon. member for South Brisbane. When Baxter was endorsed by the Q.C.E., there was no reason why endorsement should not be given to the hon. member for South Brisbane. They then went round the State saying, "It doesn't matter if he is endorsed; we will 'do' him in the plebiscite. We will 'do' Baxter and Bennett, and others, in the plebiscites." We have seen Egerton and Milliner in North Queensland running round like half-drunk harpies trying to get a half-bottle of gin from somewhere, and circulating all the stories they can think of about the hon. member for South Brisbane, the hon. member for Hawthorne, and other men. They say, "We will 'do' them in the plebiscite." Whether or not they "do" the hon. member for South Brisbane is no concern of mine. What I am referring to is the state of the A.L.P. today.

Milliner was in Townsville and last Monday week addressed a meeting of A.L.P. members and supporters at the A.W.U. hall. He is the President of the Q.C.E. and, as "The Townsville Daily Bulletin" headlined him, the Labour Leader in Queensland. I suggest that all serious-minded members of the A.L.P. who really fear Communism should find out what Milliner said at that meeting last Monday week at the A.W.U. hall. He said, in effect, that the Comms. were going to win the battle in South Vietnam. He spoke of the onward march of Communism in China, and said it was about time that the A.L.P. reconsidered its thinking and policy towards Communism and started to line up with the winners in Asia.

**Opposition Members** interjected.

**Mr. AIKENS:** It is all very well for hon. members on my right to sit there and make noises like a calf with its hind leg caught in a barbed-wire fence. I challenge them to ask prominent members of the A.L.P. in Townsville what they thought of Milliner's speech at the A.W.U. hall on the night of last Monday week.

(Time expired.)

**Mr. SMITH (Windsor)** (5.22 p.m.): This afternoon I intend to take the opportunity to continue the remarks that I made in this Chamber in September directed towards river crossings and port development in this city.

**Mr. Walsh:** Are you in agreement with the under-water tunnel?

**Mr. SMITH:** No, I am not. I am, however, in agreement with the statement that another river crossing is needed, and I start with that as my first premise. If there is anyone here who does not agree that such a crossing is necessary, I am not going to waste time endeavouring to convince him that it is. In any case, that would take more than an hour, and would be a waste of time. I take the need for another crossing as a matter of fact. The question that I ask today, and to which I seek an answer, is how we get that crossing, and what form it is to take.

There are three possible methods. One is to go underground by tunnel; another is to go on the surface of the water by ferry; and the third is to go over the river by means of a bridge. At present what is proposed is a down-stream ferry. In fact, the ferry is now fast approaching completion. It will take 36 vehicles, and it will have to suffice as our downstream means of crossing. The crossing is sited in an area scheduled for fairly comprehensive and intensive development, one ideally situated as a heavy-industry area, and certainly an area where both light and heavy industries are being established.

There are on both sides of the river the oil refineries at present under construction. There is a swinging basin to be constructed in the river, opposite Fisherman Island, which will accommodate very large ships and permit heavy shipping to come to at least that part of the river but no further. So it is with those facts in mind that I suggest today that what this Committee should do is consider the setting up of some sort of consultative committee or investigating committee which could go into the pros and cons of the crossing. Whether it is an overhead or an underground crossing does not really concern me, except—and I must say this—that on indications the economics dictate a bridge, because in recent months we in Australia have had the opportunity of seeing two very large bridges opened. In August the Tasman Bridge in Tasmania was opened, and this month the Gladesville Bridge in Sydney was opened. I should like to think that in a couple of years we will have another bridge in Brisbane.

**Mr. Bennett:** There is the new Victoria Bridge.

**Mr. SMITH:** When I spoke last month I said that by saving the cost of a tunnel we could get two or, perhaps, three bridge crossings. I am glad to see that we are to get another bridge. It will be a good bridge. It is to cost £3,000,000. It will be six lanes wide and will span the river at a spot where it is something over 1,000 feet wide.

To show the elementary economics of this question, let me point out that the Tasman Bridge, which is 4,240 feet long, carries four lanes of traffic each 11 feet

wide, stands 164 feet above the waterline, and has an arch of 130 feet at its highest spot, cost less than £5,000,000. It is also noteworthy that the piles on which this bridge was constructed go deeper than the Golden Gate Bridge piles at San Francisco. They are the deepest piles known in bridge-building history in the world. They went down 267 feet. In the Brisbane River, at the area east of Hamilton there is rock at 95 feet. So there will be no question of piles going down 267 feet at any stage across the river at Hamilton or further east. There is a channel in the Brisbane River but at spots east of Hamilton that becomes fairly narrow, so that our navigation span need not be extremely wide. One could go down to 400 or 500 feet for a navigation arch and have as much width as any ship could use. If anyone doubts me, I have here ample charts to satisfy them on the width and depth of the channel. I think they cover from the Pile Light to Victoria Bridge. As I have said, the Tasman Bridge is 4,240 feet long, is 164 feet above water—that is clear above water—and cost under £6,000,000. The Gladesville Bridge is 1,920 feet long; it has a clear span of 1,000 feet, a height of 134 feet above the water, and cost £2,560,000.

It is very interesting when we get people making statements. In "The Courier-Mail" of Friday, 2 October, there was an article on the Gladesville Bridge. It was written by a man named Oliver Harvey. It may be read by anyone who cares to turn up the file. It says, and I have no reason to doubt it—

"The £2,560,000 structure, begun in 1960, has a few 'firsts' in civil engineering projects—

"The bridge, a pre-cast concrete structure, is the longest concrete arch span in the world.

"It is 1,900 feet long, including the concrete arch span of 1,000 feet, and on each side of the arch, there are four approach spans each 100 feet long.

"World-renowned civil engineers have watched with interest its unique construction problems.

"The road on the bridge provides for six lanes of traffic and a footway on either side.

"The arch stands 134 feet above the water at its highest point."

If my colleague wants to say that it cost £4,500,000 I should like him to produce the figures. I have very reliable information as to the cost and I am quite happy to abide by the £2,560,000 figure. If hon. members have regard to what the Tasman Bridge cost and if they go to the Library and view "The Mercury" of 15 August they will see a picture showing the bridge in its situation across the Derwent. It is a fantastic structure. It is certainly an engineering masterpiece, but the thing to which I draw the

attention of hon. members is that it is not overloaded with any suspension pylons or any top-hampering structure. It is a clean structure of pre-stressed concrete. The highest point on it is a standard for a lamp which illuminates the carriageway. Even the light poles could be made of pre-stressed concrete and the greatest amount of painting would be of the white lines to mark out the six lanes on the bridge. There would be no requirements of air-conditioning or lighting, or safety factors necessary in tunnels.

As recently as in last Sunday's newspaper we were able to read that on one of our bridges a motorist driving across heard a noise and found himself engulfed in flames. His car, on the carriageway, was on fire. When we are considering the merits of a tunnel as opposed to a bridge, we must have consideration for the safety factor. Fire is an ever-present risk where there are internal combustion engines. Fire is an ever-present risk where there is the possibility of collision, and there is nothing more certain than that on bridges or in tunnels the risk of collision is ever present. We have had plenty of collisions on the Story Bridge and plenty on the William Jolly Bridge and I do not suggest for one moment that they will cease. We cannot disregard the fact that if they occur in a tunnel they very quickly lead to chaotic conditions because, first of all, the flow of traffic is impeded.

To illustrate the flow of traffic that is envisaged across the Tasman Bridge, I again cite, for the benefit of any doubting Thomas present, "The Mercury" of Saturday, 15 August, which states:

"Its traffic capacity will more than double that of the Hobart Bridge, and it is envisaged that its four lanes, each 11 feet wide, will accommodate 4,000 cars an hour, at speeds between 30 and 40 m.p.h."

That is a fairly steady flow of traffic—4,000 cars an hour. The ferry will be very hard put to get 400 vehicles an hour across the river. To get 4,000 cars an hour through a tunnel will require four lanes. I am suggesting that what we have to think about is a six-lane bridge. Anything under six lanes is useless for this city. We must go to six lanes. We are getting it on the new Victoria Bridge and if one looks at the traffic survey which has been disclosed to us, in Volume 1, No. 2, of "Brisbane Transportation Study," the heavy black line which crosses the story Bridge and goes up Main Street shows that a considerable amount of the traffic from the south side comes from the eastern approaches on the southern bank. Much of that traffic will be diverted by such a crossing as I am envisaging here, be it a tunnel or a bridge. As it is such a heavy stream of traffic, we can expect to get heavy usage of whatever crossing we have.

I think it will be clear at this juncture—I mean at this particular time—to any right-thinking man that a ferry is futile. It is a makeshift at the very best, and that is doing it proud.

**Mr. Houston:** Whom do you suggest should finance the bridge?

**Mr. SMITH:** I am making the suggestion that we need a bridge, so we should get a bridge irrespective of who finances it. It is significant that in the leader on the front page of "The Mercury" of 18 August the spokesman for the engineering contractors is reported as saying that all profits from the construction of the Tasman Bridge would be retained in Australia. He said that the funds would be used for future development works "in this outstanding country".

Irrespective of who finds the money, if we can get the same result here as apparently Tasmania got, if we can keep the profits from the construction in this country, at least we will have achieved that much. The main thing is to get the bridge under way.

**Mr. Houston:** Do you think the council should finance it?

**Mr. SMITH:** I am not concerned with the financing of it. I am concerned today about making a clear case of the need for a bridge, or at least for some river crossing. In order to make it abundantly clear that I am not adamant in my insistence on a bridge, but that I am adamant that we get a crossing of some sort, I made the initial suggestion that we should set up a consultative committee to go into the relative merits of bridge, tunnel and ferry. If we go for a bridge we must decide whether it is a high-level or low-level bridge. There are plenty of bridges in the world today that have sections that open; there are plenty that have parts that lift up. Whichever method is adopted, you can open a bridge for through traffic.

The report in "The Mercury" also says that this span of 310 feet, 160 feet above the water, will provide for the largest ocean-going vessel. After all, the Derwent is a world-renowned deep-water anchorage. During the war the largest of the troop-carrying ships used the harbour as a place of refuge in case of bad weather or enemy activity. The bridge was built with the express purpose of providing clearance for any shipping that may use the harbour.

**Mr. Hughes:** What are the costs of a bridge compared with those of a tunnel?

**Mr. SMITH:** About one-third. But that is only the cost. One does not stop with the primary cost. It is one thing to get a bridge up and another to get a tunnel under the ground. But having got one of each you have to look at the maintenance costs. The costs of maintaining a tunnel become fantastic. That is where I prefer a bridge to a tunnel. The operating costs of a tunnel become

fantastic. That is the only word to use. A four-lane tunnel, with lanes 11 feet wide, would have a diameter of about 50 feet. Tunnels are usually cylindrical because it is necessary to get strength in the construction. You need monocoque construction with a cylindrical skin to give strength. Even if you have two circles together you still have to get a net result of four lanes. I do not think four lanes are adequate; six lanes are an absolute minimum. Even with four lanes, each 11 feet wide, you have a diameter of 50 feet. If the tunnel were only 2,000 feet long—this is absurd because the river is over 1,600 feet wide in its lower reaches and to get 100 feet down gradually the tunnel would need to be very long—with four lanes there would be something like 4,000,000 cubic feet of air to condition.

**Mr. Hughes:** There could be danger from carbon monoxide.

**Mr. SMITH:** That is only one of the gases you run the risk of encountering. It depends on what is going through the tunnel. There could be butane and other volatile gases, quite apart from carbon monoxide. The conditioning of 4,000,000 cubic feet of air would be equivalent to the conditioning of the air in a building standing on a suburban block, using every foot on the block, going up 450 feet. That will give some idea of the amount of air-conditioning that will be required. This Chamber could not be air-conditioned economically. When we consider the air-conditioning plants required for relatively humbled-sized buildings in Brisbane, and realise that in a tunnel we would need two air-conditioning plants because we could not take the risk of a single unit failing to function, we get an idea of the magnitude of the task.

People going into a 2,000-foot long tunnel have to be protected in case of breakdown of the air-conditioning plant or obstruction in the carriageway. If they are penned inside we have to keep fresh air there for them. As well as the 4,000,000 cubic feet of space we have to consider such matters as the discharge of toxic gases and diesel fumes, which are notorious killers. The policeman at the northern end of the Sydney Harbour Bridge has to be changed every hour during peak hours otherwise he keels over. He just cannot cope with the toxic fumes coming from the vehicles flowing over the bridge. That happens in the open air, not in a tunnel.

One air-conditioning plant is useless because if it cuts out all the people will be left in the tunnel without clean air. There must be an alternative plant. There also has to be lighting for 24 hours of the day. The tunnel has to be lit because people have to go through it. There have to be fire-fighting and disaster crews permanently in attendance in case of accident, when they have to get in quickly and get the damaged vehicles out because the traffic must be kept flowing.

In some of the tunnels of the world—and I make this point because it is a matter to keep in mind—there have to be breaks in the traffic flow every hour for the air to be recharged. They are modern tunnels, but they just cannot cope with a continuous flow of traffic.

**Mr. Davies:** Have you told this to the hon. member for Merthyr?

**Mr. SMITH:** Yes, and I am telling him now. I am telling him, and everybody else who is interested in a river tunnel, the problems that will arise.

The provision of other incidental services is complicated because all the work is done underground, in darkness, and all work depends on auxiliary or artificial services.

**An Opposition Member:** The hon. member for Merthyr will have a chance to reply.

**Mr. SMITH:** I am not afraid of a reply, because what I am saying is factual and is borne out by experience in various parts of the world. I am citing the two recent constructions in our country as instances of the cost, and of the capacity of engineering people to do these jobs. We could build an arch as at Gladesville, 1,000 feet long. It is truly an ingenious structure. I enjoyed looking at it when I was in Sydney on a couple of occasions. It is a good structure and it seems to be very effective. It gives six very good lanes and anyone who watched, as we did the other day, when Princess Marina opened the bridge would have formed the opinion that it is another marvel, which it really is. It is a marvel because it is the largest bridge of its type in the world. The Hobart Bridge has a clean look; it presents a very clean aspect because there is no top hamper or superstructure.

**Mr. Melloy:** But they would need very long approaches.

**Mr. SMITH:** No. That is a matter that can be coped with. I have a map here for anyone who wishes to look at it showing the river in blue and the channel in white. The channel, as hon. members will notice, becomes very narrow at one point. It is significant that across on the southern bank from the narrow channel there is high ground from which a bridge could start.

**Mr. Houston:** Where is that?

**Mr. SMITH:** According to the map, the high ground runs westwards from Borthwicks abattoir. There is high ground to the west of Colmslie, behind the Mobil Oil depot. It is quite obvious. Hon. members can see the high ground there. The Mobil Oil tanks are up on high ground. From the contour maps the ground appears to go up over 100 feet. These sites provide very suitable launching pads.

**Mr. Houston:** I was only asking for the location.

**Mr. SMITH:** I do not mind. Anyone can have a look at this because I know I am right. Consequently, like Sir Galahad, I am reinforced by that knowledge and I am quite confident that what I am saying is right and is practicable. If the bridge goes across in either one of a couple of spots down here, it will go across the narrowest part of the channel. If it comes off the high ground on the southern side, it could run out horizontally until it crossed the channel and then drop down. In effect, the approaches would commence from about midstream, because the channel is south of midstream. If the northern bank is low, the bridge could start to climb up until it reached midstream, which would, in effect, be clearance height, then go across horizontally to the south side, and go away from there. There is in fact no difficulty with approaches.

There would be complete freedom from air traffic that uses Eagle Farm. Runway 040°, and its reciprocal, 220°, are marked on this map. Aircraft using them come in across the Hamilton Hotel area, and, when taking off, go well out somewhere over Nudgee Beach. If they are on the other runway, 130°, or its reciprocal, 310°, they go out and across the river east of Borthwicks, so that between the Hamilton Hotel and Borthwicks there is a traffic-free region in which no aircraft will be flying. Any aircraft coming in to use those approaches would be well over 200 feet in the air when crossing the Brisbane River.

As a matter of fact, modern aircraft come down like a brick. They stand close in and drop down. Anyone who watched the recent Farnborough Air Show on television would have seen the trend of things to come, with the more modern aircraft getting off the ground with a very short run. Overseas operators have said that the huge runways that were laid down in anticipation of bigger aircraft are becoming surplus. Modern aircraft need only short runways, and it seems to be the trend, with jet power located at the rear of the aircraft, that they get off much quicker and climb more steeply, and, being pressurised, they drop like a brick, so we do not have to worry about obstructions.

If a navigation height of 160 feet is required, I point out that the bridge and its components would not be more than 180 feet at the top. If anyone questions the sort of ship that wants a 160-ft. clearance, let me point this out: we would not be getting U.S.S. "Enterprise" in the river, because it could not get across Moreton Bay. We would not be getting battleships of our own into the Brisbane River because there is no battleship in the British Navy now. No doubt we would be getting cruisers, destroyers, and aircraft carriers, but aircraft carriers like the ones being used in the Royal Navy cannot get into the river, so that we do not have to worry about an aircraft carrier getting under this bridge. We do not need

to worry about getting such a ship into the dry dock, because it would not fit into the Cairncross Dock.

**Mr. Hanson:** What are the soundings?

**Mr. SMITH:** The soundings in these particular areas are somewhere about 35 feet. This map shows the soundings right across the river, running backwards and forwards. If anyone is interested, he can check it up.

**Mr. Bromley:** Was it prepared by you?

**Mr. SMITH:** It was not prepared by me. I simply obtained one of them, at a cost of 5s., from the Department of Harbours and Marine. The others can be obtained at a nominal cost from various places. One is a Department of Lands map. The detail on these charts is well known to shipping people who use the river. It is just a matter of looking at it to see what the situation is, and this chart—I do not want to advertise the Harbours and Marine chart unduly—cost only 5s., and shows the channel clearly. It is in relief. The channel is shown in white and the river in blue.

The position resolves itself into a matter not only of economics of the tunnel or bridge, but of consequential economics. I know some people will say we should have a tunnel because big ships will want to come right up the river. Through you, Mr. Campbell, I ask them why big ships should want to come up the river. Why should we perpetuate our port miles and miles from deep water? Why should we perpetuate the need to dredge for many miles, some of which, such as in the Lytton Rocks area, are difficult miles? Why should we perpetuate the cost of dredging when shipping could be kept well downstream?

At present an activity is being carried out to which I am personally opposed. I refer to the extension of dockyard facilities at Kangaroo Point. I have previously made clear my attitude on this question. Not only is the dockyard too far up the river; it is located near the heart of the city where there are ideal residential sites. Nobody wants a shipbuilding yard in such a position. There are a thousand and one better activities that could be carried on there. Shipbuilding should be carried on near the sea.

Rather than allow further construction to proceed upstream, I would prefer to see some land given to these people to accommodate their industry downstream. After all, the land vacated would be valuable, and the compensation payable would be regained quite easily. I should like to see all heavy industry removed from the city. I think all right-thinking people will agree that it is fantastic to have a noisy industry such as shipbuilding carried on in the heart of the city, with jackhammers clanging and riveters operating throughout the night. It seems to me to be an absurd situation.

Bringing shipping upstream increases the incidence of smog, and creates all sorts of interference that is completely unnecessary.

It appears from recent events that it is difficult for ferries and lighters to navigate the river safely. With bigger ships, the problem becomes greater.

These things have to be done gradually; they cannot be done overnight. Look at what is being done at Thomas Brown's wharf. That was a warehouse and a wharf and shipping facility on the river bank. Look at what is happening now. Not a wharf but a very fine developmental project is being constructed. I submit that it would be much better to concentrate on this type of construction along the upstream river banks than retain mouldy-looking piles holding up dubious-looking decking. On the south side wharves are being demolished, and on the north side behind the Government buildings silting has taken place to such an extent that no shipping could tie up close to the bank, anyway. We have either to dredge furiously or allow the mud to take over. The Fish Board wharf seems to be scheduled for removal, judging from what was said earlier in the debate. It can go, and the city will lose from its centre if not a noisy industry at least an odoriferous one.

I say, without any fear of being inaccurate, that shipbuilding is not the type of industry to be carried on in the heart of the city. Let it go downstream. There is scheduled for construction a swinging basin to accommodate the very large tankers that will come to pick up oil from the refineries. This is where I suggested last month we should start to construct quays. If they were constructed on reclaimed land, industries with installations upstream could be encouraged to move downstream. Plant could be moved down gradually, and there would then be greater facilities for the unloading of ships and the trucking of goods. Anyone who has watched the difficulty experienced by truck drivers in moving round the wharves at Newstead will, I think, realise that shipping operators would relish the opportunity of getting a first-class, brand-new dock in the form of quays prepared in the Junoo Point area and off Fisherman Island on the south side. This area is being reclaimed and could be put to good use for this purpose. Ships could come straight into the swinging basin, turn, and moor. It does not pose any problem at all. This method is used in a number of other places throughout the world. We should not be ashamed to copy anything at this stage; rather should we be ashamed if we perpetuate our outmoded facilities upstream. That is incontrovertible.

Coming back to the question of this bridge, there is a narrow channel at the spot to which I have referred. I say that it is narrow because it is relatively narrow compared with other places. There is no reason why we could not use much of the underpinning of a bridge that is built there to carry the approach roads, and even to swing the bridge itself. We must get away from the thought that a bridge must run

straight. The Hobart bridge is curved and swings away. If anyone wants to see what that sort of construction is like, he has only to see the Albion by-pass which was designed and built by the Co-ordinator-General of Public Works seven years ago. My friend the hon. member for Merthyr was concerned with that bridge, too, for other reasons. It crosses the railway line and then curves. It can curve without affecting its stability or construction, or the safety of the bridge itself. We could do that, as has already been pointed out in answer to an interjection by the hon. member for Norman. The bridge does not have to run straight right across the river. It can go part of the way and then taper off to its approaches. Whatever are the lengths of the approaches to the bridge, they would be infinitely shorter than the approaches to a tunnel.

As I pointed out, rock is found at a depth of 95 feet. It is only pea gravel, but it is significant that when M. R. Hornibrook Pty. Ltd. went through for the Hamilton excavation they went down hundreds of feet. They were putting men through and they did not want the risk of any fracture. To go down into this rock for a tunnel—I am giving the pea gravel the title of rock—if it goes down 100 feet, it has to go through under the river at 100 feet. The river is 1,500 or 1,600 feet wide and if the tunnel crosses at an angle it will be longer than that. You would be down 100 feet and would then have to come up and it would take another 1,000 feet to get out. With the grading you cannot go in at one in eight. You cannot go in even at one in five. That is fairly steep. It is necessary to allow a long distance for the approach. It would be necessary to resume a long way back. All of these problems evaporate with a bridge.

With a bridge there is no reason why you cannot build industrially. We have an example of that under the Story Bridge. We can also use the William Jolly Bridge as an example. There are factories on either side of it. It is quite common to even have residential places. The migrants' hostel is an example. All these things can be done with a bridge, but there is no way in which to utilise a tunnel similarly. You have to burrow underground for 1,700 feet or more, and then you have to burrow a further 1,000 feet for the approaches. You cannot use any part of the 1,700 feet above the channel because that is just river. Certainly you can build on the top of the tunnel when you reach land, but you have to underpin in many places. You cannot erect big buildings over a tunnel without underpinning the foundations, and the costs of a big building will mount. In the case of a bridge the very underpinning that is used to hold the bridge up can become part of a factory area or a large building.

**Mr. Davies:** The hon. member for Merthyr should have gone into the case more fully.

**Mr. SMITH:** This is not his case; I am talking about my case. I was not asked to do anything in this place. I do what I like here.

**Opposition Members** interjected.

*[Sitting suspended from 6 to 7.15 p.m.]*

**Mr. SMITH:** To recapitulate very briefly the proposals that I was advancing before dinner, I point out that the proposals I am making envisage the removal downstream of the larger part of our present upstream port facilities. I again emphasise that this removal need not be done in one fell swoop but by a gradual process.

Consequent upon that removal, or even contemporaneously with it, we must get another river crossing in the downstream quarter. That, as I said earlier and as I think everyone agrees, is a need in this State. Having got to that, we are then brought to deciding the best means of obtaining designs, suggestions, and any of the other requirements that are involved in constructing such a thing as an over-water or under-water crossing.

To that end, I suggest that this investigating committee which I mentioned should comprise people whose qualifications are above question. In the world of bridge-building there are people who are eminently qualified to be of great assistance to this State and, indeed, to this country. In the field of prestressed concrete, the Italians have been pre-eminent. We should not be ashamed to go outside of our own shores and invite men of international repute to form this committee, to ask them to come in and decide. After all, we are going to spend millions.

**Mr. Duggan:** Without being opposed to your proposal, don't you think we have the technical know-how in this country to do these things?

**Mr. SMITH:** With respect, I do not, because this is a fairly novel structure. We have had only one example of it in Australia, namely, the Gladesville Bridge, and with Kings Bridge in Melbourne we have seen some of the results that follow techniques which are not up to the necessary standard. Among other considerations there is the question of temperature. The collapse of Kings Bridge in Melbourne was the result of a change of temperature and it was brought about by ignorance of techniques.

**Mr. Newton** interjected.

**Mr. SMITH:** He was off the beam. It is usually the misfortune of the Premier of a State to get the blame when anything goes wrong in his State. As a matter of engineering technique, it was a misapplication of heat that caused the collapse of Kings Bridge. There have been collapses of steel-framed buildings because somebody has done the wrong thing, and in a case like this we just have not in this country the experienced people for this sort of work. We have the men to do the work but we need someone to give us the guidance.

**Mr. Newton:** We have Italian contractors out here now who are supposed to have the experience to build concrete homes.

**Mr. SMITH:** One can get any number of contractors from overseas, but in this particular specialty there are world-renowned figures and those are the ones I suggest we should invite. There are some men whose ability to design is recognised—professors of architecture and professors of engineering. Let us go to men of the highest possible capacity and ability and get the benefit of their knowledge and experience.

**Mr. Hanlon:** Provided you get only the people with the knowledge you want. There are many things we could do ourselves.

**Mr. SMITH:** Before dinner, when the hon. member was not here, I advocated the need for this committee. Now I am talking about the composition of the committee. I notice that today—or maybe it was yesterday—we were told that the Co-ordinator-General's Department had designed a bridge to replace Victoria Bridge. I have no objection to the Co-ordinator-General's Department's doing that on the advice of these world authorities. But in a State in which our engineering activities are not of the first magnitude, I think it would be presumptuous of us to go ahead and spend large sums of money without first of all investigating what is to be done and the best way to do it. It could be done another way. We could issue an invitation to world-renowned contractors. After all, someone built the Golden Gate Bridge; someone built the Gladesville Bridge; someone built the Hobart Bridge. There are people who have done this sort of thing. Let us call in such people throughout the world. Let us go to England and get some of the people who have built bridges over there; let us go to the Continent and get some of those bridge-builders to submit suggestions. Give them a plan of the river; give them the width of the channels and details of the subsoil and drilling tests. Let us say to them, "Here is the proposition. What do you design? What do you recommend?"

**Mr. Walsh** interjected.

**Mr. SMITH:** I am speaking only as a pilot who understands the difficulty of having the Sydney Harbour Bridge anywhere near an aerodrome.

**Mr. Hughes:** You would be the first airman to torpedo a tunnel.

**Mr. SMITH:** I do not mind torpedoing a tunnel.

We can invite suggestions from these overseas and internationally renowned constructing authorities. Let us not burden our brains with this problem. We have enough to do here in utilising the skills and knowledge we have on jobs we can do. Let us get

this done, and when we have an appropriate design for a bridge let us get on with the job and build it.

Consequent upon the building of the bridge and the movement downstream of the heavy industries, I imagine there would be the immediate development of the area in the Serpentine region and on the southern side. We will have the refineries and the associated industries they bring. We will have other industries springing up around them, although not necessarily associated with them, industries which are prepared to utilise the land available down there which is so eminently suitable for the use of industry. All those industries will want to get their raw materials from the sea or the South, and they will want to get their manufactured goods back to the sea or the South. As far as the sea is concerned, I suggest that we should make quays in this area. As far as the southern traffic is concerned, let me draw attention to the fact that there is a railway line which presently comes around to the high ground on the southern side of the river.

**Opposition Members interjected.**

**Mr. SMITH:** I am very glad that the Minister for Transport did pull up the South Coast railway. I want to talk about that railway at this juncture. I am pleased that the Minister for Industrial Development is in the Chamber because I am sure he will appreciate this suggestion. Many of the manufacturers, particularly the oil companies, will want to service the South Coast area of Queensland and the near north coastal areas of New South Wales. I hope they will want to, because it would be an ideal market for them. A well-surveyed, well-constructed line using heavy-gauge rails and measuring 4 feet 8½ inches could be laid to the South Coast in place of the line that has been removed. This line would provide a fast commuter service for people who wanted to live on the Gold Coast. In addition, it would provide an ideal route for hauling the heavy goods produced by the firms in this area. It may be possible that the bridge I have been discussing could carry rail traffic. That is not beyond the bounds of possibility. It would depend on the grading of the bridge. There is ample room for approaches. On the north side vacant land is being reclaimed so there is no problem there. The area is clear. We could connect the north and south sides with a rail link. We have been talking about one for a long time from South Brisbane across to Roma Street, but that appears to have gone by the board.

**Mr. Duggan:** I do not think there would be any doubt about the engineering feasibility or the traffic desirability, but is it not a matter of costs and who will pay? Are you suggesting a traffic toll?

**Mr. SMITH:** I am not making any suggestion about the cost. Here again, as in the case of the hon. member for Baroona, the Leader of the Opposition was not present when I commenced my speech. I said then that I proposed to take as an immutable fact the need of a bridge. I am merely stating that we need a crossing and, accepting the need, I am providing the answer. I will leave it to some others to find the ways and the means.

**Mr. O'Donnell:** In your previous speech you said three bridges equalled one tunnel.

**Mr. SMITH:** That is so. I am not asking for three bridges. I am talking tonight about one bridge. We have had one bridge approved; the new Victoria Bridge was announced the other day. I asked for three bridges before the new Victoria Bridge was announced.

The point is that having accepted the need of the crossing as undeniable, we can then tackle the problem. That being so I am now developing the theme of rail access from north and south of the river at this point. The hon. member for Albert will be glad to see a rail line servicing his flourishing and prosperous area. It would be very useful. Furthermore, there is no doubt that at the present New South Wales is looking for an extension of its 4 ft. 8½ in.-gauge line in the coastal area. We would be well advised to consider the feasibility of utilising that State's 4 ft. 8½ in.-gauge line south of the border as a means of distributing our products there. After all, we do not want to load our road system unnecessarily. We know that the most convenient and most sensible way to haul most heavy goods is by rail. I am quite sure my colleague from Toowoomba East, who is probably one of the largest hauliers in the country, would agree that there is still a place for rail traffic in this State, and there will be for many years to come.

**An Opposition Member:** As long as it does not affect his profits.

**Mr. SMITH:** He is big enough to realise that, side by side in hauling, there is room for both rail and road traffic.

**Mr. Anderson:** That is right.

**Mr. SMITH:** I agree with him.

When we realise what is being done in this sector of the river and the city the need for rail communication becomes more and more apparent. We have a rail line down to the abattoirs with a 3 ft. 6 in. gauge. However, the gradients are there and we could run trains of a wide gauge on them. From there, it is simply a matter of laying the line across the bridge either at the same level or lower or higher, whichever way the designers decide. I mention that as a thought to be given some consideration at the time.

One other point mentioned by people who have given much thought to this matter is the defence angle. It is said that we cannot have a bridge because it is so easily destroyed. If in any future war this city becomes the target for attack by some thermo-nuclear device it will not matter whether we have a tunnel or a bridge. If such a device fell in this vicinity, be it a tunnel or a bridge that crossing would be gone. If conventional methods are used, I for one should not be very keen to be in the tunnel if somebody was using an armour-piercing bomb and dropped it just about where the tunnel was. These weapons, conventional though they may be, are truly devastating, and tunnels will fill up very quickly. Defence-wise a bridge would probably be safer because the loss of life in a tunnel would be tremendous. I ask hon. members to bear in mind that a tunnel does not have to be blasted. All that is necessary is to spot it and blast the approach to it. That would seal off a tube, 50 feet in diameter, with 2,000, 3,000 or 4,000 people in it and effectively sever communications.

**Mr. Duggan:** If your remarks are correct, why are the French and British Governments proceeding with their proposal to put a tunnel under the English Channel?

**Mr. SMITH:** I cannot envisage a suspension or cantilever bridge across the channel. It would be very long.

**Mr. Duggan:** You are talking about the dangers associated with tunnel construction?

**Mr. SMITH:** Yes, and the day a European war breaks out someone will set off a mine in that tunnel. It will not be left open for traffic back and forth. In any event, if there was a war in which conventional weapons were used, with the devices now available for bombing one could put a bomb fair and square on the approaches to a tunnel. Actually, one end would be enough, but one could do it at both ends on the same run. Then the tunnel would be out of use. A bridge would be a safer spot to be on.

**Mr. Walsh:** You should stick to the bridge and not make comparisons with a tunnel.

**Mr. SMITH:** I am not making comparisons. I am pointing out the safety factors. Let us run down on the dangers there are in ordinary usage of a tunnel, as opposed to a bridge. I have dealt with the possibility of fire. When roadwork is being carried out in the tunnel there will be the usual attendant difficulties, such as sealing the tarmac inside the tunnel, which are much greater difficulties than would present themselves if it was a surface crossing.

**Mr. Duggan:** Mr. Ramsden's proposal is very ill-conceived?

**Mr. Hanlon:** You would bomb both ends of his tunnel?

**Mr. SMITH:** I pointed out that a bomb at one end would be enough.

I earnestly request the Government to take steps to set up a committee or to call for suggestions or proposals. Recently a proposition was invited from contractors for the Calliope Bridge. The tenders have not been accepted yet, as far as I know. They closed some time last month, and tenderers were invited to supply their own design as an alternative. Do not let us give them a design. Let us invite tenderers to submit a design and a tender. Let us save ourselves the work. What we would get then would be propositions, and we could use men who have undoubted ability in our State, such as Sir James Holt, to assess the relative merits of the tenders submitted by people who have the know-how, the experience, the desire, and the inclination to do the work. That being so, we would have one of the three crossings I mentioned last month. We will also have the new Victoria Bridge. I leave it to someone else to decide where the third one should be. The bridge I have spoken of would join two fast-growing sections on either side of the river, and I hope that in joining those sides we will be doing something to get downstream those industries which should be near the highways to the sea, and also provide a clear route through Brisbane from north to south.

**Mr. ADAIR (Cook) (7.34 p.m.):** The Financial Statement paints a glowing picture of the prosperity and development of Queensland for 1964-65. The Treasurer predicts that the following year will also be prosperous.

I agree with the hon. gentleman in respect of North Queensland. Things have never looked more prosperous than they do at present. The sugar industry is flourishing. Thousands of acres of new cane land are being opened up and extra assignments have been allotted to existing farmers.

There is a boom in the Irvinebank mining area. I was born in that area, and I have never seen such development and prosperity as there is today. In fact, at present Don Walker, of whom some hon. members may have heard, is open-cut mining for tin in the Watsonville area and producing over 100 tons of ore a day. He has revolutionised tin mining there, and has told me that he would not now think of going underground mining again. All his mining in future will be by the open-cut method. He is now mining with only three men breaking with jack hammers, and his concentrates of tin amount to about 4 tons a week, worth over £1,000 a ton now.

All such things are going on, and there is prosperity in the North. Although there is always the cry, "Develop the North", on looking through the Financial Statement and Estimates I cannot see one item of major importance that will bring about development in the Cook electorate. I represent the most

northern electorate in Queensland. I am interested in its development, and therefore could not care less what happens in Brisbane. There is not a single item in the Estimates that pleases me. There is a sum allotted for the extension or improvement of irrigation channels for the tobacco industry in the Mareeba-Dimbulah area. I think that £450,000 is to be spent there, which is little enough for the expansion of this area.

I think that everybody knows that the Mareeba-Dimbulah area produces the greater portion of the Australian tobacco crop. It grows the best tobacco in Queensland. I know that the sales this year were the worst that there have been for years. I think, however, that that position can be rectified, and I shall deal with the subject later. Last year over £7,000,000-worth of tobacco was sold in the Mareeba-Dimbulah area, and that is a huge sum of money to be obtained from the small area of land under cultivation. I do not think that anywhere else throughout the State is so much money earned by so small an area.

With the completion of the Tinaroo Falls Dam, it appears to me that the Government has given the North away, claiming, no doubt, that all the money that is going to be spent there has been spent and that its future development is going to cease. I do not know whether the results of the last tobacco sales have influenced the Government in any way to restrict the amount of money spent in this area. If the tobacco industry at Mareeba collapses, we can say goodbye to the industry elsewhere in Australia, as it has been proved that Mareeba is the best tobacco-growing area in the entire Commonwealth. The prices that have been received prove that. If the industry at Mareeba fails, it will be the end of tobacco growing in New South Wales, Victoria, and other parts of Queensland.

**Mr. Bromley** interjected.

**Mr. ADAIR:** The companies are controlling the sales. They dictate to the growers what price they will give them. I told the hon. member that in my Address-in-Reply speech. There is no doubt in my mind about it.

Hundreds of thousands of pounds have been spent on beef roads. However, most of the cattle from that area are going south into the Townsville area. This year the Government has not allotted one penny to the Mulligan Highway in the Cape York Peninsula. All it is doing is maintaining the road for traffic which travels along it. Today the graziers are still driving their cattle down by hoof, and it takes them approximately 12 weeks for the journey from the top of Cape York Peninsula to the sale yards at Mareeba. Many of the cattle become footsore and have to be shod.

I claim that the Mulligan Highway should have had preference over any of the beef roads in the Normanton and other areas. It is not only a beef road, but it links up

with the richest mining enterprise in the whole of Australia, the Weipa bauxite field. This road should not only service the people on the peninsula and enable them to transport their cattle to market by road, but should also be connected with Weipa, the richest mining proposition we have. However, the Government has not seen fit to spend any money on the road this financial year.

**Mr. Walsh:** What is the real object of the highway?

**Mr. ADAIR:** The cry of the Government is "Develop the North", yet here is one of the main arteries to the top of Cape York Peninsula which has once again been neglected.

**Mr. Muller:** What has become of the water transport? Has that not been successful?

**Mr. ADAIR:** The Marine Contracting and Towing Company gave good service to the people of the peninsula, as not only did it carry the cattle by sea, but it also carted commodities in to the people. The company gave a new lease of life to the people on the peninsula and it got very little assistance from the Government.

In the first year the Labour Government gave it a subsidy of £10,000. The next year I think £8,500 was given and the following year there was a subsidy of £8,000. This Government, since it came into power, has cut out the subsidy, but granted some money to put an extra deck on to the boat to carry more cattle. Rexy Johnson, the manager or controller of the Marine Contracting and Towing Company, took a load over to Timor to get money to make the transport pay, but unfortunately the "Wewak" ran onto a sandbank and was wrecked. The people to whom the Government is giving a £50,000 subsidy have never carted near the number of cattle that the Marine Contracting and Towing Company has carted. It has to go outside of Queensland waters to get money to keep going. I claim that if the company was still functioning it would be doing a better job than the Clausen Line is doing now.

A somewhat similar position will arise shortly when John Burke Ltd. is replaced by Hollands Shipping Co. which is taking over John Burke's service. I know Hollands very well and I think the company has done a good job in Cape York Peninsula, and, with two boats, a good job in the Gulf, but I doubt whether it will be able to cope with the trade it will be asked to cope with when Burke's boat goes off the run.

**Mr. Thackeray:** Is the change the result of political graft?

**Mr. ADAIR:** I do not say there is any graft at all. I think that the Government believes that Keith Hollands Shipping Co. can complete its contract and do the job it claims it can do. Knowing this country, I realise

that the goods will have to be transported from Cairns through to Normanton, Croydon, and such places and I doubt if it can get into that area in very wet seasons. I think it will be impossible to get goods through there during a certain period of the year. At the present time the roads are all right but later in the year, from the end of November till March, I doubt whether trucks will get through. If they do they will have many problems before them.

**Mr. Walsh:** We might get some good roads then.

**Mr. ADAIR:** I have no brief for John Burke Ltd. and all I wish to say is that over the years the company has neglected Cooktown as its boats would never go in there unless they had a certain tonnage. In the Peninsula the boats could not go into Annie River or Marina Plains. They could go further up to Portland Roads but, so far as the Cooktown people were concerned, they got a real deal.

**Mr. Thackeray:** Have they any road?

**Mr. ADAIR:** A sort of road, but in wet weather that is in doubt too. Hollands are carting the goods now, but have not the freezer space for a start, to take frozen goods to that area. The company will have to enlarge its freezer space to meet the requirements of the people of Thursday Island. Another point is that Burke's employ waterside labour and as soon as Hollands take over there will be much unemployment in Thursday Island amongst people who have over the years relied on John Burke Ltd. for employment. It will also mean, of course, that there will not be so many tourists travelling to and from the island.

**Mr. Thackeray** interjected.

**Mr. ADAIR:** The employment of waterside workers depends on the tonnage of the boat. Hollands are not called upon to employ waterside labour as the boat's crew is used to load and unload.

I believe that Hollands are giving the people of the Peninsula the best service they have ever had. The trouble will arise in relation to the Gulf and Thursday Island. It is doubtful whether they can get the goods to Thursday Island. Of course, at least the people of Cairns will benefit. Instead of frozen goods and such things coming from Brisbane—which I claim is wrong—they will be obtained in Cairns with consequent benefit to the people of that city. There is a meat-works in Cairns. Purchases will not be made direct from the works but from the master butchers, and overall, the business people in Cairns will benefit from the changeover to Hollands. All the frozen goods, indeed, almost everything required up there, is purchased in Brisbane and taken direct to Thursday Island and the Gulf. The Hollands service will have this advantage over the other means of transport. The only fault I

have to find is that I doubt whether people in the Gulf will be able to get their goods delivered in the wet weather. When the wet season starts it will be a very big problem.

The tobacco crop in the Mareeba district is now well advanced. Although the tonnage grown this year is probably less than last year's, the growers are going to have the problem finding labour for the harvesting of their crop. The sugar season will go well into December. Usually when the sugar season finishes most of the labour from it is absorbed in the tobacco industry in the Mareeba area. The farmers will not be able to get that labour this year because the crushing will not have finished when they are harvesting their tobacco crop in November and early December.

**Mr. Houghton:** Must the tobacco be harvested at a certain time?

**Mr. ADAIR:** They try to get the tobacco ripe before the thunderstorms come. They want to avoid the hail. By the use of irrigation they can time the harvesting of their crop. They like to get it off in late November or early December.

The farmers are now looking to the Federal Government, more than the State Government, for a solution to their predicament and for the stabilisation of their industry. From what I have read in the Press and from my own knowledge of what is going on so far the Federal Government has not provided any solution to the problems facing the tobacco industry.

**Mr. Bromley:** Don't you think they should force the manufacturers to increase the Australian content?

**Mr. ADAIR:** As in the sugar industry, I think they will have to restrict acreages. I think that the Federal Government's solution will be to restrict growers to a certain acreage. The percentage of Australian leaf blended with imported leave will have to be increased. I can understand tobacco companies' importing tobacco leaf. Much of it is imported from Rhodesia where it is sold for 3s. 8d. a lb. South African tobacco is grown with cheap labour. It can be sold cheaply because of labour conditions in South Africa, but the cost of production of tobacco in the Mareeba-Dimbulah area is about 8s. a lb. With the low wages paid in South Africa, the price of 3s. 8d. a lb. is, comparatively, higher than the price received in the Mareeba area. It is no wonder that the companies are opposed to the Commonwealth Government's raising the percentage of Australian leaf to be included in the manufacture of tobacco. A statement was made by the representative of a leading tobacco company at an early Mareeba sale that his company would not raise the Australian percentage even if the Government ordered it.

**Mr. Windsor:** Which company was that?

**Mr. ADAIR:** I will not name it.

The future progress of this industry lies in the hands of the Federal and State Governments. It is their responsibility to find a solution, and to ensure that the farmers get a reasonable price for their tobacco leaf.

I refer now to metalliferous mining in the Far North. There is a boom in tin mining at present and the price is about £1,200 a ton. In all the years I have been in the mining industry that is the highest price ever paid in the Far North where two-thirds of the Australian tin output is produced. I have never seen the people at Mount Garnet as prosperous as they are today. However, I can go back 30 years and remember when we had ore buyers in the Herberton district. I have a sample of tin in my office. The person who gave it to me wanted to know the metal content. He is somewhat dubious about it because it comes from copper-bearing country. He asked me to bring it down to have it assayed but there appears to be no way in the world I can get that done within the next three weeks.

**Mr. Hiley:** Have you tried the Mines Department?

**Mr. ADAIR:** I have a sample there now and I have been waiting a fortnight and have not received the results. I think I will have to send it to Cloncurry for a final decision. We have an assayer in Cloncurry and I saw in the Estimates that to keep him there costs the Government about £4,000 a year. With the metalliferous mining development in the Far North around Herberton, Irvinebank, and nearby places, surely to goodness £4,000 or £5,000 is not too much for keeping an assayer up there. He would provide a good service for the miners who could bring their samples in, be they copper, tin or gold, and, within a few hours, or a day they could get an assay of the metal and get some idea of the value of the ore they are mining.

In a question in the House the other day I asked the Minister if he would have an assayer stationed at Mareeba for the benefit of the miners there. He said no, that there was one at Cloncurry. There are buildings in Mareeba in which the Irrigation and Water Supply Commission tests soils for the tobacco-growing industry, and it would not cost the Government much to have an assayer stationed at Mareeba where he could use the assaving equipment. He could use all the amenities and it would be of great assistance to those men in that area. Many of the men mining today do not know much about mining, and the only way for them to know what they have got is to have their ore assayed. I have spoken to the hon. member for Tablelands about this. He knows that I have a good knowledge of the tin-mining industry, and that I have put several crushings through the Irvinebank battery. He has told me that he would be

only too happy to receive any assistance I could give in the development of the Irvinebank battery, which has the lowest recovery of tin concentrate of the three batteries in that area. It is time the Government spent a few thousand pounds putting more modern machinery into this battery. The Herberton battery and Green's battery have a far better recovery rate of tin concentrate than has the Irvinebank battery. I suggest that the battery residue which is in the dam at Irvinebank would contain many thousands of pounds worth of tin. I should like the Government to give permission to have those tailings taken out of the dam and put through the battery. These tailings have gone out of the crushings and have been washed into the dam. The time is coming when the Government will have to install more modern machinery at that battery to get a higher recovery rate of tin, so as to give a decent return to miners who put their crushings through it.

There is a shortage of hoppers at the battery. The miners have to dump their crushings in an area near the battery, and when a hopper is empty, they have to shovel them back into a truck and transfer them into the hopper. It is necessary that more hoppers be installed, especially during this present boom.

**Mr. Hanson:** What size are they?

**Mr. ADAIR:** They are about 50-ton to 100-ton hoppers. When working on low-grade ores, 50 tons is not much to put through. These miners want at least 100 tons of ore for 1 ton of tin. Their expenses are high, and they have the cost of carting ore from 5 or 6 miles away. Some of them are fairly close, but most are outside and the cost of cartage today is fairly high.

I am pleased to know that during this session the Government is to bring down legislation providing for the betterment of Torres Strait islanders. I believe that they have had a raw deal under the Torres Strait Islanders Act over the years. Aboriginals have more freedom than do Torres Strait islanders. No Torres Strait islanders can at present be freed from the provisions of the Act. I have, however, no trouble in having aboriginals freed from the Act covering them as long as they have no police record and no charges have been made against them. I have had many of them freed from the provisions of the Act.

There is no way in which it can be said that one is a better type of person than the other. Some hon. members have visited these islands—Murray, Saibai, Badu, St. Paul's—and I think all will agree with me that the islanders are a fairly good class of people. Their homes are, I suppose, as clean as those to be found anywhere in the State.

**Mr. Aikens:** Do you think that they should have full voting rights?

**Mr. ADAIR:** I believe that that is long overdue. They should have had voting rights years ago. I am hoping that in the legislation to be brought down the Government will give them their freedom.

**Mr. Aikens:** What is your attitude to the suggestion that they be given a separate member, like the Maoris in New Zealand?

**Mr. ADAIR:** I do not care what their representation is as long as they are represented. They are as good a class of people as are the Maoris and negroes. All I am concerned about is that they get their freedom. It is hard for anyone knowing them to understand why they have not yet received it. A boy from St. Paul's Island can come to town and vote at an election and go into a hotel and have a drink, yet a Badu boy, who is no different, is not allowed to drink or vote. Many of them are related in some way.

**Mr. Aikens:** What explanation does the Government give for this discrimination?

**Mr. ADAIR:** It is a right given years ago to a church or church body by the Department of Native Affairs. One section has these privileges; the other section has never had them. About 90 per cent. of the islanders in Torres Strait were on active service during the last war. I am waiting anxiously for this legislation to be introduced to see what rights are to be given to these people.

**Mr. Aikens:** According to the grapevine down here, the Government has pigeon-holed it.

**Mr. ADAIR:** I do not think it would be game to pigeon-hole it. It is a case of necessity. There is no industry in the Torres Strait Islands; there is no livelihood for the islanders. They did have a pearling industry. A certain number are employed in the pearl-culture industry, where they get the baby shells and sell them to the people dealing in pearl culture. Many of the islanders are employed in that industry, but there are still a number on the Torres Strait Islands who have no employment and cannot get employment. I think it is up to the Government or the Department of Native Affairs to create an industry in the Torres Strait Islands for the benefit of these islanders.

Mr. Whittaker, who has probably the biggest fishing organisation in this State, has been catching fish around these islands. He was subsidised by this Government. His catches are taken from around Murray Island, Yam Island, and St. Paul's Island. Most of the fish which he is catching at the present time are right at the doorstep of these islanders but they have to sit and watch them being taken away. They could have this industry to themselves.

**Mr. Hanson:** Is it intended to start an industry on Murray Island?

**Mr. ADAIR:** If you were to go to Murray Island you would see shoals of sardines swimming about all the year round. There is an industry which could be developed for the benefit of the islanders. Master fishermen are taking the fish right away from these areas whereas it could easily be taken over by the Torres Strait islanders.

The crayfishing industry is a hard one. The crays have to be caught and put straight into freezers. The ideal is to keep them alive, if possible. It is difficult to do that with the crayfish from those warm waters, and therefore it would not be possible to establish an industry.

I have repeatedly brought the subject of school-transport services to the notice of the Minister for Education, but on each occasion he has thrown it back to me with the claim that the mileage rate paid at the present time for the transport of children to school is sufficient and will not be increased. I would like him to come to Mareeba and have a discussion with the local school-transport committee and get their views on the matter. I have seen trucks transporting children to school, some travelling over 25 miles each way. Some of them would not pass a roadworthiness test. The reason given me by the operators of these trucks is that, on the mileage rate paid to them, they are unable to purchase better vehicles.

**Mr. Thackeray:** Are they trucks or buses?

**Mr. ADAIR:** Trucks and buses. They have sides and seating accommodation on them. A few of them operate on the main highway and, although I hope not, I think the time is coming when there will be an accident and many children will be injured.

**Mr. O'Donnell:** Do they have hoods on them?

**Mr. ADAIR:** They have a covering over the top. If these buses go off the run the children will not get transport. The whole crux of the matter is that the Government will not raise the mileage rates for the transport of these children.

**Mr. Walsh:** I suppose they get the same rate as they do on the bitumen roads outside Toowoomba, where the hon. member for \*Toowoomba East, Mr. Anderson, operates.

**Mr. ADAIR:** It is some time since the mileage rate was raised and during that time the cost of maintenance, petrol, oils, tyres, and general repair work has risen considerably. Operators have told me that to put a decent bus on the road to carry, say, 20 to 25 children, would cost nearly £3,000, and the money they are getting for the transport of these children is not sufficient to allow of such a purchase.

**Mr. Davies:** How long is it since these buses have been examined?

**Mr. ADAIR:** I could not tell the hon. member that; I doubt if they are ever examined. It is my claim that some of them are deathtraps for these children. The operators realise it and will tell you so, but they claim that they cannot afford to purchase anything better because of the low mileage rate paid by the Government. I have approached the Government on several occasions on the ground that the transport is not much good if the people operating it are not getting sufficient to allow them to carry on the service.

**Mr. Thackeray:** Do you think if the Government put a safety belt in for each child it would be an improvement?

**Mr. ADAIR:** Safety belts would not do much good. I think if there is ever an accident, that will be the end of it.

The railway line between Biboohra and Rumula has been closed. We strongly appealed to the Minister to leave the line open at least until a decent road was built into the area, but, as usual, the Minister had his fixed ideas and immediately closed the line. I am told that the line has already been sold to the Colonial Sugar Refining Company Limited. I do not know what price the department got for it. However, the line has been sold and at present I suppose the road would be one of the worst in Queensland. The people living in the area will have to suffer it until the Department of Main Roads decides to bitumen it or to construct a decent road into the area.

As soon as the wet season comes the Cooktown-Laura road will be cut and Laura will be isolated for four or five months. The people will have to simply sit tight. Trucks will not be able to get into the area because, now that the line has been pulled out there will be no means whatever of getting any transport through. The only way they will be able to get their goods through is by pack horse. The road from Laura to Coen is trafficable only by four-wheel-drive vehicles. With the money being spent on beef cattle roads in the Croydon-Mt. Surprise-Normanton area, I fail to see why they should still have to use four-wheel-drive vehicles to travel from Laura to Coen or any part of the top of Cape York Peninsula.

**Mr. Walsh** interjected.

**Mr. ADAIR:** Before the Governor went there they had the administrator of the Cook Shire pushing a track through for a couple of weeks.

Over the 11½ years I have been in Parliament I have urged for the construction of a coastal road through to Cooktown. For about 220 miles the Mulligan Highway goes through very desolate country. There is not one acre of land along it which could be opened up by anybody. It is all owned or held under the lease by graziers. There is not one acre that would grow anything even if you could get it. Over the years I have

been urging for the construction of the coastal road from Mossman on to Bailey Creek, Tribulation, Bloomfield, through to Cooktown. The construction of that road would mean that the journey would be 80 miles shorter but through some of the most scenic country in the State. In addition it would open up some of the finest agricultural soil in Queensland. It has been agreed that there are over 20,000 acres of the best cane-growing land in Queensland in the Bailey Creek and Tribulation areas. B.H.P. has already given the Minister for Mines information that there is a wealthy tin area around Roaring Meg. Why the Government should hold back on the construction of this road beats me. It would cost about £250,000 to build a good road but the Government has already wasted more than £250,000 on the Mulligan Highway. It will have to spend £40,000 or £50,000 a year on maintenance to keep it in a reasonable state of repair. It will never be an all-weather road until millions of pounds are spent on it. The coastal road goes as far as the Daintree River at the present time. Half of the road is already bitumened. If the 24 or 28 miles were constructed it would connect up with the Bloomfield River which would be of great benefit to the Cooktown people. The town of Cooktown would be helped because tourists would be able to travel right through from Cairns. If the road was put through I am sure that Cooktown would reap the benefit of the present influx of tourists into the Cairns district. I appeal to the Minister to give favourable consideration to the construction of that road.

**Mr. CORY (Warwick) (8.25 p.m.):** I take this opportunity to express my sincere regret at the untimely and unfortunate passing of the hon. member for Cairns, Mr. Wallace. I have not been here for very long and I did not know him as well as most hon. members did, but I express my appreciation of his friendship during the last few months. I also take advantage of this opportunity to convey to his wife and family my sincere personal sympathy.

I congratulate the Treasurer on his Financial Statement. It gives us a very thorough and clear knowledge of what has been done, and what is intended to be done.

**Mr. Bromley:** Did you understand the Tables?

**Mr. CORY:** Yes. If the hon. member were to read them very carefully there is no doubt that he too, would understand them.

At the beginning of his very important speech the Treasurer gave us the figures for primary production and told us what had been done in the last 12 months. He summed up by telling us that for this year the total value of primary production was £382,000,000, compared with £345,000,000 for the previous year and £301,000,000 for the year before that. From the Treasurer's point of view those figures are gratifying, and they will be reflected in the State's economy.

However, upon looking into them more carefully one finds that a part of the increase in value is due to increased prices rather than increased production. The real basis for expansion and advancement in our primary industries is a gradual increase in production, although increased production throws a burden on our marketing system in trying to get rid of the produce at a fair price. We must be very careful that in some industries we do not have a decrease in production—a fall from record productions—even though we may get record values.

I have some further comments to make about the Financial Statement, and I will return to primary production later with some remarks relating to the beef industry particularly. The Financial Statement is important in that it signifies that all parts of the State are sharing in the increased tempo of activity. Savings bank deposits increased by 15.3 per cent. and there were increases in the number of motor vehicles registered. These figures come from all parts of the State and indicate that everybody is getting a share.

**Mr. Bromley:** You would not say that about the banks.

**Mr. CORY:** There are banks throughout the State, even at places such as Boulia.

There was a £40,000,000 turnover for the Railway Department, and the most important feature was the corresponding increase in the tonnage of goods carried by road transport. The Railways Department earned increased revenue from increased work, as did the road hauliers. That is a good example of each section sharing in the State's prosperity. Transport companies are scattered throughout the State and employ many people. They are in just as big a way in the western areas as they are on the coastal belt. They employ many people, and assist in no small way in maintaining the population and prosperity of the inland towns. The fact that these people are sharing in this prosperity is spreading them farther and farther afield. We must also notice that what has been done in regard to beef roads and the brigalow belt, which have received a lot of publicity, and the expansion of general port facilities and sugar terminals, indicates that virtually every section of the community is receiving the benefit of this expansion. The beef roads and sugar terminals are providing all sorts of employment throughout the State. We have to strive at all times to ensure that no part of our State is neglected in the provision of this much-needed employment.

I compliment the Treasurer on his approach to the problem of land tax, which has been worrying many landholders for many years. It will continue to worry some of them. We are moving quietly along the correct path. It is a very desirable approach that the value on which land tax is based is made the full Valuer-General's valuation. It seemed rather a futile method to take into account a substitute valuation for the purpose of assessing land tax. If

the Valuer-General's valuation is not satisfactory, you try to rearrange the method of assessing this value, but what is the good of having a valuation unless you are prepared to accept it? The fact that a substitute valuation had to be made for the assessment of land tax was rather futile. The Treasurer has rectified that. At the same time he has increased the exemption from £5,250 to £8,250. That will overcome many difficulties.

The important step is the reduction in the rate of land tax. It proves the sincerity of this Government in the gradual reduction of land tax, with the long-term hope that it may some day be abolished. At least it is overcoming the difficulty which faced the smaller landholder who had a very small margin to operate on. Not too many years ago the smaller landholder was faced with this problem of land tax, but there has been an overall reduction in the rate. We notice, by virtue of the new rate and the new exemption, that the number of people paying land tax will be reduced from 12,750 to 11,800. Remembering that seven or eight years ago 24,000 people in this State were paying land tax, I feel the present Treasurer has done a good job.

Another good feature of the Financial Statement is the improvement in workers' compensation. Not only will the scale of benefits be greatly improved, but there will also be a revision of the benefits from time to time to keep up with movements in the basic wage. This has proved to be quite a problem. A person could suffer an injury and go onto compensation. Immediately there was an increase in the basic wage he was put at a disadvantage. This will assist those people to continue to look after their families during a time of trouble, and the Treasurer is to be commended for this very realistic approach to the problem.

Another point dealt with in the Financial Statement is the stream-lining of succession and probate duties with a view to overcoming the difficulties experienced by small estates. Many people have not much money and want to sell certain possessions in order to get their homes established. Quite a lot of difficulty has been experienced from time to time in getting estates finalised. People administering small estates have not, as a general rule, much experience in this field, and any assistance that can be given in the streamlining of procedures is well worth while.

I should now like to mention the sum of £660,000 that is to be spent this financial year to complete stage 1 of the Leslie Dam, just outside Warwick. I want to express very great disappointment that Cabinet did not feel justified in proceeding immediately with stage 2. A challenge was placed at our feet. If and when we are able to prove that we are going to use the water, Cabinet will carry on with stage 2.

I regret this move because I feel that there is little doubt that the water will be used. I realise that it will be said of the Borumba and Moogera dams, "We have built dams here but farmers are not using the amount of water that we expected them to use." When we look at the vast area of land throughout the Darling Downs fronting the channels as far down as Cecil Plains and beyond, and compare it with the areas and lengths of stream involved in the other schemes, we have every justification for feeling that the water that will be stored in the Leslie Dam will be readily used. With the use of this water, the production of cotton in the next few years will be something of which the State can be proud. There is virtually no limit to the area that this water will service. Meetings of landholders called in the last few weeks at Cunningham and, I think, Brookstead or futher down, have been attended by 70 or 80 people, which indicates a very genuine interest in the scheme.

**Mr. Davies:** Was the Minister willing to receive a deputation on the matter?

**Mr. CORY:** The Minister has been most co-operative. He said that if we feel the water is going to be used, he will give sympathetic consideration to our future requirements.

**Mr. Davies:** It is a pity he does not receive deputations from the workers the way he receives them from farmers.

**Mr. CORY:** I do not know anything about that. I do know that he has given us a very fair deal.

**Mr. Hanlon:** What will stage 2 cost?

**Mr. CORY:** £400,000.

**The TEMPORARY CHAIRMAN (Mr. Hodges):** Order!

**Mr. CORY:** I am sorry, Mr. Hodges.

I want to stress also the great value that this scheme has been to our district. We regret for this reason also that construction is not to continue a little longer.

I compliment the Minister on the encouragement that he has given to fisheries organisations with the idea of stocking these dams with fish for both food and sport. Obviously if this stocking is to be done there must be very strict regulations governing it. They will need to be policed very carefully to give the fish a chance to establish themselves. On the completion of these dams throughout the State we will have to examine this aspect of the matter. I know that wherever these dams are established the local residents are very keen to assist. In my own area we have a fishing club, the members of which are very keen to see that the best possible use is made of this water. They also wish to get assistance for the better management and release of fish in our fresh-water streams in general.

A lot of haphazard and rather unfair things are happening to the fish in these streams. They are not being given a chance. We want to see much more rigid enforcement of the regulations designed to protect them.

The farm water supplies assistance scheme, which is gaining momentum all the time, coupled with this storage of water, is assisting many people and will assist more and more as time goes by. I commend the Treasurer on the increased amount of money that is to be made available in this direction.

A matter that is causing quite a bit of concern is the depletion of our State forests. I have noticed that an increased amount is to be made available for capital expenditure on State forests. I will mention some of the things that are happening in many of our State forests. I have no certified figures, but those that I have were put out by experienced timber people. In the State forest country east of Warwick on the Great Dividing Range, the estimated volume of timber in years gone by was 50,000,000 super feet of hoop pine, 30,000,000 super feet of scrubwoods and 20,000,000 super feet of hardwoods. That is the amount of timber that has been taken out, and no attempt has been made to restore any part of it. It is very valuable timber. Hoop pine has been practically cut out. It is almost impossible to get it in these areas, and the scrubwood and hardwood is of a much inferior type than was originally hauled.

This district has quite a high rainfall. It has many rain forest areas with an annual rainfall of between 68 and 70 inches. It is ideal for growing timber, yet we have done nothing over the years to replenish the supplies. We have very go-ahead and enthusiastic millers in the area, and unless some attempt is made in the very near future to restore the forest areas they must go out of business.

A lot of interest has been shown in the thought that the areas adjacent to some of the new dams that are being constructed in Queensland could be suitable for reforestation methods. If the water could be used it is felt that this would be one way of assisting in getting a maximum return from the water that these dams will store. Adjoining the Leslie Dam there is sandy granite country. I feel sure that the soil would lend itself to the growing of quite a number of species of trees, and the water could be used to assist in the success of any such project.

Going back to the start of the Financial Statement where the Treasurer mentioned primary production, I should like to make a few observations on the position of the beef-cattle industry in this State as I see it, and to mention where some of the dangers lie. At the present time we are going through a very dangerous period in the cattle industry. The value of the industry last year rose 11.3 per cent., but I stress that

this increase was occasioned in no small part by an increase in price; it has not been the result of increased production.

The price being received for cattle at present is causing quite a lot of concern. When we had a cattle boom four years ago it was found that £12 a 100 lb. was the maximum the market could absorb for yearling beef. Once the price got beyond that marketing troubles and buyer resistance were encountered. It was more than the market could absorb.

We have noticed in all our primary industries that whenever there has been an excessive boom it has caused an upset in the marketing set-up and resulted in problems that have taken many years to iron out. The wool boom came in the early 1950's and it took five or six years before the industry got down to a reasonably basic and stabilised price for its product. Similarly, the beef boom of about four years ago did not sort itself out until about 18 months ago.

When we get excessive prices we encounter these marketing problems and today we are going through one of those periods. Although possibly we cannot do anything about it now, I think we should look at the type of thing that is causing this and that may be likely to cause similar positions to arise in the future. This industry, and in fact every primary industry, is looking for a stabilised price rather than alternating periods of high prices and low prices. In the beef industry in particular the high prices are only enjoyed for two or three months, and obviously only a small percentage of people in the industry are in a position to benefit from them whilst the whole industry suffers from the chaos that follows a particularly high price.

The basis of a stable price structure is, I feel, to keep to an even and regular supply to our markets when there will be no need for any violent fluctuations in price. I realise that seasonal conditions play a very important part in this regard. This is something that, to a very large degree, is beyond our control, but we have noticed that much publicity is given to expanding our agricultural potential and our fattening areas both by agriculture and by the introduction of tropical legumes and that sort of thing. That is very good, but we can fatten more cattle than are required to supply the existing market. Worse than that, we can grow more crops than we have cattle to fatten and I think it is the breeding of the cattle that will cause us the greatest concern. We are expanding our fattening areas far more quickly than we are able to expand the breeding of our cattle. We must always realise that no matter how good a beast is, it had to start off as a calf. At present we are not breeding any more cattle than we bred 30 years ago, whereas we are in a position to fatten many more. Cattle numbers are reasonably static. In fact there

are not as many cattle in Queensland today as there were prior to the turn of the century.

**Mr. Houston:** Two or three years ago they were killing cows and calves by the score. You know that, don't you?

**Mr. CORY:** That is true. That is one of the dangers of the high prices I am referring to.

The tick is partly responsible for the lack of increase in numbers. There were no ticks here prior to 1890. That is one difficulty. Another thing is the double-up on our selling. We have better fattening methods and we are selling our cattle younger, but as we are selling them younger we have to sell more of them to get the same quantity of meat. Although our meat production has risen we are still not breeding any more cattle. Our meat production has risen because we have been gradually reducing the age at which we are selling cattle. Immediately after the war we were selling most of the cattle at between four and six years of age, but today we are selling most of them at between 18 months and three years old. Many growers have been able to sell two ages in one year. This has increased our overall beef production but at the same time it has not increased the number of cattle available in the future. Each beast that is sold at a younger age means an obviously lighter weight and less meat, so we have to kill more of them.

The killing of breeders has been mentioned. That is a very good point. One thing that the last boom did do for the industry was to give it a much needed opportunity to cull inferior stock, and in most cases this was done. Having culled the inferior stock we still have the problem of building up the herds again. Without doubt, beef cattle in Queensland have improved in quality to a marked degree in the last 10 years. The ability of the breeders to dispose of their inferior stock is something that we will benefit from in the future. At the same time, we have not increased our breeding enterprise, although we have increased our fattening enterprise. That is where we will have trouble in the economics of the industry. The calf is the basis of the industry. To make any improvement in this direction is very slow work. It takes many years to build up the breeding enterprise to any marked degree. The dry seasons have not helped.

Cattle-fattening projects are coming more and more to the fore. That is what is needed if we are to present the market with the type of meat required. It will allow the fatterer to provide the continuity of supply necessary from the consumer's point of view. It is also vital that the fatterer get a continuity of supply from the breeder. That is equally important. It is also important that the breeder can produce cattle at a reasonable cost. Once the price of stores gets too high the margin for the

fattener is cut to such a degree that it becomes uneconomic. We cannot afford to have uneconomic sections of the industry.

How can we assist in this build-up of the breeding herds?

**Mr. O'Donnell** interjected.

**Mr. CORY:** We cannot prevent droughts, but we must take steps to minimise their effect. They have a very big bearing on this question. Water improvements are the main need in times of drought and this ties in with land tenure. However, I will not go into that matter in detail.

**Mr. O'Donnell:** It also ties in with rainfall.

**Mr. CORY:** That is true. However, there are not many places where water is not available, either underground or on the surface.

**Mr. Hanlon:** What would be the main incentive to the breeder?

**Mr. CORY:** Land tenure is one important feature. Means of communication are also extremely important. Good roads must be provided as a means of communication to get the younger stock out from the breeding areas, because obviously younger stock cannot travel as well as older stock. We must have efficient means of communication for our transport services to reach these districts and get the young stock out. Good roads are essential in keeping costs down. We must keep them down at this stage, because once they rise the whole industry is affected.

**Mr. Thackeray:** Have you been to Woorabinda Station and seen the improvements out there?

**Mr. CORY:** No, I have not. Has the hon. member?

**Mr. Thackeray:** Yes, I have.

**Mr. CORY:** The eucalypt regrowth is causing much concern to many people in the trap rock and granite country in my area. Many areas that were ringbarked 50 or 60 years ago still have eucalypt regrowth, which requires attention annually. The areas have to be gone over, and at least every five or six years they have to be completely covered for this regrowth. Obviously costs with the use of mattocks and axes today are too high. It is a very expensive job and we are looking for some biological and chemical control of the regrowth. Many experiments have been conducted. The Department of Primary Industries is working on this problem but it has not yet come up with the answer. I urge that every possible effort be made to speed up experiments so that some satisfactory solution may be found for lowering the cost of this job, at the same time keeping the areas free from regrowth.

Much has been said in this Chamber about tropical legumes in the North, and in the wallum country. I hasten to say that there

is no country more in need of such pastures than the trap rock and granite country. It is good country, but it has gradually slipped back in fertility following the loss of nitrogen and phosphorous. If we could only get a suitable legume we could build up our carrying capacity and overcome this gradual decrease in fertility. The tropical pastures and coastal pastures are not suitable because of the heavy frosts, and the southern pastures from the New England area do not prosper because of the dry winters and high summer temperatures. We are hoping for some break-through in biological control, and for a legume for our area, in the not far distant future.

While speaking of the experiments that are taking place in both these fields I should mention the services that are being rendered by the various officers of the Department of Primary Industries. We have a good team of willing officers. They are efficient in their job, but are handicapped because they run out of mileage in their vehicles and cannot come out and discuss our problem with us. These people are anxious to get on with the job. There are many landholders who look for, and expect their service, but they are handicapped in their work because they cannot get around freely. The landholder has to come in with his problems. There is no substitute for looking at the problem on the job. I ask that this matter be looked into, and perhaps a more liberal mileage allowance given to these officers. They do not use departmental cars; they use private cars and are given an allowance. I do not know what the allowance is, but it is 9,000 or 10,000 miles a year. It is not enough, and the services of these men are being wasted in no small degree.

I should like to mention the work being done by the Main Roads Department. We are fortunate enough to be on the New England Highway and have the benefit of the work done there. We have also had a lot of assistance from the Main Roads Department on feeder roads to this highway, but we have a real problem on two of our roads. The first is the Western Highway to Goondiwindi. It is now getting more use by interstate transport from South Australia, which comes through New South Wales and crosses the border at Goondiwindi. The newer portions of the road that have been built farther out are much better than the older road which, for the last 30 or 40 miles into Warwick, is just not wide enough to cope with the volume of heavy traffic using it. We ask that some improvement be effected to this road. It is cracking up, and becoming dangerous, and is causing many accidents.

The other road to which I refer is the one between Killarney and Warwick. A start has been made on this road, and a good job has been done on the first seven miles. Here again we have very heavy interstate traffic from the Northern Rivers

to the grain mills. There are some border-hoppers, but many legitimate operators use this road. In addition, 80 tons of coal a day is carried on this road. It is important that before we lose the asset we have, certain measures be taken to improve it. With the traffic that uses this road, there is a danger that we will lose what we already have. Every possible measure should be taken to speed up the reconstruction and improvement of both those roads.

We want help from the Government and from Government departments in the field of more economic production. Cost is one of our main problems in the cattle and sheep areas. We must have economic production. A certain amount of activity must be kept going in all parts of the State; we cannot stand by and permit all the expansion and activity to take place in the metropolitan area or the coastal belt. Each area must have some activity, not only to provide for the investment of money but to make available employment for the families who are living there, who have always lived there, and who want to remain there. Activity is needed in all parts of the State so that these families, and their children in turn, can remain in the place of their birth and contribute to its expansion and progress.

Progress reported.

The House adjourned at 9.7 p.m.

---