

Queensland



Parliamentary Debates  
[Hansard]

**Legislative Assembly**

**TUESDAY, 1 NOVEMBER 1966**

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Answers:—

(1) "I have seen the article referred to, and whilst it is true that the Council had been pressing for construction of the Nathan Street bridge for some time, it had also been pressing for the declaration of this section of Nathan Street under the Main Roads Acts. However, it was feasible that a decision on whether or not the road should be declared could not be given until the report of the Townsville Transportation Survey was finalised. Following the study of an advance copy of this report which was made available to the Main Roads Department, University Road, of which Nathan Street is a part, was declared a Secondary Road by notice appearing in the *Government Gazette* of October 15, 1966. The plans for the bridge, which had already been prepared by the Council, were promptly examined and approved, and the scheme was released for the calling of tenders on October 27, 1966. The time of completion specified in the documents is twenty months."

(2) "This does not, in my opinion, constitute sloth on the part of the Main Roads Department, but rather the reverse."

FLOOR SPACE AND EMPLOYEES IN  
GOVERNMENT BUILDINGS, BRISBANE

Mr. Coburn, pursuant to notice, asked The Premier,—

(1) What was the total area of floor space occupied by State public servants in all Government buildings, including offices, in Brisbane as at June 30, 1950, what is it today and what will it be when Government buildings presently under construction are completed?

(2) What was the number of all State public servants employed in offices in Government buildings in Brisbane as at June 30, 1950, and what is the number today?

Answer:—

(1 and 2) "The particulars sought by the Honourable Member are not readily available and the costs involved in the preparation of such information do not appear to be justified."

PROPERTY RESUMPTIONS IN MAIN STREET,  
KANGAROO POINT

Mr. Mann for Mr. Bennett, pursuant to notice, asked The Minister for Mines,—

(1) Is it proposed to acquire further residential properties facing Main Street, between the Story Bridge and Shafston Avenue, for traffic design purposes? If so, when is it proposed to effect the necessary acquisition?

(2) When will the people be required to vacate their premises?

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**TUESDAY, 1 NOVEMBER, 1966**

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

QUESTIONS

CONSTRUCTION OF NATHAN STREET  
BRIDGE, TOWNSVILLE

Mr. Aikens, pursuant to notice, asked The Minister for Mines,—

(1) Has his attention been drawn to an article in the *Townsville Daily Bulletin* of October 22, wherein Alderman G. V. Roberts of the Townsville City Council is reported as saying, *inter alia*, with regard to the proposed Nathan Street bridge, "the Council has been pressing for tenders to be called for a long time", "there has been no delay on the part of the Council or its consulting engineers on the project" and "the bridge will be completed by mid-1968"?

(2) If so, are these statements factual and, if they are, what was the reason for the sloth of the Main Roads Department as alleged by Alderman Roberts?

(3) Will the owners be paid fair and marketable prices for their land and homes or will the Department force them to the Land Court in the process of acquiring these valuable properties at less than their fair value?

*Answers:—*

(1) "For the design of the interchange at the Shafston Avenue and Main Street intersection, it will be necessary to resume properties on the eastern side between the Story Bridge and O'Connell Street. It is proposed to effect the necessary acquisitions during the next three months."

(2) "It is envisaged that the construction will commence during the financial year 1967-68 by which time the properties will have to be vacated."

(3) "Following service of the Notice of Resumption, the owners will be invited to submit claims for compensation on the basis of ruling market values and, if necessary, these claims will be subject to negotiation with Departmental officers. If agreement cannot be reached, the owners will have the right to have their claims for compensation determined by the Land Court."

#### TEACHERS AND NUMBERS IN CLASSES IN STATE SCHOOLS

**Mr. Mann** for **Mr. Bennett**, pursuant to notice, asked The Minister for Education,—

(1) As the Education Department can now draw on prospective school teachers born in the immediate post-war boom birth period, why is there still a shortage of school teaching staff?

(2) What is the number of classes in Queensland with attendances of thirty or more?

(3) Are large classes one of the reasons for the present discontent among school teachers in Queensland?

*Answers:—*

(1) "The new teachers who entered the schools this year were born, at the latest, in 1946. In other words, the increase in births in the post-war period is only now beginning to have its effect."

(2) "5,669."

(3) "Fewer than one-fifth of the teachers have classes numbering more than forty. Some of these teachers may be discontinued."

#### COST OF CONSTRUCTION OF NEW GOVERNMENT BUILDINGS, BRISBANE

**Mr. Davies** for **Mr. Lloyd**, pursuant to notice, asked The Minister for Works,—

(1) What was the total cost of (a) construction of new public buildings and (b) additions and improvements to existing public buildings for the purposes of the State Public Service in Brisbane from July 1, 1957, to June 30, 1965?

(2) What is the estimate of expenditure on such buildings in Brisbane for the current financial year?

(3) What was the level of expenditure on such buildings in Brisbane for the period July 1, 1948, to June 30, 1957?

*Answers:—*

(1) "The total cost for the purposes of the State Public Service in Brisbane from July 1, 1957, to June 30, 1965 of (a) construction of new public buildings and of (b) additions, improvements, remodelling and refurbishing to existing public buildings was \$2,817,082 and \$1,502,947 respectively."

(2) "The estimate of expenditure on such buildings in Brisbane for the current financial year is \$290,000 for (a) and \$200,000 for (b)."

(3) "The level of expenditure on such buildings in Brisbane for the period from July 1, 1948, to June 30, 1957 was \$1,085,804 for (a) and \$334,006 for (b)."

#### TOBACCO GROWING AREAS, DIMBULAH AND INGHAM DISTRICTS

**Mr. Wallis-Smith**, pursuant to notice, asked The Minister for Primary Industries,—

Further to his Answer to my Question of September 1, has the survey into the area of tobacco production been completed? If so, is the area planted expected to fulfil the Mareeba floor quota?

*Answer:—*

"The survey is well advanced but not yet completed. Yields will depend upon seasonal conditions but present prospects are good and the Mareeba floor quota should be met."

#### WEEKLY VISITS BY DOCTOR TO MT. GARNET

**Mr. Wallis-Smith**, pursuant to notice, asked The Minister for Health,—

(1) Have there been weekly doctor's visits to Mt. Garnet since September 15 as mentioned by him in his Answer to my Question on September 1?

(2) If not, will he consider improvements to the medical services at Mt. Garnet by having a resident matron appointed in the near future to the hospital?

Answer:—

(1 and 2) "The Atherton Hospitals Board has advised that visits by a doctor to Mt. Garnet have been made each week since the weekly visits commenced on September 27."

EDUCATION OF ASSISTED ABORIGINAL CHILDREN IN ISOLATED AREAS

Mr. Wallis-Smith, pursuant to notice, asked The Minister for Education,—

(1) Is it known how many Aboriginal children, whose parents currently work on pastoral properties, are not within reach of primary schools?

(2) If not, will he have a survey made?

(3) What school hostel accommodation is available for (a) Aboriginal children and (b) non-Aboriginal children from isolated country areas?

Answer:—

(1 to 3) "Assuming the Honourable Member in his Question refers to assisted Aborigines, I can advise that a recent enquiry indicated there are 19 children with their parents who reside in isolated localities or on pastoral properties and are not within reach of Primary Schools. Although adequate hostel accommodation is available at Church and Government sponsored communities to enable these children to attend Primary Schools, difficulties are being experienced in having parents accept the need for the children to move from their natural habitat for educational purposes, but efforts are continuing in this direction. As far as is known, no distinction is made between Aboriginal and non-Aboriginal children in the matter of hostel accommodation."

COMMONWEALTH AID ROADS GRANTS

Mr. Sherrington, pursuant to notice, asked The Minister for Mines,—

(1) What are the amounts of money which have been made available to the Government from the Commonwealth Aid Roads Grants for the past three years?

(2) In the corresponding years what proportion has been made available to the Brisbane City Council?

(3) What is the average cost per mile of the various types of road construction?

Answers:—

(1) "Queensland's receipts under the Commonwealth Aid Roads Acts during each of the past three financial years were—1963-64, \$21,069,158; 1964-65, \$23,669,160; 1965-66, \$25,538,393."

(2) "The amounts allocated to the Brisbane City Council from these funds for expenditure on rural roads in its area were—1963-64, \$303,300 (includes \$160,300 in Special Grants); 1964-65, \$143,000; 1965-66, \$148,490."

(3) "It is impossible to quote an average cost per mile for any type of road. These costs depend on such factors as, firstly, type of terrain (that is whether heavy earthworks are involved, whether excavation is in rock or soft material and the extent of cross drainage required); secondly, paving requirements (that is whether heavy soils requiring thick pavements or sandy loamy soils requiring thinner pavements are involved, the width and type of pavement necessary to carry the anticipated volume of traffic and the availability of paving materials in the area); and, thirdly, the area of the State in which the road is located and to some extent the time of the year in which the major portion of the work is carried out."

JOINT COAL BOARD'S REPORT ON COKING COAL SUPPLY

Mr. Donald, pursuant to notice, asked The Premier,—

(1) Has the Queensland Government been supplied with the Joint Coal Board's report in which it is asked whether Australia has sufficient cheap coking coal to encourage the growth of the Australian iron and steel industry on the scale that the market will otherwise permit and, at the same time, permit unrestricted export?

(2) If not, will the Government make an endeavour to obtain a copy and also assist the board in its request for a comprehensive review covering all present and possible sources of energy demand in Australia?

Answers:—

(1) "Yes."

(2) "Discussions on this subject have been taking place between the Joint Coal Board and the Queensland Department of Mines for some time."

PROCLAMATION OF MAINTENANCE ACT OF 1965

Mr. Mann for Mr. Bennett, pursuant to notice, asked The Minister for Justice,—

(1) As "The Maintenance Act of 1965" was declared at the time to be urgent and necessary, why, after a period of approximately twelve months, has the Act not been proclaimed so that its provisions can be brought into effect?

(2) Has the inordinate delay been because the necessary regulations thereunder still have not been drafted?

Answers:—

(1) “*The Maintenance Act of 1965*” was enacted by this State as a result of inter-State and Commonwealth discussions designed to achieve uniformity for the purpose of facilitating the making and enforcement of maintenance orders throughout Australia, including the enforcement throughout this Commonwealth of maintenance orders made in approved overseas countries. Queensland followed Victoria as to times of enactment of this legislation which is not yet passed in all the Australian States nor in any of the Commonwealth Territories. Consequently the enforcement, under this legislation, inter-State of orders made in the Commonwealth of Australia as well as the enforcement in Australia of overseas orders cannot yet be implemented. The question of what countries outside the British Commonwealth are to be reciprocating countries remains still in the hands of the Commonwealth for determination.”

(2) “The delay in implementing this legislation has been brought about principally by the matters referred to in my Answer to Question 1. The Act enables various parts to be brought into operation separately and it has been already decided that, since it is obviously going to take much longer that was originally envisaged to obtain the situation where the legislation can operate fully, the portions of the Act that affect local maintenance problems will be brought into operation separately. To this end work on the regulations necessary for the implementation of those portions of the Act has been put in train and the draft of these regulations is almost complete.”

#### ADDITIONAL CLASSROOMS, CAIRNS WEST STATE SCHOOL

**Mr. R. Jones**, pursuant to notice, asked The Minister for Works,—

Has any decision been made as to the approximate date of commencement for the building of additional classrooms at the Cairns West State primary school?

Answer:—

“No decision has been made as to the approximate date of commencement for the building of additional classrooms at the Cairns West State School. Consideration will be given to obtaining approval of the expenditure involved when plans and estimates of cost are available. These are in course of preparation.”

#### CLOCK ON DISTRICT COURT BUILDING, BRISBANE

**Mr. Dean**, pursuant to notice, asked The Minister for Works,—

Is he aware of the many public complaints concerning the clock on the District Court Building at the intersection of George and Adelaide Streets which is very difficult to see in daylight hours and completely useless at night? If so, will he have the hands and numerals of the clock brightly painted with luminous paint so that it may be seen by day and night?

Answer:—

“I am not aware of public complaints concerning the clock on the District Court Building at the intersection of George and Adelaide Streets. It is considered that the clock can be seen distinctly from a reasonable distance. It is not proposed to paint the clock with luminous paint.”

#### BURANDA STATE SCHOOLS

**Mr. Bromley**, pursuant to notice, asked The Minister for Education,—

(1) Further to his letter received by me on October 28 concerning Buranda State schools, will he supply further information relating to staff movements at the schools, following or prior to the proposed amalgamation?

(2) Will he also forward to me completed copies of the new plans and costs relating to the alterations to be undertaken at these schools?

Answers:—

(1) “As is the custom when schools are amalgamated, the teaching staff will transfer with the pupils. The positions of head teacher of the combined school and of Buranda Opportunity School are being advertised.”

(2) “Estimates of costs are not yet available. In accordance with normal practice, the Honourable Member will be provided with details concerning this matter by the Honourable the Minister for Works and Housing after the expenditure has been approved.”

#### PAPERS

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

Reports—

Queensland Health Education Council for the year 1965-66.

Operations of the Sub-Departments of Comptroller-General of Prisons, “Eventide” (Sandgate), “Eventide” (Charters Towers), “Eventide” (Rockhampton), Rehabilitation Clinic (Wacol), and Queensland Industrial Institution for the Blind (South Brisbane) for the year 1965-66.

The following papers were laid on the table:—

Proclamation under the Sugar Acquisition Act of 1915.

Orders in Council under—

The Milk Supply Acts, 1952 to 1961.

The Primary Producers' Organisation and Marketing Acts, 1926 to 1965.

The Wheat Pool Acts, 1920 to 1957.

The State Electricity Commission Acts, 1937 to 1965.

Regulations under—

The Primary Producers' Organisation and Marketing Acts, 1926 to 1965.

The Stock Acts, 1915 to 1965.

Audit Inspectors Report on the Books and Accounts of the Queensland Coal Board for the period from 13 August, 1965, to 25 August, 1966.

### CEMETERY TRUSTEES (DECLARATORY) BILL

#### THIRD READING

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

### SUPPLY

#### RESUMPTION OF COMMITTEE—ESTIMATES— THIRD AND FOURTH ALLOTTED DAYS

(The Chairman of Committees, Mr. Hooper, Greenslopes, in the chair)

ESTIMATES-IN-CHIEF, 1966-67

DEPARTMENT OF EDUCATION

CHIEF OFFICE

Debate resumed from 27 October (see p. 1230) on Mr. Pizzey's motion—

"That \$784,811 be granted for 'Department of Education—Chief Office'."

**Mr. HODGES** (Gympie) (11.25 a.m.): It seems rather ridiculous that the Opposition seek to gain political capital in this debate when one considers what was done in the field of education in the 35 years of Labour administration. Anyone who looks at the achievements of the Minister for Education and his department during the past nine years will appreciate the laxity of past administrations in this vital portfolio. In 1957 Queensland had only 36 high schools; in the past nine years that number has been increased to 92. Under a Labour Government we had 33 secondary departments; we now have 71. The total expenditure incurred on capital works in this field from 1948 to 1957 was \$2,600,000. Under this Government, expenditure on capital works from 1957 to 1966 has exceeded \$4,000,000.

The poor record of Labour Governments is reflected in a comparison of the number of kindergartens in Queensland before 1957 and now. At the end of 35 years of Labour administration Queensland had 23 kindergartens. In the nine years under this Government that number has increased to

102. Prior to the change of Government in 1957 this State had one teachers' training college; now it has two, and two more are planned. Teacher-training was not encouraged by Labour administrations, which is the reason why there is now a shortage of teachers.

I can go further and give other comparisons that show the laxity of Labour Governments in encouraging education in this State. There were only 300-odd transport services to primary schools under Labour Governments; today there are over 700. Under Labour administration there were no secondary-school transport services, whereas today their number exceeds 220.

Those figures show that Opposition members have no grounds for the criticism that they are attempting to level at the Minister and his departmental officers for what they claim is a lack of assistance and encouragement in the field of education. The Government has had nine years of fine achievement, and this will continue despite adverse conditions and loss of revenue. This year expenditure incurred on education will be a record. It represents 24.6 per cent. of Government expenditure from revenue and loan funds, and expenditure from revenue will be 14 per cent. higher than it was in 1965.

The Estimates show that \$8,900,000 is required for the university for the year 1966-67, and, of this, \$4,200,000, I think, is provided by the Commonwealth of Australia. Although that contribution to the Department of Education is very acceptable, I think that the conditions attaching to it are too restrictive because they prevent the Minister and the department from obtaining for Queensland a better return for the amount of money that is invested. In saying that, I am referring particularly to the training of teachers. If the State did not have to match dollar for dollar the grant made by the Commonwealth, as it is doing now, the Minister could direct more funds to the training of teachers and to the provision of improved amenities and services.

Although \$9,000,000 has been granted by the Commonwealth to the State, it does not assist the Minister greatly in his attempts to overcome the shortage of teachers for secondary schools. At present, there are three schemes for training teachers for secondary schools: firstly, the teacher-fellowship scheme; secondly, the graduate-scholarship scheme; thirdly, the special senior-teacher scholarship scheme. There are 233 fellowship-holders, and there are 146 senior-teacher scholarship-holders in first year at the university and 82 in second year at the teachers' training colleges. It is seen, therefore, that a little over 400 are involved in teacher training under the various schemes, and that is a very small number when one takes into account the amount invested by the State Government in the university.

Because the Government is spending over \$4,000,000 in making a matching grant to the university, I believe that ways and means should be found to use some of the services provided by the university. Lectures could be given at the teachers' training colleges by university lecturers. If the service were extended in this way, the State would benefit from the training of the teachers at the training colleges. At present, several subjects taught at the teachers' training colleges are more or less in line with those taught at the university. If they could be taught to university standard at the teachers' training colleges, I think it would encourage more males to enter the teaching service. It would enable them to attain the highest classification in the teaching service without having to undertake additional studies, as they do at the moment. The highest classification is I.1, and to attain this, teachers in the State Department of Education must have at least six units towards a degree and then continue their studies externally through the university. If the scheme that I have suggested was introduced into the teacher-training service, I think the number of teachers available would increase fairly rapidly.

University graduates can be appointed to secondary teaching staffs without any practical training in teaching, whereas graduates from the teachers' training colleges must have two years' practical experience. Even after those two years, they are not recognised as being qualified for promotion to the highest classification within the department.

I feel that if, at teachers' training colleges, we could utilise the services of university lecturers, the work done by the trainees could be given recognition to the extent that would allow them to attain the top classification of the teaching service without any extra study. The two years spent at teachers' training colleges, which is practical training, must mean something and it should be recognised. I fully realise that a three-year course at a training college is the objective of the department; with that three-year course should go some recognition by way of a diploma of teaching, a degree of Bachelor of Education, or something along those lines. This would allow these teachers, as I say, to attain the top classification within their profession.

If teachers were given greater recognition in this way I feel sure it would eliminate some of the rumbles at present being heard within the service. More avenues of promotion must be created. This could be done, firstly, by a reclassification of schools and, secondly, by an increase in the number of school inspectors. I think this is a very desirable improvement because inspectors at the moment, particularly inspectors of primary schools, have to cover areas that are far too large and in inspecting the schools, they cannot devote the time necessary to gain a complete and proper appreciation of the ability of the teachers whose work they are inspecting. That would be one

avenue by which, together with a reclassification of the schools, we could provide teachers with considerably improved opportunities for promotion.

I also think that clerical staffs should be appointed at the larger primary schools, as is done at present in some of the high schools in the State, and such appointments should depend on enrolment and not on the average attendance, as at present.

Those are one or two improvements that I think would go a long way towards creating more harmony in the teaching service. Such changes would provide more avenues for promotion and would improve conditions within the service. Teacher-training would be more attractive and, to attract further trainees to the colleges, allowances should be increased and students living away from home should be paid an additional \$600 towards meeting the cost of board and lodgings. This would encourage country students to enter the colleges. At the moment, a heavy financial burden is placed upon country students who have to come to Brisbane and find board and accommodation which costs them anything from \$300 to \$400 a year in excess of the living-away-from-home allowance. I know that if the funds were available the department would consider increasing trainees' allowances to attract more young people to the service.

**Mr. Pizzey:** You must realise that those who stay at home have either to pay for their board and lodgings or have them provided by somebody.

**Mr. HODGES:** I appreciate that, but the burden on them is not as heavy as it is on those who have to board away from home.

As quite a number of hon. members wish to speak on this Vote, I will curtail my remarks to those one or two points. Before I resume my seat, however, I should like to refer briefly to one aspect of this matter, namely, technical education. Without reflecting upon the administration of the department, I think there is some room for streamlining in this section.

Far too often do we hear complaints from apprentices about the late arrival of correspondence courses. Even though apprentices are examined only on the papers they have received, after all, the Apprenticeship Act has been in operation now for almost two years and this department has had time to get "on the ball". It should be able to get papers out to students more quickly than it does.

Although the next matter does not come within this Minister's jurisdiction, it is tied up with technical education. We require apprentices to qualify themselves in the various trades by completing four- or five-year courses. We should recognise the completion of their training by giving them the protection of the State in the way of registration under their trade.

The Minister has not very much to worry about in the administration of his department. He has done an exceptionally good job in

comparison with what was done during the last 35 years of Labour administration. We will never achieve the ultimate; we will never be able to say, "That is all that is required for education." However, if the Minister continues during the next nine years as he has in the past nine we will have in this State an education system equal to any in the world.

**Mr. TUCKER** (Townsville North) (11.42 a.m.): During the Address-in-Reply debate I referred to the fact that although the Commonwealth Government seemed prepared to assist in university education, it appeared to be entirely uninterested in technical education, secondary education and primary education in this State—in fact, in the whole of Australia. I stressed the fact that, to my way of thinking, there was a big difference between university education and tertiary education. I regard tertiary education as being all-embracing; university education is only part of tertiary education. The Commonwealth Government has shown that it is not greatly interested in tertiary education because it has displayed no real interest in teacher-training which, in the view of the Opposition, is a part of tertiary education.

I found some figures in the Annual Reports of the Commonwealth Grants Commission very enlightening. In 1942-43—I think that is the first year for which a report was published—the State's expenditure on the university per head of population was 1s. 3d.; in 1963-64 this expenditure had risen to 28s. 2d. per head. Over the same years expenditure on secondary education rose from 4s. 9d. per head to 86s. 5d. per head. On primary education over the same period expenditure rose from 25s. 2d. to 144s. 1d. per head of population. In other words, expenditure per head on primary education over that period increased six times. On secondary education and university education—in round figures—our expenditure increased approximately 20 times. I repeat that only in university education is the Commonwealth helping to meet the Bill. It is very obvious from the statements I have referred to that the Commonwealth is well aware of our struggles.

Another document, titled "The Commonwealth Government in Education", lists the percentage of State revenue devoted to education in 1964-65 as over 31 per cent., and 19.4 per cent. of the gross loan expenditure. The point to be taken on all those figures is that if we are unable to cope with university expenditure without equal Commonwealth participation, how then are we supposed to be able to cope with the very much greater school expenditure—and when I say "school expenditure" I mean primary and secondary education—without any Commonwealth participation? Of course, in this State, we are not coping in these two spheres of education.

I am amongst the first to admit that there has been an upsurge in the building programme for primary and secondary education. But with the shift of emphasis to

building, staffing has suffered in both primary and secondary schools. While there is something to show as a result of the shift of emphasis to building, I point out that there are a number of facets to education—or, to use other terms, there are a number of categories, or divisions—and I think it is in those other facets that the Government has missed out.

One facet on which the Government has concentrated is the places where education is to be imparted. Hence, we have had a tremendous building programme in Queensland—and I have no argument with that. Quite a number of people who do not probe deeply are inclined to be taken in by this facet and are visibly impressed by the great building programme in education. I now ask, in all sincerity, "What are the other facets?" I have written down, in all, four facets, and there could be more. I have just stressed one. My next one is, whom do we teach in education? I think everyone would agree that that is another facet. My next one is, who does the teaching in education? And, lastly, what is to be taught in our schools? The Government has made a half-hearted attempt to grapple with the last three facets, and I have already agreed that it has certainly grappled with building. However, it has not really grappled with the others. In both primary and secondary schools, class numbers are too high. Even the Minister will agree with that assertion.

**Mr. Pizzey:** They are smaller than they have been.

**Mr. TUCKER:** There has been a little subterfuge in this matter, namely, composite classes. Many of us know that composite classes have been introduced—I think they numbered 108 last year—in an attempt to break the numbers down.

I also realise that many other problems, such as one-teacher schools must be considered. I know there has been a drop in numbers, but I do not think enough has been achieved; it has not been adequate enough. I am reinforced in that statement by the attitude of our teachers. This is the first time to my knowledge that teachers have spent \$10,000 of their own money in getting their story across to the mothers and fathers in this State. So there must be something wrong.

In both primary and secondary classes the numbers are too high and some children suffer as a result. Perhaps the very bright ones do not suffer much because they absorb material quickly and do not really need a great deal of attention from their teachers. But those in the class who need assistance from the teachers cannot get it, simply because the classes are too large. The result is that those children suffer.

I am here to be critical; but I shall give credit where it is due. The abolition of the Scholarship examination and the raising of the school-leaving age to 15 were good moves introduced by the Government and the new



syllabus introduced in Grade 8 in 1964, although it may be a little early yet to decide its value, appears to have been a move forward. Scholarships that enable children to proceed in their education, and that lessen the financial burden on parents, are also to be commended. Those were commendable innovations and, in my opinion, a wise spending of public money, and I hand a bouquet to the Minister for introducing them.

The next important matter is, who does the teaching? It is on that rock that the Government's ship seems to founder.

**Mr. Pizzey:** Teachers are now more highly qualified than ever before.

**Mr. TUCKER:** I do not agree, in some fields of education. For instance, in primary schools at present there are only 61 graduates. Graduates were combed out of primary schools and sent to secondary schools. Is there an implication there that primary education does not matter?

**Mr. Pizzey:** What about the doubling of the time at the training college?

**Mr. TUCKER:** Let me continue.

Teachers are the basis and nucleus of all education. Our urgent need is more trained teachers right now. The quality of education in the State depends wholly and solely on the quality of our teachers. We can spend millions on every other category of education, such as buildings, but if there is a weakness in our teachers, all the effort goes for nought. If we neglect teacher-training, it is certain that all the money spent in every other direction is wasted.

The Minister, Cabinet, or the Government, must convince the Commonwealth Government that teacher-training should be accepted as a national responsibility; it goes far beyond the State and its resources. I believe that it is a national responsibility and should come under the control of the Commonwealth Government. Surely it is wrong to expect teachers not only to educate children but also to attempt to complete their own studies whilst labouring under the worst conditions for teachers in the Commonwealth.

Today our teachers are asked to teach too much, too many, and too often. As a member of the Opposition, I am very conscious of the need for time for preparation and research. All who sit in this Chamber know that it is necessary to have time for this purpose. If one has not that time, it very quickly shows in his speeches in the Chamber. The golden rule is, "Know your subject." This apparently does not apply to teachers because, although there are few occupations that demand such concentration and sheer knowledge of the subject, correction and preparation time has been cut to the very minimum. Why is not more time allowed for this?

**Mr. Pizzey:** They have an extra period a day. We have the shortest teaching day in the Commonwealth.

**Mr. TUCKER:** It is not short enough for some teachers, because they are required to teach for the whole day. There are about eight subjects to be taught, and they have hardly any time off. The main trouble is insufficient staff at schools. Quite often when a vacancy occurs no replacement is available, and then the department hopes that some obliging married woman will fill the gap. That is what is happening in Townsville, and I say that it is a shocking state of affairs. On the one hand, we exhort parents to have their children proceed to higher education. I agree entirely with that. On the other hand, however, teachers are being overburdened and their conditions are deteriorating to such an extent that slowly but surely they are being drained of all enthusiasm. Classes are so large that they are not "getting through" to many children and are not doing what they want to do.

That this has a frustrating effect on teachers is shown by the fact that they have been talking of taking strike action. I do not like to hear strike talk or see strike action, but sometimes I understand that it is the only way in which the worker can finally have his voice heard by those who should hear but seem to be deaf. I realise that teachers see the present situation as an emergency that must be brought to the attention of the general public.

When teachers are burdened and wearied, inevitably the standard of teaching declines. Many teachers will say they are endeavouring to teach the syllabus but cannot do it as completely as they would like to. They will say they are probably able to teach to Junior standard in high schools and will still be able to produce students who will get eight A's in the Junior examination. But watch what happens when Senior standard is reached. Many are startled to find students who performed brilliantly in the Junior grades not showing the same capacity at Senior level. Teachers at high schools say that this happens because they are unable to teach as they want to. They are unable to cope with the numbers they are asked to teach, especially in high schools.

An attempt must be made to obtain additional finance that can be used to relieve the burden on teachers. In addition to training more teachers, attention should also be given to increasing the number on ancillary staffs. Some time ago I made a submission relative to Townsville High School. I realised that the head teacher was becoming bogged down in work that really should not have been done by a highly qualified teacher and that could have been done equally well by a member of the clerical staff. Therefore, I claim in a responsible way that an inquiry should be instituted to ascertain what work can be removed from the shoulders of the teachers by the appointment of more clerks, more groundsmen, and so on. If that inquiry is carried out, the Minister may be able to allow teachers to take a more active part in

the field of education for which they are trained. In my opinion, the appointment of additional outside staff would make an important contribution in this direction.

I am alarmed by the way in which private industry is attracting teachers and would-be teachers from the department, and it is very obvious that salaries must be increased further. Although I shall not name the young man involved, I saw a very good example not long ago of what private industry is doing. The young man concerned was offered about \$400 a year more than he was drawing in the teaching service, and he was attracted away from the service. Although I think the State lost a very wonderful teacher, one cannot blame him for accepting the offer, because he had a wife and family and the prospects in the industry to which he was attracted were very good. Some people may argue that salaries now being paid to teachers are all right; but if teachers are being induced by private industry to leave the teaching service, it is obvious that further action by the Government is needed.

There should not be the deterrent of the "\$160 insult"—that is what I call it—that was given to graduate teachers some months ago. When one knows how hard teachers have to work after the normal school day to obtain either passes in six subjects or a degree, the judgment that that is worth only \$160 is an insult. Is it any wonder that graduate teachers resent it?

Female teachers are equally resentful of of the treatment they receive. They work just as hard as male teachers, their contribution to education in Queensland is every bit as good, yet they receive only 90 per cent. of the male rate. I think it is a public scandal that that position has been allowed to exist for so long. In other States and other countries, female teachers are paid salaries equal to those paid to male teachers, but in Queensland they are not. As I said, in my opinion it is a public scandal.

I turn now to the need for greater concentration on in-service training. This year many teachers in Queensland faced the introduction of new methods of teaching; next year many more teachers will face the same problem. Take, for example, the programme in mathematics now being introduced. It is known as "P.I.M." In the North—I can speak of the North from my own knowledge—inspectors were sent down to Tallebudgera for a week and shown the programme. They then returned to the North and called a two-day seminar for head teachers and Class I teachers. They had a two-day seminar to explain it to those people. The other teachers had to rely on what they could draw from the head teachers after the latter returned to their respective schools.

Many teachers are frustrated, and are actually frightened of the future in this respect. There was a loss of ideas in passing the information from inspectors to headmasters, to Grade 1 teachers, to the more junior teachers, and on to the children, and

one must wonder just how much of it actually got through to the children. Some say that the loss of ideas was so great that not more than 20 per cent. of the ideas actually got through to the children.

I think seminars could have been held for all teachers. As a result of representations, I understand that a further seminar will be held in the first week of the Christmas vacation. I feel that it should have been held long ago, even though it meant closing the schools for a day or two to allow teachers to attend. We should not lose sight of the fact that when His Excellency the Governor visits schools he gives the children a day off; Ministers often do that also, and it would not have hurt anyone to close the schools for a day or two to enable teachers to attend the seminar and witness the proceedings.

I think also that a major effort could have been made to disseminate information on in-service training per medium of television. That might sound a radical departure, but television could be a tremendously important medium of in-service training, particularly in the extension of P.I.M.

(Time expired.)

**Mr. HOUGHTON** (Redcliffe) (12.7 p.m.): I should like to make a few comments in this debate but first I wish to congratulate the Minister and his departmental officers, particularly Mr. Murphy and Mr. Guymmer, for their excellent contributions to education since this Government assumed office nine years ago. The Department of Education has enjoyed a very proud record during that time.

Before speaking particularly about my own electorate, I should like to make a few observations about the over-all field of education in Queensland. Every facet of education has been considered by the department since this Government assumed office—primary, secondary, tertiary right through to university level, and even the establishment of pastoral colleges. The advancement of tertiary education has been astounding. A university has been established at Townsville; many additions have been made at St. Lucia, and the establishment of a new university at Mt. Gravatt will be commenced in the near future.

**Mr. Davies:** Why is the one at Mt. Gravatt to be held up?

**Mr. HOUGHTON:** Mt. Gravatt will be delayed for some time, but members of the A.L.P. should be the last to throw stones. The delay under their administration lasted for 40 years.

The abolition of the Scholarship examination has been of great benefit to education in Queensland as it has enabled all children in the State to be educated through Grades 8, 9 and 10. That is only part of the contribution the Government has made. We must also remember the assistance that has been given in the erection of science blocks

and as direct aid to denominational schools. I am pleased to note that the Opposition has at long last come round to our way of thinking on the latter subject.

**Opposition Members** interjected.

**Mr. HOUGHTON:** The truth hurts!

The Minister can be very proud of what he has done for education in this State. The \$15 allowance is but one of this Government's contributions to education. The \$135,000 grant to the Crèche and Kindergarten Association of Queensland is another clear indication of the Government's assistance to education at all levels. Admittedly we will never have enough money to spend on education, but when we compare our effort with what was done by the Labour Government we can be very proud of our record. I point to the assistance we have provided for physically handicapped children. In 1957 the Crèche and Kindergarten Association had 23 centres; today there are over 100. I express appreciation of the efforts of the Florence Kindergarten in Redcliffe and the Anne Shearer pre-school centre. The latter centre has seen fit to make an allowance available by way of bursary to ensure that the services of a fully qualified teacher are available. I congratulate it on this very wise move. That centre has received the generous support of parents as well as assistance from this Government. It is a very worthy project. After all, specialised teachers are required for this type of work, and they are available only if you are prepared to pay for them. Additional grants for education can come only from the taxpayers' purse.

The fact that this Government is spending more on education than has any other Government is a clear indication that it is fully aware of its responsibilities. It has established opportunity schools, which have been of great benefit. We are very happy about the establishment of an opportunity school in Redcliffe so that those children who are a little backward will have an opportunity to catch up through the specialist training that is provided.

I hope that in its wisdom the Department of Education will establish a technical college in the city of Redcliffe. Students from Sandgate could come across the Hornibrook Highway to attend a technical college in that area.

I compliment industry for its contribution to education. It is very pleasing to see large industrial firms making bursaries available and providing other educational opportunities. They fully realise that education is of paramount importance in the future development of the State. Education affects everyone. I think all hon. members will agree that our standard of living, and indeed all our standards, are based on better education, so we can be very proud that the Government is doing all within its power to improve education.

Last year I had the opportunity of visiting the School for Blind and Deaf. It was gratifying to see the construction programme, which alone is worth \$750,000. The methods of training and the assistance rendered by the teachers to those at the school are tremendously important, for they fit the pupils for absorption as normal citizens in the community. The special acoustic aids and other amenities that have been incorporated in the school must impress anyone who has visited it.

The specialist training given to the youngsters is indeed gratifying. The Minister has extended an invitation to all members to visit the school. If they do, they will get an insight into what is happening and what is contemplated for the future. One has only to see the assistance the department is rendering through its guidance officers to realise that they are giving yeoman service to these people so that they may play their part in developing this State. The work being done at the school is of tremendous assistance to the pupils, and is indeed gratifying.

From 1948 to 1957 the average amount spent by the A.L.P. on education was equal to 10.9 per cent. of the Budget. Under this Government, the percentage has increased to 16.74. That is typical of the developments in the field of education under the Minister and his officers. It must be realised that expenditure on education from the Consolidated Revenue Fund has increased from 42 per cent. in 1957 to 51 per cent. today. The Leader of the Opposition, and other hon. members opposite, are continually saying that very little has been spent on education. However, I point out that over half the money the Government has received has been spent on education, which is a very fine record. Never before has any Government contributed so much to the field of education. Expenditure in Queensland on education from the Consolidated Revenue Fund now equals 52.8 per cent., and the Australian average is 51.9 per cent. That clearly demonstrates what is being done when people say that nothing is being done in Queensland for education. The increase in expenditure on secondary education in the last five years under this Government is equal to 121 per cent, compared with the Australian average of 80 per cent. I know that these facts disturb the Leader of the Opposition and other hon. members opposite; they are cold, hard facts, and they cannot be denied.

I should like to make a few comments on the submissions made by the Leader of the Opposition on Thursday last. First, he said that the teaching profession, or the teaching staff of this State, was responsible for delinquency. I have never heard such twaddle in all my life. I was absolutely amazed at such a remark coming from the Leader of the Opposition. The blame for delinquency cannot be laid at the door of the teaching profession in this State.

**Mr. Tucker:** You know he did not say that.

**Mr. HOUGHTON:** It is the truth that hurts. Hon. members opposite can say what they like. It all comes back to parental guidance and care in every family in this State. The responsibility cannot be passed on to the teachers, who have control of the youngsters for only three or four hours a day. Parents have the care and guidance of them for the other 20 hours. That is where the responsibility lies; it does not lie with anybody else. Make no mistake about it.

**Mr. Dean:** And keep them out of the beer gardens.

**Mr. HOUGHTON:** Yes, that is part of the trouble. Many of our delinquents have to run around looking for their parents, who are probably somewhere in a beer garden. But blame for that cannot be laid at the door of the Department of Education. The parents are responsible.

The provision of subsidies for the establishment of youth centres will assist in the development of our youth in this State. Those centres will be very beneficial and will give to our younger sets what they require, namely, leadership. But, as I said, the fault lies entirely with the parents. They should know the whereabouts of their youngsters. I feel extremely sorry for the youngsters who come from broken homes. Some of the blame could also attach to television programmes and motor-cars. In fact, I am quite sure of that when I see some of the rot that is broadcast on television.

The responsibility for delinquency should not be placed at the door of the teaching profession. Teachers do their best with the youngsters while they have control of them. Immediately a head master or a policeman tries to do his job, there is a hue and cry that some of our freedom is being taken away. If we keep taking something away from democracy, and not contributing anything towards it, democracy will fail. We have instances of the police being castigated, and of larrikin barristers who stand up in the Chamber and try to usurp the functions of the courts. We saw an instance of that the other day.

**Mr. HOUSTON:** I rise to a point of order. It is offensive to the Opposition for the hon. member for Redcliffe to refer in such terms to any hon. member who happens to be a barrister. I ask that he withdraw his remark.

**The TEMPORARY CHAIRMAN** (Mr. Campbell): There is no point of order.

**Mr. HOUGHTON:** Thank you, Mr. Campbell. I did not make any charge. All I say is that if anybody abuses his position in this Chamber, whether he is on this side or on the other side, it is a matter for his own conscience.

**Mr. Houston:** We have only one barrister on this side of the Chamber.

**Mr. HOUGHTON:** We have a barrister over here, too. I named nobody. I did name the Leader of the Opposition as the person who made the allegation or accusation that the teaching profession in this State was the cause of delinquency. I have never seen or heard such tommy-rot in all my life. Some people use their position in this Chamber as protection to condemn the police and other people, and they have the audacity to say, "Yes, that's it." I consider that the Commissioner of Police, the Deputy Commission, the inspectors, and other members of the Police Force in this State are equal to anything in the world.

There are always those who will castigate the police. I say that we should be proud to live in a democracy like ours under the protection of our Police Force. It seems to me rather strange that the moment those who are constantly squealing about the police get into trouble, the first from whom they seek assistance are police officers. As I said before, the Police Force of Queensland, which is administered by the Minister for Education, is equal to any similar force elsewhere in the Commonwealth, and the Government can be very proud of it.

Before concluding, I should like to express my thanks to the Department of Education. Redcliffe, with a population of 27,000, could not obtain a high school from a Labour Government. Today it has two of the most modern high schools in the State. For years and years, as I have said in this Chamber before, the Clerk of Petty Sessions, as he was then designated, was instructed by Labour Governments to get a bulldozer out and make some sort of a show before elections, and put it away and do nothing more when they were over. Those tactics continued for years and years. Today there is an enrolment of 1,800 covering both high schools, yet hon. members opposite when in Government had the audacity to say that Redcliffe was not entitled to one high school.

In addition, Redcliffe has an opportunity school, as well as State schools at Kippa-Ring, Humpybong, Clontarf and Scarborough. The percentage of population attending school in this area is higher than it is in many other parts of the State. I should also like to offer my congratulations to Rev. Monsignor Frawley, who has assisted the cause of education with the establishment of De La Salle Brothers' College at Scarborough. My prediction is that it will eventually become larger than Nudgee College.

I also express thanks and appreciation to the Brigidine Sisters, who operate Soubirous College. I had the opportunity of attending their speech night recently. It was a joy and delight to see the fine young people who are being turned out as good citizens. They

will be well able to take their place in the community, and every Queenslander can be proud of them.

In conclusion, I hope that the Department of Education will look closely at the establishment of a technical college in the Redcliffe area, and I also hope that some of the minor requests made from time to time will receive sympathetic consideration during this financial year.

**Mr. DONALD** (Ipswich East) (12.28 p.m.): It is a great pity that the hon. member who has just resumed his seat deliberately misinterpreted what the Leader of the Opposition said. The Leader of the Opposition did not say that the teachers of Queensland were responsible for juvenile delinquency. What he criticised was the syllabus, and I think he did that in a constructive way. However, I am not going to play politics when Estimates as important as these are before the Chamber.

The success of any enterprise, whether it be in industry, commerce, the professions, arts, or education, is determined by the results obtained and the value and benefit that it gives to the community generally. If that test is applied to education in Queensland, no-one in this State has any reason to be ashamed. When I refer to our system of education, I do not mean only what has happened in the last nine years but to all developments since there has been a system of education in Queensland. We have every reason to be proud of our education system, and indeed thankful for it. It has paid rich dividends in the many prominent scholars it has produced.

In introducing his Estimates, the Minister paid a high tribute to the character, work and influence of two Queenslanders who were products of the Queensland education system, and he could have multiplied the number many times and included those still with us and serving the department, as well as those who have passed away. Two natives of Ipswich who had distinguished careers in the education system of Queensland, the late Sir James Blair and the late Lew Edwards, quickly come to my mind, and I could add the names of quite a number of others. However, the success of the education system has not been confined to turning out prominent educationists; it has also given the State many prominent citizens in the fields of law, medicine, finance, commerce, engineering, husbandry, and, indeed, in every section of the community.

Education, or the lack of education, plays a big part in the success or failure of every member of the community. A well-educated community is, naturally, an intelligent and well-informed community. Such a community should be able to plan its economy to prevent recurring booms and depressions, to eliminate the sinful and unpardonable waste of man-power, loss of production, poverty, suffering, and degradation. Unfortunately, that is not the case.

The general public appears to be in complete agreement that more should be done in the field of education, and hon. members, almost without exception, have echoed that sentiment during this debate. We are agreed, I think, that there should be improved facilities, more and better schools, more teachers, better equipment, better conditions for teachers, and more comfort for pupils; therefore, we admit that all these things are essential. Having agreed on the need for material improvements, we must ask if they will be enough. Are the existing facilities fully and equitably employed to provide a sensible modern education for the children of Queensland? It would be extremely foolish to think that all the major defects in the education system would automatically disappear if the programme of material improvement we dream of was completed tomorrow.

Formal education can satisfy or starve vital personal needs, a sense of achievement, self-respect, and a sense of being worthy. Does the process of schooling help the child to feel significant and wanted, or does it often have the opposite effect? Sensible parents realise that their children differ in ability and in personality, and they attempt to allow for individual differences. Generally this is achieved by setting different standards for different members of the family and encouraging each to reach his own standard. The parent tries to find some task that the child can perform successfully and praises his success. The object is to allow the child to feel that he has achieved something worth while, and when he is slow or makes mistakes, he is encouraged to continue trying. Signs of progress are noted and used to encourage further effort. In essence, the parent creates opportunities for success and provides a sympathetic understanding for failure. I should like to add that the success and failure of the individual is not his alone; it is shared in the family circle.

It is now generally recognised that both backwardness and maladjustment require special treatment, but there is a tendency to imagine that these are infirmities that have afflicted a few unfortunate children. In fact, both are merely a matter of degree. Any child below the average level of performance could be described as backward, and, similarly, a large proportion of children have some behaviour problems. The work being done by Mr. Henderson and his staff at the Ipswich Opportunity School is magnificent and shows what can be done for these children. If time permits I shall go further into that subject later. In referring to Mr. Henderson and his staff, I am not saying, of course, that the Ipswich Opportunity School is the only school in Queensland at which wonderful work is being done for slow learners. There are other opportunity schools, and I am inclined to believe that they are just as effective as the one at Ipswich.

By such means as these the Department of Education can exercise its responsibility to develop healthy personalities. Both the needs of the individual and those of the community require that it accepts that responsibility. If a society is to continue to exist it must prepare its children for their adult roles. These children must acquire values and techniques from their parents and teachers, the representatives of society. But if progress is to occur without disturbance in material techniques, and especially in social organisation, the training of children must also prepare them to initiate and accept change.

This is a crucial problem for education in a democracy, for if the society is to permit changes—as it must in order to remain a democracy—the education system has to produce individuals who are convinced of the possibility of change by human initiative and co-operative action. Democratic citizens must comprehend in the fullest sense the facts of their society, without necessarily approving them; they must understand prevailing values, without necessarily accepting them. In a sense, no-one is taught democracy. However, the social and intellectual experiences of a child may be such as to promote or hinder the emergence of a confident personality capable of clear thought and independent judgment.

The teachers who create the situations that provide these experiences must themselves be unrigid in mind and conscious of their function in society, or the children will merely absorb, as received doctrine, the personal values and attitudes of the teachers. Are our schools helping to produce individuals who will contribute to the further development of our social organisation? Do they encourage freedom of thought and judgment? Do they operate on democratic principles? The teacher today is certainly not the fearsome figure he once was. However, the emphasis is, in many cases, still on the teacher teaching rather than on the child learning. The teacher is the authority from whom all wisdom flows, and also all the rewards and punishments.

This, unfortunately, has often proved to be a disadvantage to both the teacher and the child. The school should encourage the conviction that co-operation is the most natural and successful way to accomplish the majority of tasks. Individual skills, such as reading, spelling and arithmetic, can be developed co-operatively in the sense of the more advanced helping the less advanced, whilst in other work, such as that involving the gathering of information, the project method allows groups of children to co-operate in investigating a topic which is part of a larger class project.

As the child grows older, he can be brought to realise the interdependence of men and communities. Social studies provide the best opportunities for showing the child how he is dependent upon others, and for illustrating, from his everyday life, how

the activities of one group affect all. Young children can develop a sense of social responsibility. The wise parent gives the child, while quite young, some small responsibility within the limits of his ability, such as cleaning his, or his sister's or his brother's, boots, clearing the table or running messages, and such jobs. Schools do help by giving special responsibilities to individual children.

If children are to become good democratic citizens, they must be given an opportunity of practising democratic skills. Civics or mock parliaments are not the answer. The matter the children have to decide must be of importance to them, and the responsibility must be real. Children need to learn respect for the feelings and rights of others and this can be learned not only from the normal lectures by their teachers, but from their own social experiences and from free discussions of actual moral issues with which they are faced in their daily lives.

Tolerance of differences, whether those of personality or opinion, of race or social class, can be developed in school if our teachers are willing to ignore or repress controversial issues. The issues discussed in school need not be those of the adult world. Any group, if allowed reasonable freedom, soon generates differences of opinion. The teacher can use these opportunities to allow children to state a case and to encourage a scientific attitude towards statements made and the solution of problems.

When children reproduce prejudicial ideas they have absorbed from adults it is necessary for the teacher to take positive action—not by asserting a contrary view, but by guiding them to the necessary facts, and by leading them to question assumptions and to distinguish facts from opinions. All this will be of little use if discussion is not really free, that is, if the child withholds his questions or his doubts because he fears that the teacher may be shocked or scornful.

Despite a great increase in our knowledge of human beings and how they develop mentally, physically and emotionally, the methods of our schools tend to depend for their justification on older traditional views of the educational process. It seems that to challenge assumptions in thinking about education is particularly difficult, perhaps because those assumptions partly determined one's ideas of one's own personal history.

Ability to learn depends very largely on the child's attitude to his school, his teachers and his classmates, and to the work he is asked to do. Education is fundamentally a matter of human relationship, and schools are concerned primarily with human beings, not subjects.

The fact that a child succeeds in woodwork while failing at other subjects is to be welcomed, not merely because it provides him with an opportunity for success, but also because it reveals the path by which he can be taught English and other subjects. The following of instruction, whether spoken

by the teacher or obtained by the pupil from a manual, is an activity in English at least as important as struggling with grammatical exercises.

Compulsory attendance at school is certainly necessary. This has applied to our primary schools for many years. The transfer of Grade 8 pupils to our secondary schools and the raising of the leaving age to 15 years have brought a problem to widows and deserted wives with children who have attained good positions in which they are happy and whose employers are pleased with their services. These children have to return to school because they are under 15 years of age. The mothers feel that a job in the hand is worth a lot more than a job to secure in the future. These mothers are not anxious for their child to leave school, but economic circumstances force them to fear that the prospects of their child obtaining another position in four, five or six months' time is too great a gamble for the child to take. If they were assured that the child would be placed in a suitable position when he or she reached school-leaving age, it would relieve them of a lot of anxiety, but unfortunately no such assurance can be given in present-day society.

However, the advantages gained from compulsory and free secondary education more than compensate for any disadvantages the individual may suffer. The community certainly gains much from it for it has given a sharp momentum to the gradual development of equal opportunity to all children who wish to forge ahead.

This forging ahead should not be kept at only an intellectual level. If it is kept to the intellectual level alone it is quite possible that only a small percentage of the pupils will be contented. Under a purely intellectual process those of lesser ability will not develop to the full. For these pupils the school must attempt some programmes to give them opportunities to stimulate their minds and to release other potentialities.

Every child attending school is entitled to the same education and to the same treatment. However, it must be realised that some will not have the capacity for it, nor will they have the same interest.

It will be the duty of the Government to see that our schools are adequately staffed with competent teachers, that they have the facilities to work with to teach, and that the classes are kept to a reasonable size. The parents also have a responsibility in the education of their children and, in the main, they accept this responsibility very well, particularly those who serve on parents and citizens' associations.

I must pay a tribute to the teachers and parents who sacrifice a lot of their leisure in coaching and looking after the interests of pupils who participate in school sporting activities. I honestly believe that sport can provide an excellent stimulant to culture,

and its practice leads to the discovery of aesthetic values. Today, it is no longer necessary to insist on the need for sport. Its importance is manifest in many essential developments of our civilisation; but its educational function must be understood. Perhaps too often the claims of the sports ground and those of the classroom are competitive rather than complementary. What is vital now, both in school and in adult life, is a recognition of the value of thought in developing a fully integrated personality. In many parts of our Commonwealth it has been shown that physical exercise and sport have enabled workers to perform certain tasks with more precision and less effort. Methods currently used in centres for the training and re-adaptation of the physically handicapped pupil prove that the value of sport in this field is generally recognised.

Those teachers who train and conduct school choirs and verse-speaking choirs are rendering a valuable service to the community and must be thanked, in addition to being complimented, commended, and congratulated. They play a great part and make great sacrifices in doing their work.

It is a great mistake to feel complacent about the standard of our education. While it may be comforting to claim that it is better than it used to be, it is very obvious that it has to be so. If it were not, the standard of our education would fall far short of what is required. I believe that our teachers honestly attempt to fulfil the responsibilities of their important profession as efficiently as possible, and that they render a very valuable service to the community generally.

I repeat that the parents and citizens who serve on the associations are giving a valuable service to the community not only in labour, but also in the money they contribute. I often wonder just what the department would do without them.

I should like to make some brief references to schools in my electorate, although I cannot cover them all in the short time at my disposal. The school at Goodna is perhaps unique in the State. Among the 652 children who attend it there are 30 different nationalities, speaking 16 different languages. If hon. members had been fortunate, as Mrs. Donald and I were, to sit in the audience and listen to their annual concert, which was held last Friday, they would have found it wonderful to listen to all those children performing, from those in the tots' class up to the 7th Grade, with representatives of 30 different nationalities, speaking 16 different languages. They had their concert in the recreation hall at the Brisbane Special Hospital at Goodna. Last year, in spite of the fact that the Department of Health made available this large hall to the school committee, it was not large enough to accommodate the parents and children at a previous fancy-dress ball. The concert was very pleasant, as everyone had an opportunity of listening to the children taking part in their own concert.

I come now to the Bremer High School, which is one of the high schools recently opened, but not because of the policy of this Government, as Government members would have us believe. I hate to play politics with education. As legislators we should be far above that. At the Bremer High School 1,430 children are in attendance. A very high-ranking public servant connected with the Department of Education paid a glowing tribute to the principal and staff, and to members of the Bremer High School Parents and Citizens' Association. That was particularly pleasing to me, because I have known the principal since he was quite a little fellow and I know many of the members of the staff and of the parents and citizens' association.

The sister school, the Silkstone State School, was the largest primary school in Queensland before 8th grade was transferred to the secondary school. In fact, I think it still is. It used to have an enrolment of over 1,500 children.

I shall now refer to the Ipswich State Opportunity School, particularly because of what has been said about delinquency. A paragraph of a document issued by the school reads—

“Over the past nine years only three school-leavers have been led astray by the criminal element. Fifteen over eighteen years have been able to purchase cars of their own, blocks of land and be in charge of other employees. Two have been able to journey to New Zealand alone for work-holidays.”

That is a tribute not only to the teachers at that school, but also to our education system and to the children themselves. That shows what the slow learners, and children with other difficulties, can achieve with the expert and careful education that is given by trained teachers supplied by the Department of Education. It is something we should be proud of.

Employment records show that over the last eight years the school has placed 46 boys in employment in factories, woollen mills, timber mills, ply mills, and potteries; five in mines; eight in meatworks, and one in a cordial factory. In the apprenticeship field, one has been placed as a hairdresser, one as a pastrycook, and one as a painter. The school has not been quite so successful with girls. Only 11 have been placed in employment.

An Employment Advisory Committee, under the chairmanship of the District Employment Officer (Mr. Dan Bolen) with the head teacher as secretary, and with representatives of service clubs, works in the interests of the pupils at that school and ensures that they are placed in suitable employment.

In addition to those I have already mentioned, this year eight boys have obtained employment, six as wood machinists, one in the Redbank Woollen Mill, and one with the

Main Roads Department. Five girls were placed, two in the Redbank Woollen Mill, one as a machinist, and two in domestic employment.

The Ipswich Rotary Club donated a Sher Shopmaster drill press, circular saw, lathe combination costing £62 15s., and the Quota Club donated a sewing machine valued at £68. The school has been assisted greatly by the service clubs.

I ask that the department consider favourably granting the following needs at this school:—

1. More classrooms and teachers;
2. Vocational teachers, full-time;
3. More playing space;
4. More Works Department help in larger work—tennis courts, provision of water taps, etc. (Recently the Parents and Citizens' Association paid for three lights under the school); and
5. Provision of a part-time groundsman to keep the grounds in order.

(Time expired).

**Mr. WALSH** (Bundaberg) (12.55 p.m.): I was not in the Chamber when the Minister introduced his Estimates, so I have no idea of the manner in which he presented his case. Undoubtedly he will cover a wider field when replying to the remarks of both Opposition and Government members.

There is no doubt about the significance and importance of this Vote and its impact on community life and the work-force generally in this State. But no member of this Assembly could discuss intelligently in 25 minutes all departments and subdepartments that the Minister controls. This Vote certainly comes under a wide heading.

**Mr. Houston:** The Minister only spoke about education and criticised Labour.

**Mr. WALSH:** There are many other things that the Minister did not speak of but to which hon. members have referred.

There has been a very substantial increase in expenditure during the nine years in which the Government has been in office. Sometimes, however, I think that the presentation of such figures is a mere waste of time. What is the good of quoting percentages and figures unless they are related to the increase in costs over the years? Apart from that aspect, there has been a considerable increase in this Vote, having regard to the departments administered by the Minister, compared with the position in 1958-59. The amount has increased from nearly \$28,000,000 to \$80,477,000, which is a substantial increase.

I saw the Minister interviewed on “Meet the Press” and, as one who has been at times one of his carping critics, let me say that I think he acquitted himself very well. He gave straightforward and intelligent answers to questions put to him. In this Chamber, however, he faces a different panel



and is subject to a different type of cross-examination, and he has to stand up to that as his administration proceeds.

There are a few things in my electorate to which I should like to refer. I do not think the Minister is completely satisfied with school buildings in any part of the State, and no doubt he would like to do more with them if he had more money. Although the Minister may be effecting improvements, he must acknowledge, as I think he does, that there is a lot still to be done.

Some Bundaberg schools are becoming overcrowded, and temporary accommodation will have to be used early in the 1966-67 year. I suggest that the Minister give serious consideration to the erection of a new primary school on one of the sites already selected, bearing in mind the extent of residential development, particularly towards Elliott Heads. With ever-increasing development, the schools at Walkervale and West Bundaberg will certainly not be able to accommodate the increased number of pupils coming from newly developed areas.

Another thing to which I wish to draw the Minister's attention is the necessity for the provision as early as possible of a new high school at North Bundaberg. Although a site has been set aside, I know the limitation on loan funds and I do not want to be unnecessarily asking for these things. I hope that the Minister will give serious consideration to proceeding with the planning for this school, which would cater not only for pupils from the Bundaberg electorate but also for those from country areas. Students would be drawn from along the North Coast line and from Fairymead and other districts not in my electorate. This school is necessary as a result of increased residential development in North Bundaberg, and it would also be attended by children from country districts.

Whilst on my feet, I want to say a few words about the Police Department. In Bundaberg some attention has to be given to the rowdy youths who drive up and down Bourbong Street. If this is allowed to continue, Bourbong Street will become another speedway for the use of those who want to "have a burn" and go "hot-rodding".

*[Sitting suspended from 1 to 2.15 p.m.]*

**Mr. WALSH:** Of course, I can speak only of Bundaberg, but comments that have been made to me by other hon. members indicate that the position in other provincial cities is similar, and talks I have had with people living in Brisbane suggest that such conduct is not uncommon here in the very early hours of the morning. All this suggests to me that there should be a little bit of tightening up in the control of people who speed about between, say, midnight and 2 o'clock in the morning. While a number of people in provincial cities are endeavouring to promote the tourist attractions of those cities and surrounding areas, "hot-rodders", if I may

call them that, are speeding up and down the main street in the early morning, blowing horns, revving engines, and making a terrific amount of noise even in applying their brakes. There is no excuse for the attitude displayed by motorists of that type.

**Mr. Hughes:** And without exhausts.

**Mr. WALSH:** I am coming to that. Only recently in Bundaberg, one could have been pardoned for thinking that one was listening to inspectors of machinery testing the brakes of taxis and trucks in George Street, Brisbane, as they used to. People would hear the screech of brakes and look round and say, "Here is another collision." Whatever may happen in a particular set of circumstances, I cannot see any justification for allowing such a thing to happen at any hour in the main street of Bundaberg. I suggest to the Minister that an examination be made of the whole question, day-time and night-time, because the number of complaints that I have received from residents of the city indicate that the matter has got out of hand.

In my opinion, a police officer should be given power in some way to put off the road immediately any person who drives his vehicle up and down the street in the way that I have indicated. If the noise of a vehicle's exhaust is excessive, the vehicle should be put off the road without being specially examined. If it is creating a nuisance, the police should have power to see that it does not continue to do so.

It is known that quite frequently Bourbong Street is used as a speed track before vehicles are taken out onto Childers Road. Some months ago a tragedy occurred when, after having had some practice in the main street, the drivers decided about midnight that they would go out onto Childers Road. The police cannot charge anyone when a driver is killed under those circumstances. Files can be noted, and licences can be cancelled by the Inspector of Police, of course, but some evidence should be placed before hon. members that tighter control is being exercised and that people indulging in behaviour of this type are being brought up with a round turn. Complaints about similar conduct in other provincial cities have been made to me even since I began my remarks before lunch, and I hope that attention will be given to the problem not only in Bundaberg but also in other provincial cities in Queensland.

The Minister went to school; he knows how to add. I am confronted with a series of figures in the Estimates and in the Annual Report of the Commissioner of Police, and I am not going to try to dissect them. What is the use? I have not all the records before me. However, according to the Commissioner's report, the strength approved for 1965-66 was 3,089. The report then goes on to say that the actual strength at 30 June,

1966, was 2,975. That is 114 below approved strength. This report goes on to say—these are not my words—

“Approved strength of actual sworn-in male personnel for 1965-66 was 2,879”.

Further on, it says—

“On 30 June, 1966, the strength of actual members of the Force was 2,847.”

If the Minister looks at page 20 of the Estimates he will find that there is a figure of 3,381 provided for under “Police”, and at page 27 there is a figure of 3,174. How is anybody going to dissect these figures? Let us be told what is the actual strength of the Police Force at the end of June and what the suggested increase will be for 1967, and be done with it.

**Mr. Pizzey:** I will give you the strength as at last week.

**Mr. WALSH:** That does not get over my observation, because on page 20 of the Estimates the Minister will find under “Police” that the number of approved personnel for 1966-67 is 3,381. However, I leave that with the Minister because there is more discussion to be entered into not only on these Estimates but on quite a few others to see whether or not the Estimates are cluttered up with what I used to refer to in my day as the “swindle sheet”. In other words, in order to get Parliament to approve of a certain figure for the year, the Estimates provide for a certain number of personnel who will not be employed.

**Mr. Pizzey:** There is quite a number of Public Service personnel in the Police Department.

**Mr. WALSH:** I have only 25 minutes to speak, as the Minister knows. I shall come to that point now in order to let him see that I have not risen and spoken blindly without going into the matter.

To start, let me take the empire in the Commissioner’s office. There is no question that since this Government came to power a small empire certainly has been built up around the Commissioner’s office. In 1956-57 there was a staff of 61 and in 1966-67 the staff was 169, an increase of 108 in nine years. In addition to that, there are 93 civilian clerks—in the police office, testing for drivers’ licences, and so on—a total of 262 as against 169 mentioned before, showing an overall increase of 201.

The expenditure in the Commissioner’s office has gone from \$93,236 in 1956-57 to \$506,684 required for 1966-67, an increase in nine years of \$413,448. Hon. members will see that from that angle alone the increase for police, including civilian clerks, and so on, was from \$93,000 to \$506,000.

Taking the 1965-66 Estimates, civilian clerks were stated to number 89 and expenditure \$153,590. This year the number has increased from 89 to 93—an increase of four—but the expenditure has increased by \$63,074. True, the increase in wages of

the other 89 must be taken into account, but taking these figures from the Estimates it is rather a large increase, to \$216,664, so let us see how this empire has been built up.

In 1956-57 there were two in the administrative office—the secretary and the accountant; today there are four. In 1956-57 there were 33 clerks; now there are 43. In 1956-57 there were 24 clerk-typists; there are now 98. There were two messengers; now there are 24—that includes, of course, assistants, switchboard attendants and receptionists. Hon. members can see how this empire has been built up from a small staff of 61 to a total of 169 not including civilian clerks.

Let me go down a little further. In 1956-57 there were 26 inspectors; this year there are 34. In 1956-57 there were 32 sub-inspectors; now there are 41. These Estimates make provision for eight more inspectors and nine more sub-inspectors. The report of the Commissioner of Police shows 32 inspectors and 41 sub-inspectors.

The next one is where I want the answer. In the Estimates for 1956-57, 85 senior sergeants are listed; in the Estimates now before the Committee provision is made for 130 senior sergeants; the Commissioner’s report refers to 85 senior sergeants. How are we to unravel these figures? As a matter of fact, the 85 mentioned in the Commissioner’s report is the same as the number of senior sergeants in 1956-57. There were 535 sergeants in 1956-57 whereas these Estimates provide for 765, an increase of 230. The Commissioner’s report gives a total of 647, including the detective staff, of course, as against 765 shown in the current Estimates. In 1956-57 constables numbered 1,681, whereas the Estimates before us show 1,925. Since 1956-57 there has been an over-all increase of 536 in the Police Force.

The figures I have given are typical of what I used to refer to as the “swindle sheet” when various departments included technical officer appointments in their Estimates. They would budget for them but never appoint them.

**Mr. Murray:** Was this regularly accepted?

**Mr. WALSH:** I did not attempt to interfere with any of the functions of the Public Service Commissioner’s Office. If it was said that that was the staff, that was up to the Public Service Commissioner. If the amount set out related to salaries and wages that was a matter for the Industrial Court, and nothing could be done about it. The contingencies Vote is what I used to regard as the real swindle sheet. That is where I did have some say on behalf of the Government of which I was a member.

From time to time there is a lot of talk about the increased number of police that are being appointed. Do the figures reflect it? Over nine years there has been an increase of only 536. It is true that a large proportion of this increase is represented by

senior sergeants and sergeants. The rank-and-file-members—what we called the “beat” men—do not constitute such a great proportion of the total of the increase. It is here, I think, that we need a more realistic approach. If the Minister gets someone from outside to overhaul the general police administration in this State and gets a report, that may at least convince the public that they are getting the fullest value for the money voted by this Assembly.

In Bundaberg there are 40 to 43 police officers, including five or six in the C.I. Branch. The five or six C.I.B. men have to cover the whole of the district, out to Monto and all the other various places. It is the general opinion of the Bundaberg people that it is difficult to see a policeman about the streets at any time, day or night. I know there are a lot of police in police cars and, if cars are the answer, let us have more of them if they are necessary for efficiency in the Police Force. When I first went to Bundaberg a policeman could be seen on night duty until 6 a.m. Things have come to such a stage that the police organisation and its administration want to regard themselves as a part of the Public Service, with hours from 9 to 5, which is of little value to the community. I realise that the Minister and his officers have to fight these things with the union, but the public is entitled to protection for the money expended on the police. I doubt that the public is getting full value for the huge amount that is being expended. If the police were to get around a little more at night-time much of the hooliganism would vanish, although there are other things that encourage this type to run riot around the cities. I do not think that I, or anyone else in the vicinity, should have to suffer the filthy language I often hear at 1.30 a.m. in my hotel bedroom. If I hear it, many others must hear it, too. There is a need for more police on night duty, which is when most crimes are committed. Very little crime is committed in the day-time.

The Minister knows that local authorities in the area have requested him to increase the strength of the local Police Force. When I sent him the newspaper clippings I posed a question as to whether that was the answer; I do not think it is. A different rostering of the personnel available up till at least 2 o'clock in the morning would ensure that they could provide more control. We should resist the idea that we should ask for more police every time there is a little trouble. We should direct our efforts to ensuring that the police are so rostered as to ensure protection for the public at the right time. I have another matter to which I should like to draw attention. It seems that we must have a lot of colonels, captains, and so on: there are two senior sergeants at Bundaberg on the 9 to 5 shift, I take it. What justification can there be for that? If it is necessary to appoint two senior sergeants,

surely to goodness they should be working different shifts. What is the reason for their working under these conditions?

(Time expired.)

**Mr. CAMPBELL (Aspley) (2.34 p.m.):** One could imagine from the local Press campaign and from the comments of hon. members opposite that the teaching profession in Queensland is in a state of ferment, and that the administration of the teaching service is at a very low ebb. Of course, those who were privileged to hear the Minister's opening remarks in this debate, and those who will have the privilege of reading them in “Hansard”, will realise that, far from being in a very serious plight, we can be very proud of our teaching service, for we are fortunate that we have in our Department of Education many distinguished educators. They are bringing their influence to bear and are keeping abreast of modern teaching techniques.

Scattered throughout the State we have an army of conscientious, capable and forward-looking teachers. This Government has budgeted to increase the allocation to this important field. It can and will be said, with a certain amount of justification, that it is not enough. We on this side of the Chamber acknowledge that that is so. We will never have enough funds for education and other community needs. But I do not think we should be apologetic for the record of the Queensland teaching service.

I recall the arrival of Dr. Fred Indorf in this State. Shortly after he arrived, I had the privilege of listening to him when he addressed the district conference of the Rotary Club at Nambour. This distinguished educationist expressed very caustic criticism of the Queensland education system. He also said that the Minister had a closed mind on education. As a matter of fact, he had nothing good to say about the Queensland education system.

I also had the privilege of listening to Dr. Indorf shortly before he left the State, when he addressed my club, that is, the Chermshire Rotary Club. The doctor was good enough to remove the erroneous impression that he may have left on our minds by acknowledging that while the Queensland education system was completely different from the American concept, it had many good points that were superior to those operating in the United States.

Mention was made during this debate of uniformity in the Queensland education system. It is uniform in that in Chermshire and in Coen the level of efficiency of teachers is the same. One of the great defects in America is that the communities that can afford to pay high salaries get the cream of the teachers, whereas the others—and they are numerous—have to make do with second or third-rate educators. That is a great deficiency in the American education system. I do not think it is a sin to be

uniform in that our teachers, whether they are at Aspley or Augathella, are of the same standard.

Recently, in the company of the Minister for Labour and Tourism and the hon. member for Yeronga, I had occasion to visit Coen, approximately 1,300 miles from Brisbane. Coen has one of the most modern schools in the State, a modern teacher's residence, and a very dedicated teacher. I do not suppose there is any other school in Queensland with a greater mixture of races than at Coen. But irrespective of race, creed, and colour, these kiddies receive the benefit and advantage of a first-class education.

An opportunity to compare the levels of education is afforded by the Rotary student exchange scheme, under which there is an exchange of students, at various stages in their education, between Australia and America. I want to say that Australian students, who naturally are the pick of those from the areas from which they come, do not suffer by comparison with their American counterparts. American students who come here are quick to acknowledge that there are many good points in the Queensland system of teaching, which is vastly different from what they are accustomed to. For instance, they find it difficult to understand at first what they consider to be the rigid discipline that obtains in Queensland schools, but I have yet to meet an American student who, having experienced the Queensland system of education for six or nine months, does not have a lot of praise for it. They realise that it has many advantages over the laissez-faire system that operates in the United States.

We have read a lot in the Press that leads us to believe that the education system in Queensland is in a state of ferment. Those who support and defend extreme measures should beware lest impostors use the education issue to advance their own spurious causes. Most members are aware of the struggle in which the Victorian Teachers' Union is engaged to defeat Communist plans to capture it. This problem received comment in last week's issue of "The Bulletin".

At a recent meeting of the Victorian Teachers' Union the following motion was carried:—

"The Victorian Teachers' Union condemns the undeclared members of the Progressive Teachers' Association for their interference in the internal affairs of the Victorian Teachers' Union and resents their attempts to disrupt union affairs by the introduction of party politics."

It is quite obvious that the state of dissension that is being fostered by certain elements in the community is not confined to this State but is Australia-wide. Hon. members are well aware of the problem confronting the Victorian Teachers' Union. Thank goodness it has not reached that stage in this State.

The Queensland Teachers' Union has advanced a very strong case for improved remuneration and conditions of service for its members. I have in my hand a pamphlet that was contained in the September issue of the Queensland Teachers' Journal. Nobody will quarrel with the case advanced by the Queensland Teachers' Union, because in effect it supports the case that has been set up by the Minister. The Queensland Teachers' Union quite rightly claims that the main problem in the Queensland teaching service today is shortage of money, and even blind Freddie knows that to be so.

No reasonable person can quarrel with the arguments and methods used by the Queensland Teachers' Union in advancing the cause of its members. After all, it has the responsibility to do this. The Queensland Teachers' Union has always conducted its affairs with a high degree of efficiency, and has always been very reasonable in its approach to the problems of its members. In short, the Queensland Teachers' Union has conducted its affairs in a manner befitting the status of its members. However, the high standard of conduct displayed by it is not being helped by the exaggerated claims put forward by "odd-bod" educational organisations.

**Mr. Pizzey:** With a doubtful background.

**Mr. CAMPBELL:** As the Minister said, with a doubtful background. One is known as the Association for the Advancement of State Education. I have before me a copy of last week's "Nundah Express", bearing date 26 October, in which there is a headline, "Education at 'two-bob a go'." The article under that headline says—

"Parents of students at Wavell High School and the rest of Queensland's State schools were paying for cultural development at 'two bob a go', Mr. M. Anderson told a meeting of the Association for the Advancement of State Education."

Time does not permit me to read the rest of the article, but it is highly exaggerated and does not bear any resemblance to fact. The concluding paragraph puts it into its proper perspective, because it states—

"Among political candidates who attended the meeting were Mr. Reg. O'Brien, A.L.P. candidate for Petrie, and Mr. Frank Melit, A.L.P. candidate for Lilley."

**Honourable Members** interjected.

**The CHAIRMAN:** Order!

**Mr. CAMPBELL:** It appears that these two gentlemen were quite happy to associate themselves with the organisation known as the Association for the Advancement of State Education.

**Mr. P. Wood:** Are you attacking that association?

**Mr. CAMPBELL:** I claim to be in very close touch with the teachers in my electorate, but I have not been able to detect any real evidence of dissatisfaction amongst

them. I am sure they would like an improvement in their conditions, but they take the common-sense view. They know that, in the hands of the Queensland Teachers' Union, their affairs are in very capable hands indeed. The image of the teaching profession is being tarnished by the actions of these false prophets in creating misconceptions of the true position. That is why I urge the teaching profession to shun these false prophets.

**Honourable Members** interjected.

**The CHAIRMAN:** Order!

**Mr. CAMPBELL:** As I was saying when I was so rudely interrupted, that is why I urge teachers to shun these false prophets and support the reasoned and responsible approach of their duly accredited union representatives.

Much has been said in this debate to try to distort the position relative to class sizes and to intimate that overcrowding is alarming. I shall quote an extract from an article by Mr. Edward P. Clark, the union's research officer, in the "Queensland Teachers' Journal" of September 1966. Mr. Clark said—

"There is no better way to reduce class size than to employ more teachers."

He then said that contriving combinations of classes to keep the average per teacher to a reasonable number would defeat its object. The figures given by Mr. Clark indicate that from 1965 to 1966, the number of classes with fewer than 36-40 pupils has increased and that the number with more than 36-40 pupils has decreased. The figures are—

Effective Enrolment	1965	1966
13-20 .. ..	85	83
21-25 .. ..	188	187
26-30 .. ..	421	563
31-35 .. ..	1,085	1,329
36-40 .. ..	1,467	1,584

Then we see above that figure a corresponding reduction—

Effective Enrolment	Drafts with these numbers	1965	1966
41-45 .. ..	981	946	
46-50 .. ..	357	207	
51-55 .. ..	85	22	
56-60 .. ..	12	4	
61-65 .. ..	1	—	

I wish I had time to complete the whole of the article. I do not want to do Mr. Clark's intention a disservice, because he intended to show that class sizes have reduced. He also makes the point that there has been an increase in the number of composite classes, which is the main point he wishes to bring out. I quote those figures as a graphic illustration of the Minister's claim that class sizes have been reduced.

**Mr. Newton:** How many composite classes were there?

**Mr. CAMPBELL:** The total does not give that information. I will not deny that there has been an increase in composite classes. All I am trying to show is that the over-all picture is a far better one than hon. members opposite endeavour to present.

There were many other matters I wished to deal with to demonstrate the fact that we have nothing to be ashamed of in our handling of the Education portfolio, but I know that other hon. members wish to speak and that the Minister wants to comment on various points raised, so I will defer further comment until another suitable opportunity.

**Mr. INCH (Burke) (2.52 p.m.):** It is not my intention to take up the time of this Assembly in a repetition or reiteration of the many and varied, but worth-while, contributions made by my colleagues when speaking on the Estimates now before the Committee. They have spoken eloquently and well and have covered a wide range of subjects pertaining to the educational requirements of this State, and I feel that any attempt on my part to expand upon the subject matters contained in their contributions would, in essence, only be a rehash of what has already been said by them, so I intend to devote my time to dealing with those matters of immediate concern in my electorate.

First of all, Mr. Hooper, I draw the attention of the Minister to the necessity for the urgent planning and construction of a new primary school in what is commonly known as the Breakaway Creek area in Mt. Isa. Very shortly this area is to be developed by the Housing Commission in conjunction with the shire authority, and I understand that the initial programme is for the construction of 50 Housing Commission homes there this financial year.

As the population of Mt. Isa increases, as it undoubtedly will—I, for one, confidently expect it to increase to at least 25,000—so too will the demand for this type of home increase, and it is reasonable to assume that many more homes will be constructed in this area. With an ever-increasing population in Mt. Isa, there is no possibility whatsoever of the present number of primary schools being able to absorb all the children who can be expected to reside in this area within the near future, and I would suggest to the Minister that steps be taken immediately to plan for the construction of this school at a very early date.

While on the subject of primary schools, I also bring to the notice of the Minister the position in relation to accommodation for those teachers in charge of two small one-teacher schools in my electorate. I refer to the schools at Malbon and Quamby. Neither of these schools has teacher accommodation attached to it, and as a result the teachers at these centres have had to obtain board and lodging in the small wayside hotels

which cater for the needs of fettling gangs and those persons resident in the surrounding districts, which are chiefly grazing areas.

Although the teachers appreciate the assistance rendered by the hotel licensees in providing them with board and lodging, the position is far from satisfactory in relation to the facilities and environment in which they endeavour to pursue their studies to gain further academic degrees. Conditions such as these are not conducive to contentedness in teachers who live in isolated places. The fact that just on 60 per cent. of their net salary goes to pay for their board and lodging would add further to any degree of discontent that they might tend to feel.

When one considers the country allowances paid to Building Workers' Industrial Union employees as laid down by the Industrial Commission, ranging from £2 2s. 6d. a day to £12 12s. a week of seven days, it is reasonable to expect that some comparative relief by way of an increased living allowance could be paid to those teachers who are engaged in isolated country areas where the cost of living is high. I realise, however, that this would be a matter for negotiation between the Queensland Teachers' Union and the Public Service Commissioner. It is not my intention to meddle in the affairs of this union, but I do stress the need for the provision of living accommodation at these schools, and request the Minister to give every consideration to implementing this proposal.

I turn now to secondary-school facilities and requirements at the Mt. Isa State High School. For quite a long time now representations have been made by the parents and citizens' association and myself for the provision of adequate science facilities at this school, an assembly hall, and a tuck-shop adequate to meet the requirements of a vastly increased number of students attending this high school.

The present science facilities were designed for an enrolment of 300 students, but today the school has an enrolment of over 600 students. It will therefore be seen that the present facilities are totally inadequate to cope with the increased number of students attending this school. With the larger classes, practical work of any value is rendered impossible because of the lack of improved accommodation.

I acknowledge the fact that the Minister did inform me by letter on 28 April last that the provision of additional science facilities at this school is to receive consideration in connection with projects to be undertaken from loan funds to be made available for the forthcoming financial year, but that until the extent of these funds was known a firm decision could not be arrived at.

What I should like to know is: does the Minister now know the extent of these funds and, if so, is it intended to accede to the

representations made to him and the department for these facilities to be made available to the school, also for the assembly hall and the tuck-shop?

On the one hand this phrase "to receive consideration", as used by the Minister in his letter, could favour these representations on the other hand, it may amount to nothing and I, for one, do not want to see the fulfilment of these requirements placed on a Kathleen Mavourneen basis—it may be now and it may be never.

As to the allocation of subsidies and priorities for assembly halls, I read with interest this article, which appeared in "The North Queensland Register". It stated—

"Ingham High School Gym.-  
Assembly Hall

Ingham, March 24—

"Approval has been secured by the local member and Minister for Primary Industries, Mr. J. A. Row, for the Education Department to contribute a subsidy grant to \$10,000 (£5,000) towards the first stage of the High School Gymnasium-Assembly Hall project.

"This was announced by Mr. Row during his visit to his electorate.

"Mr. Row has been pursuing the question of Education Department subsidy towards the hall costs with the Minister for Education, Mr. Pizzey.

"He said that Mr. Pizzey had approved a subsidy grant of up to \$10,000 to cover half the cost of the first stage of the assembly hall project."

The article then proceeds to outline what the total cost of the assembly hall will be.

It will be noted that the \$10,000 subsidy grant to the Ingham High School is to cover half the cost of the first stage of that project, whereas the Mt. Isa High School request was for a \$12,000 subsidy to cover the cost of its proposed assembly hall. Incidentally, in connection with this subsidy grant to the Ingham High School, it would be interesting to know the length of time over which representations have been made with regard to that project in comparison with those made on behalf of the Mt. Isa High School. One could be pardoned for suspecting in cases like this that the Government may be applying the old maxim, "Spoils to the victor".

So far as over-all classroom accommodation is concerned, the Mt. Isa High School is in a very difficult position indeed. Over the past year many classes have had to be taken on seats outside classrooms and many of the rooms were in an over-crowded condition. Even the library had to be utilised as a general-purpose classroom throughout the year and was not available for the purpose for which it was intended, namely a true library room. Although two temporary classrooms are to be moved from the Town View State School to alleviate the present position, unless further accommodation is provided for the 1967 school

year the position will again be as chaotic as it is now. I urge the Minister to give immediate attention to these requirements and also to the provision of an assembly hall and a tuck-shop at this school.

As the Minister's portfolio covers the Police Department, there are one or two matters affecting the Police Force in Mt. Isa that I wish to bring to his notice. The first item that I raise is the inadequacy and unsuitability of the single men's quarters, not only because of the age of the major portion of the present structure and the cramped conditions under which the men are at present forced to live, but also because of the paucity and condition of the toilet facilities that are installed in these barracks, the lack of lounge facilities in which to entertain their friends, and the further lack of proper facilities in which they may study.

The older portion of this accommodation was originally used as a residence for the senior sergeant, but was converted into barracks some years ago. Sixteen men are now quartered in this portion, which contains eight rooms of various sizes, only two of which are single rooms. Toilet facilities in this section of the barracks consist of a plunge bath in a very old condition, with a shower attached, a small shower cubicle, one urinal, two septic pedestals and three hand-basins.

A new section has been added to this structure in recent years. This section and its facilities are suitable and quite adequate for the six men who occupy this portion of the barracks, and by comparison it does emphasise the rather squalid conditions under which the other 16 men are housed, although it subscribes little towards any uplift in the morale of the other 16 men. The only way this could be achieved would be for the department to provide better and more adequate accommodation for these members of the force.

A further matter that I mention—it is connected with the administration of departmental affairs at Mt. Isa—is the edifice that I once described as an architectural monstrosity. I refer to the present police station, which has now become the headquarters of the Cloncurry-Mt. Isa Police District. This station had a relatively small number of men stationed there when I last described its size, appearance and construction, but since then the force has been increased to approximately 40 members and I could now add to my previous description of this station. Its interior has become a veritable rabbit-warren in which the officers and men are scrambling over one another in the small, poky office spaces in which they have to work and which are cluttered up with records and office furniture.

By and large, this station would be the worst police headquarters in Queensland. It is a disgrace not only to the department but also to a thriving community and a town that is destined to become a city in the very near future. It is high time that the

Minister and his departmental officers took action to replace this relic of bygone days with a building of modern architectural design that would be more in keeping with those at present being constructed for private and business enterprises in Mount Isa.

The final matter that I raise is the unsafe condition of the cell-block and stockade at the police station. This block consists of seven cells, which many years ago were transferred to Mount Isa in three sections from other centres. The veranda is enclosed by wire mesh, which takes very little effort to remove. On 9 September this year two persons who were being held on numerous charges of breaking and entering, and other charges, broke out of the veranda section. One of the prisoners escaped over the rear wall of the stockade. He was immediately apprehended by a sergeant and was returned to the cells. In the meantime, the second prisoner was endeavouring to escape from the stockade using a blanket which he had thrown over the wall, but he gave up the attempt when his accomplice was arrested by the sergeant.

The front of this stockade has two huge wooden gates, which are never opened. Entrance to the stockade is gained through a small wooden door, which permits only one person at a time to enter or leave the stockade. If a violent prisoner has to be confined there, there is a grave risk to the person escorting him through this door.

The galvanised-iron sheeting that forms the walls of the stockade is nailed onto wooden uprights and cross-members, but the timber is so old and rotten that it will not hold the nails for any length of time. That is a fact. I have inspected the stockade. I walked along the wall and, without any effort at all, pulled the nails out. It is easy to pull out the spring-head nails and throw them away. Numerous sheets of iron could be removed without much effort, while the uprights on the northern side of the stockade are so rickety they have had to be braced to the wall by means of fencing-wire.

Because of the existing unsafe condition of the cell veranda and the stockade wall, a determined prisoner could escape from the stockade, so prisoners will now have to be kept in the cells at all times. Anyone who has experienced the extremely hot climatic conditions that prevail in western areas during the summer months will have some idea of how these prisoners will suffer as a result of being confined to small cells that are cut off from any prevailing breeze by a high stockade wall. I strongly urge the Minister to do everything in his power to have the whole position rectified by the construction of a new cell-block and stockade as quickly as possible. Don't let us continue to perpetuate, through the incarceration of prisoners under such conditions as these, this prime example of man's inhumanity to man!

**Hon. J. C. A. PIZZEY** (Isis—Minister for Education) (3.9 p.m.): I shall endeavour, as quickly as possible, to reply to some of the

criticism, particularly that of the Leader of the Opposition and the Deputy Leader of the Opposition, and to comments and suggestions of other hon. members.

May I say firstly that I have never heard such a pitifully weak criticism of a Government's record than we heard from the Leader of the Opposition.

**Government Members:** Hear, hear!

**Mr. PIZZEY:** He floundered around for nearly half an hour and all he could do was to try to relate a rise in juvenile delinquency with a fall in the standard of education. It was a subtle and wholly unjustified attack on thousands of dedicated State school-teachers; in fact, it was nothing but an indictment of the teachers to suggest that because of our teaching standard there has been a marked increase in juvenile delinquency. For one thing, social scientists have agreed that delinquency results from multiple causes. One of the most noted research men in this field is Dr. Kirk, of the University of Illinois. He believes that delinquency can be caused by parental and family background, and sometimes brain damage at birth, but the most common reasons are broken homes, homes where parents reject their children, do not supervise their activities, are too demanding, too restrictive, too vacillating, or too permissive in their discipline.

**Mr. Aikens:** Some of the worst juvenile delinquents come from good homes.

**Mr. PIZZEY:** That is true; they come in the categories that I have mentioned. If we are to use juvenile delinquency as the criterion for the standard of education, as adopted by the Leader of the Opposition, then Queensland stands high compared with the other States. If we look at the reports of the Police Commissioners of the various States, the most recent available being for 1964, we find that in Queensland 1,377 children appeared in children's courts. In South Australia, which has only two-thirds of the population of Queensland, the number was 3,007. In Western Australia, which has half Queensland's population, the number was 2,213, while in Victoria, with double the population of Queensland, it was 5,085. If the criterion of the Leader of the Opposition is used, the standard of education in Queensland must be far higher than that of any other State. However, only he would use such a silly standard.

The same story is found in an examination of the figures in the United States. In the last three or four years there has been a rise of 79 per cent. in the number of simple assault cases. The same trend is found in West Germany. Figures supporting that contention have been obtained from the journal of an international organisation. The Leader of the Opposition cannot have his argument both ways. If the increase in juvenile delinquency is an indictment of our system of

education, I shudder to think of the standard that he ascribes to the education systems of other States.

The Leader of the Opposition then commented on the alleged inadequate provision for health education. He probably is unaware that there is in fact a full programme of health education in both primary and secondary schools. We have new textbooks for teachers at lower, middle, and upper primary-school levels. They have been produced in concert by the Department of Education and the Queensland Health Education Council, and have received favourable comment from overseas educationists. The new concept of secondary education has enabled much greater provision for health education than ever before.

Moral education, or education for character-building, is not something that can be set down, with lists of textbooks, to be taught in either primary or secondary schools. Someone has said that moral, or character-building, education is something that can be taught only by environment and the example of teachers, parents, and friends. The development of a moral attitude to life comes directly from home and church influences, and indirectly from school tone. I am sure that the Leader of the Opposition did not mean that teachers are not always inculcating in their day-by-day teaching, through both undertones and overtones, correct moral attitude. If he did, he is indicting fellow-teachers in his own party.

There have been many comments from both sides of the Chamber during the debate on the necessity for innovation and flexibility at both primary and secondary schools. I think it was the hon. member for Mt. Gravatt who spoke about the philosophy of change. I think we have accepted that philosophy. We are prepared to look at what is new, examine it, and make a decision as to whether or not it would be advantageous to introduce it to the school system in Queensland. Nevertheless, the Leader of the Opposition said it was wrong to introduce the Cuisenaire method when we did and not to use it in all schools at once. It has been used in many schools for many years. Surely it is against the spirit of innovation and experimentation to deny these forward-looking teachers the opportunity to evaluate new methods and new materials. If we were to wait till all schools were in a position without any prior experience to introduce new methods, we would seldom introduce them.

The Leader of the Opposition spoke also about training colleges in country cities and towns. Hon. members should be fully aware that there is a limit to the size of a town that will cater for a training college. It is not much good putting a training college in a town the size of Gladstone, for instance.

**Mr. R. Jones:** How would Cairns be?



**Mr. PIZZEY.** Or the size of Cairns. The reason is that, if there are several hundred students, there have to be practising schools where those students can practise. There has to be a certain number of schools with experienced teachers to cater for the students. Generally it is understood that there has to be a population of at least 40,000, possibly more, before you can provide within that school area sufficient practising schools. In all such towns, only a percentage of the students come from the town itself. If it were Cairns, for example, only about one-quarter of the students would come from Cairns and three-quarters would come from elsewhere. It is not just a matter of selecting a town with a good climate and saying, "We will build a teachers' training college here." The college has to be built where there are sufficient practising schools.

I could not find anything more to which to reply in the attack on the Government by the Leader of the Opposition. The Deputy Leader of the Opposition did not have very much to say, either, but in his concluding remarks he referred to the size of classes and said, "This is a terrible thing. The children are not getting a fair deal." He said that he hears complaints all over Townsville about the class-sizes. Let me select a few of the schools in Townsville at random and give the Committee the class-sizes. Take Garbutt, which I think is in the hon. member's electorate.

**Mr. Tucker:** Have a look at Belgian Gardens.

**Mr. PIZZEY:** These are the class numbers at Garbutt: 38, 37, 33, 33, 38, 34, 43, 32, 34, 30, 30, 30, 42, 40. Another school that I think is in his electorate is Townsville Central, and there the classes are: 36, 36, 31, 29, 39, 40, 43, 37, 44, 42, 44, 43, 40, 42. In all of those there is only one composite class. Take Townsville South, which is probably not in his electorate: 37, 36, 28, 29, 33, 40, 36, and one of those is a composite class. Townsville West: 41, 35, 41, 43, 42, 34, 43, 31, 38, 38, 37, I am not denying that there are classes of over 40, but there are many under 35.

The hon. member went on to deal with high schools and said that teachers have no spare periods and no time to do preparation and correction. He may have a look at this return if he wishes to do so. It shows the size of classes, and I would go through it if I had time. There are many classes under 20, many classes under 15, and a few classes over 40. On the question of teachers' periods, there are 40 periods in the week. I ask hon. members to remember that that is less in time than in any other Australian State at secondary level. Teachers in those States have either half an hour or three-quarters of an hour longer in the classrooms teaching, so that at least gives Queensland secondary-school teachers half an hour for preparation or correction. Before making a comparison with the other States, here

are the set periods for each teacher at Pimlico High School: 36, 35, 37, 36, 36, 35, 38, 40 (that is the manual-training teacher), 38, 39, 34, 36, 35, 37, 30, 26, 35, 38, 28, 36, 36, 36, 35, 35. In nearly every one of those cases two of the periods were for sport; so that on the average they have at least one free period a day, with a shorter day than is enjoyed by teachers in other States.

At no stage during this debate did I, or any other member of the Government parties, suggest that we were satisfied that all classes were as small as we should like them to be. We all realise that we should aim for still smaller classes; we should aim immediately at getting classes below 40 in number, and in high schools, in the senior grades, smaller still. But member after member in this Chamber—and I include members of the Opposition—was able to show that the situation has improved. The only criticism the Opposition had to make was that it had not improved quickly enough. I suppose in every phase we feel we would like to do better more quickly, but to say that similar conditions exist today as existed in previous years is just not facing up to the facts that are available to all teachers and parents. I hope teachers will not be misled by a few militants who see in this an opportunity to create some discord amongst teachers in the State, and I hope, too, that we see the names of the people who are associating with some of these organisations.

**Mr. Hanson:** Have you got them black-listed already?

**Mr. PIZZEY:** There is no-one named Hanson, thank goodness! There is one chap who might get onto the band wagon, if he sees the opportunity, but he is not a relative of the hon. member. However, the hon. member knows who it is that I am referring to.

I was amazed to think that the hon. member for Maryborough was living so much in the past. He said that it was wrong in principle to close so many one-teacher schools, that we are destroying the life of small rural communities. I think we all agree that one-teacher schools had many advantages. They had always been the focal point of social activity in the community. However, I am satisfied that we are doing the right thing. There are also advantages in larger centres and the argument used is that small schools belonged to another era. Conditions of living have changed. Previously when one lived 15 miles from a country town one was isolated but now, with good bitumen roads and motor-cars, one is within a few minutes of these towns and that is where the social activity is. The towns are becoming the focal point of social activity and the councils are realising that and building swimming pools, social centres and so on. I think that is a good thing. Instead of having a number of isolated centres we are building up in each area one strong country town.

**Mr. Coburn:** In most instances when schools were closed parents asked for them to be closed.

**Mr. PIZZEY:** In all instances.

The hon. member for Nudgee used statistics to show that there is a falling-off in numbers at secondary-school level. That is far from the truth. It may be true in the case of particular schools but it is not true of all. That is far from the position. In 1957, 15 per cent. of 12-year-olds five years before sat for the Senior examination; today 26 per cent. of 12-year-olds five years before—they are people who are now 17—sit for the Senior. The number in the group continuing on has increased from 15 per cent. to 26 per cent., yet the hon. member tried to mislead the Committee into believing that more and more are deciding not to go on beyond Junior.

No educationist would argue that all students should proceed beyond the Junior to the Senior matriculation examination. Nobody has ever suggested that. Beyond the Junior standard we have our apprenticeship system, which offers part-time education. The State Public Service provides opportunities for students to continue their studies. Gatton College provides an opportunity for students after Junior to proceed further other than for matriculation. My Government has not only given all students a chance to reach Junior and to study courses much more suited to their abilities and interests, but it is also providing for greater educational opportunities, both part-time and full-time, for those wishing to leave school at Junior level.

The hon. member for Nudgee cited the principal of a high school who, at his speech night, is reported to have said that he had never seen so much dissatisfaction and discontent in all matters affecting education. He certainly is not fully appreciative of the attitude of teachers throughout the State. I think the hon. member for Barcoo adequately answered that when he said there had never been a better administrative team in the department. I agree with that assertion. The hon. member is appreciative of the work of the departmental heads. There was a time, of course, when you could not get to see departmental heads. There was no opportunity of interviewing them or being interviewed by them.

I think we were surprised and disappointed at the lack of mathematical and statistical clarity displayed in the speech of the hon. member for Toowoomba East, in view of his experience as a teacher. He tries to give the Committee the impression that we were suffering a net loss each year of some 430 teachers because of the difference between resignations and new admissions. He completely ignored two facts: (1) that a very high proportion of the resignations comprise married women employed temporarily; and (2) that almost one quarter of

the re-admissions are permanent re-admissions, such as teachers returning to the service from overseas trips. If we were not making permanent gains in the strength of our teaching force, the number of teachers employed could not have grown from 6,600 in 1957 to 10,000 in 1966. Therefore there cannot be this annual wastage that he talks about.

The hon. member went on to say that this was all one-way traffic—that teachers are going overseas, that they are going interstate, that they are going to Canada, that they are going into the forces, and that we never get any back. That is wrong. Every week teachers are coming back from other States, from Great Britain, from Canada, from the U.S.A. and back from service in the developing countries; so it is two-way traffic. Initially we felt the impact of so many girls being able to afford to go overseas, which they could never do previously. Now that they have been over there one, two or three years, they are trickling back again in almost equal numbers to those going overseas.

The hon. member also demonstrated a surprising lack of knowledge of what goes on when Senior candidates nominate for scholarships. Surely he must know it is the practice of almost all Senior students to nominate for every scholarship offering. To claim that we are obtaining only 1,033 prospective teachers out of 2,750 applicants is quite misleading. Certainly they applied, but they applied for half a dozen other things at the same time. All told, with primary-teacher scholarships, special scholarships and university fellowships, we are at present recruiting almost 20 per cent. of the available pool, that is, of those sitting for five or more Senior subjects. In view of the tremendous range of opportunities to students completing Senior that is not a bad figure. That does not mean to say, of course, that we do not want to better it. However, there is nothing to be ashamed of when 20 per cent. of all those sitting for and passing the five subjects or more enter the teaching profession. Hon. members can well imagine that many opportunities are open to them.

**Mr. P. Wood:** You could not have got more than the 1,033 you got last year.

**Mr. PIZZEY:** No, we could not. We gave a teacher scholarship to all who qualified.

Despite the hon. member's plea to improve the professional standard of teachers by allowing them more initiative in the classroom, he again demonstrated that he has not made a very careful study of the new primary syllabus in mathematics and science. Because it is a big, fat book, he seemed to indicate to the Committee that the syllabus was overloaded. It is a much bigger document than is usually the case, but the

increase in size is in no way due to voluminous and detailed descriptions of what is to be taught. It is due solely to the considerably increased amount of teacher background and material, and suggestions and examples of activities that are provided to assist the teacher to organise his course.

**An Opposition Member:** If you run true to form, there will be a new one next year.

**Mr. PIZZEY:** I can see that the hon. member is opposed to the philosophy of change.

If there is one word for describing the new syllabus, it is flexibility, both in the teacher and for the pupil. Today, the primary teacher is given far more scope for initiative and for the provision for individual differences than ever before. The Labour Government always inhibited that scope by the need to pass the Scholarship examination, as the hon. member for Burdekin well knows. I refer the hon. member to this statement by the Director-General in his report—

“The new syllabuses being prepared are as much manuals for the guidance of teachers as prescriptions of the content to be undertaken at the various levels. . . Pervading such comment is the need for flexibility on the part of the teacher in the selection and treatment of topics in accordance with the needs, interests and abilities of his pupils.”

There is much more I could say, but I do not wish to take up a lot of time on this point as many other hon. members must be replied to. I could indicate how wrong the hon. member was when he spoke about the various large groups that we are drawing upon for our primary and secondary teachers, and the availability of school-teachers from those groups. He must remember that teachers are not available for teaching in primary schools until some 20 years after they are born, and up to 22 years after for teaching in secondary schools. For the next 10 years, because of the recent fall in the birth-rate, school enrolments will not increase at the same rapid rate as formerly, but teachers will be recruited from the 1946-56 births which, as I have already pointed out, were very high. Because of this we will have proportionately more teachers available for recruitment, and during that period we will have to decide whether or not we should catch up, or do without teachers for one year, while we increase teacher-training from two years to three years. That will create many problems foreshadowed by the hon. member for Gympie. Teacher-college personnel will have to be looked at in conjunction with any extension of the training course.

I do not want to let the opportunity pass without referring to in-service training, which has been mentioned several times in this debate and also in my opening remarks. During the coming vacation we are offering week-long seminars at both Townsville and Brisbane. To date, almost 350 applications have been received from teachers in the

northern area for attendance at the Townsville seminar. Does it indicate great discontent in the teaching service when 350 teachers voluntarily give up a week of their holidays to increase their professional status and improve their professional knowledge? That is indicative of a very good spirit among teachers, which is customary in professional men.

**An Opposition Member:** That would be the first time they have done it.

**Mr. PIZZEY:** According to some hon. members opposite, there is great discontent in the teaching service.

**Mr. Sherrington:** There is, too.

**Mr. PIZZEY:** Some hon. members opposite would like to think there is.

Seven departmental officers, all experienced in their individual fields, will be flown to Townsville to conduct these courses.

A four-day residential seminar for district inspectors covered all aspects of both the new mathematics and the new science syllabuses. It is not correct to say that teachers have had only one day of such instruction. Apart from the seminars arranged in 1965, many assistant teachers, and almost all head-teachers, have had at least three separate days of seminars on mathematics and science during 1966. So we have been making, and will continue to make, greater provision for in-service training. I say that the spirit and enthusiasm of our teachers is pretty good.

**Mr. Melloy:** The inspectors should spend more time at the schools.

**Mr. PIZZEY:** If they spent twice as long there, someone else would say that they could spend more time because we have many younger teachers who need assistance. But there is a limit to what can be done.

Teachers can be assured that departmental officers and the Government are fully aware of the needs of education. There are two great problems, namely, man-power and availability of money. Everybody recognises that more money will have to be found somehow and somewhere, and more is being found year by year.

I believe that the great body of teachers will not be led by a militant minority into strike action, which would achieve absolutely nothing but the loss of a day's pay. It would certainly lower the standing of a noble profession in the eyes of the public and, one of the worst features, would discourage young people from entering the profession, which is the very object its members are setting out to achieve. Members of the profession should be doing everything possible to encourage young people to enter the teaching profession and to help themselves to solve their problems, which are peculiar not only to the Queensland department but to every education department in Australia.

I shall now deal quickly with some of the other comments. I say to the hon. members for Ipswich West and Flinders that their suggestions will be examined. The hon. member for Flinders mentioned a transeiver for Charters Towers, and the hon. member for Condamine spoke about the training of diesel mechanics. The hon. member for Toowong indicated the need for training in the new mathematics and science syllabuses.

He and another hon. member suggested that too much emphasis was being placed on seniority for promotion. I advise the Committee that no emphasis is placed on seniority for promotion in the Department of Education. A 32-year-old could beat a 55-year-old with a degree, if he has a better service record. In appointing officers to promotional positions—not ordinary transfers, but positions that are advertised—we act purely on efficiency. It is the one department above all where promotion is gained by efficiency, not by seniority.

The hon. member said that we exaggerated the role of memory. That is a fair criticism of the past. But I do not think it is a fair statement now, with our new approach to science and mathematics, the abolition of the Scholarship, and our new general approach at the primary and secondary levels.

The hon. member for Brisbane did not deal with education.

The hon. member for Barcoo praised departmental officers and was appreciative of our problems. His was a realistic approach to this department's Estimates. He said it was our duty to train some people for the undeveloped countries. I agree that we will have to do that. At the moment we supply a few every year, but we will have to supply more. We have a responsibility to try to encourage more people to join the service so that some of them can serve in undeveloped countries.

The hon. member for Logan raised the difficult problem of the university failure rate. I can assure him that the university is looking into that question at the present time.

The hon. member for Burke dealt with the problems of rapid growth and of building in remote places compared with places close by.

I pay a tribute to Mr. Killoran, the Director of Aboriginal and Island Affairs, for the efficient way in which he and his officers are running that department. There have been vast changes in housing and education in the far-flung corners of the State, and the new legislation is working smoothly.

I pay a tribute to the hon. member for Cook for his work for Aboriginals and Torres Strait Islanders, and I suggest that the hon. member for Tablelands give some honest leadership to the Aboriginals instead of coming here asking the Government to do everything for them. I was ashamed and shocked to find an hon. member suggesting

that the Department of Works should send a team of men to dig sumps for people who could do it for themselves.

**Mr. WALLIS-SMITH:** I rise to a point of order. The Minister is asserting certain things that he thinks I have done and in which I have had no part whatever.

**Mr. PIZZEY:** I am not suggesting that the hon. member has had any part in them; I am saying that he ought to give a little leadership. By asking questions, he indicates that he expects the Government to do all of those things. These people should be taught to be independent and to do a few things for themselves.

**Opposition Members interjected.**

**The CHAIRMAN:** Order! The hon. member for Rockhampton North knows the rule about interjecting from a place in the Chamber other than his own, and I am sure that the hon. member for Tablelands can well deal in some other way with anything incorrect that has been said about him. I therefore ask him to refrain from interjecting.

**Mr. WALLIS-SMITH:** I rise to a point of order. I have not spoken on the Estimates now before the Committee. I do not know whether the Minister has some misunderstanding.

**Mr. PIZZEY:** I did not suggest that the member had spoken on these Estimates. He has, however, asked in the House, by way of questions, when the Government is going to drill sumps for the Aboriginals. That was asked about six weeks ago. The hon. member should give a lead to these people. I am a little disappointed that he has not given them some leadership in training them to develop a little independence.

**Mr. R. Jones:** I think that is up to the Department of Aboriginal and Island Affairs.

**Mr. PIZZEY:** Oh, yes, let them do everything! That is a typical Labour attitude.

**The CHAIRMAN:** Order! I remind hon. members on both sides of the Chamber that the Minister is entitled to reply, and if this persistent interjecting continues I shall deal with those hon. members who are offending.

**Mr. PIZZEY:** I am disappointed that the hon. member for South Brisbane is not present, now that I am about to reply to his remarks. I have no intention of wasting time answering a long list of questions that he has asked me and that he read out. He was virtually begging the question. He asked why there has been no action on the Martin Report, and why there has been an embargo on the employment of married women as teachers. I might as well ask him if he has stopped beating his wife, or if he is as silly as he looks. That is the type of question he expects me to answer. It is not allowed by Mr. Speaker and, as he ought to know, is also not allowed in court.

His attack on the Police Department contained many half-truths. For instance, he said that never at any time did a Labour Government have to lower the level of physical fitness, as this Government has done, to obtain recruits for the Police Force. Instead of 5 ft. 9 ins., the required height is now "approximately 5 ft. 9 ins." If an applicant is 5 ft. 8½ ins. and is bright and intelligent, he is not denied the opportunity of a career in the Police Force because he has not an additional ¼ in. in height.

He went on to say, "The Country-Liberal Government is prepared to take virtually anybody, regardless of his physical standard, provided it can get him into a uniform". That is not true. We could get the hon. member for South Brisbane into a uniform all right; but because he is not 5 ft. 9 ins. tall, his level of physical fitness and physical capacity, on his own reasoning, is far too low. I think that the physical capacity of the hon. member for Port Curtis would qualify him all right. The hon. member for Rockhampton North might even be qualified physically.

The assertion that the Queensland Police Force cannot be maintained at its approved strength is not substantiated by facts, because at 24 October, 1966, the approved strength of the Police Force was 2,919, while its actual strength was 2,907—a difference of only 12. I point out that at present 65 probationers are in training and will have completed their training by Christmas-time. Therefore, those 12 will be taken up, leaving 53 to cope with resignations or retirements for age or medical reasons.

The Police Force in Queensland deserves very great credit for the way in which it clears up crime, and I think all members of the public recognise the spectacular success the force has had in clearing up serious crimes. I do not think any Police Force in Australia has a better record. Within 24 hours or 48 hours of the commission of a serious crime somebody is arraigned before the court, and usually that person is found to be the guilty person.

**Mr. Lee:** Basically, they have the full confidence of the public.

**Mr. PIZZEY:** As the hon. member for Yeronga said, the police have the confidence of the public. In almost all of the cases that have come to our attention in recent months, quick arrests have been made as a result of information supplied by the public. The police are the first to recognise that their job would be twice as difficult without the co-operation of the public, and the Queensland Police Force has been very fortunate over the years in receiving the public's co-operation. In relation to serious crimes, the police are doing a reasonably good job and have earned the respect of the people of this State.

**Mr. Melloy:** Frank Melit gave them the number of the car. That helped.

**Mr. PIZZEY:** The hon. member wants to incriminate men before they have been brought before the court.

Transfers are made at the discretion of the Commissioner. He is charged with the maintenance of peace and good order throughout the State, and in order to ensure that it is maintained, he has the responsibility of making transfers from place to place and from branch to branch. Therefore, I do not intend to come into this Chamber and give reasons why this man is transferred or why that one is not transferred.

In reply again to the hon. member for South Brisbane, I point out that members of the Police Force are responsible not only for criminal investigation but also for the enforcement of many other facets of the law. They are responsible for seeing that the law is enforced in all fields—the gaming and betting laws, the laws relating to the supply of intoxicating liquor, and the traffic laws—and the Commissioner is in frequent consultation with all his senior officers, discussing problems, and ensuring that the best use is made of the man-power available. The Government has done a tremendous amount to provide a modern, up-to-date fleet of vehicles, first-class communications, modern scientific aids, and almost all the things that can be useful in expeditiously bringing a culprit before the courts.

**Mr. Thackeray:** What about a riot squad?

**Mr. PIZZEY:** I hope such a squad is never needed in Queensland.

**Mr. Thackeray:** I think we should have one.

**Mr. PIZZEY:** Dealing with rights of appeal, the hon. member for South Brisbane is in the habit of bringing personalities into this Chamber; he named individuals and said that some of them will get commissioned rank; that we appointed them to the Appeal Board because the Commissioner hoped—this was the inference—that they would make a decision favourable to him. Not one of the men on the appeal board is able to qualify for commissioned rank. These names are supplied by the Police Union. They submit the names of the personnel whom they desire to represent them during the year, and in 1966, in the southern division, which includes Brisbane, of the five names submitted three were actually members of the executive of the Police Union—and incidentally, not one of those union representatives nominated is eligible or in fact qualified for promotion to commissioned rank. I do not know where the hon. member got his idea that we select particular people and put them on the panel hoping that they will give favourable decisions and, as a result, get promotion.

I think that all members of this Chamber would agree with me in saying that when the Commissioner's representative and the employees' representative are placed on an appeal board they lose their identity as either Commissioner's representative or employees'

representative. They should become members of a board of three persons set up to deal with a particular matter, and they are consequently each charged with the duty and obligation of analysing the evidence placed before them and, on that evidence, of bringing in a just and equitable decision, irrespective of the method that has been used in appointing the board. I think these men are looking at things objectively and getting a fair assessment of the situation.

The hon. member then complained about costs to certain members of the force. No doubt, recently one member was awarded costs against certain parties. The hon. member for South Brisbane says, "What if that party cannot pay? If he cannot get his money, what happens then?" He would know that at the finish, if a man cannot recover his money, he can still make an application to the Commissioner and the case will be given consideration on its merits. Surely the Government should not have to pay money that should be paid by the guilty person or the person who the court said should pay the costs.

The hon. member for Bundaberg mentioned the necessity for police action against "hot-rodders". It is not an easy matter to do something about these people. I have visited other States and have seen youths driving up and down certain streets. After all, I do not suppose there is any law to stop a man from driving up and down provided he is within the speed limits and obeying the regulations. I do not think it is desirable to introduce one.

**Mr. Davies:** Are they loitering?

**Mr. PIZZEY:** I do not think they could be brought within the definition of loitering. If we do anything, the public generally, and members of Parliament in particular, are very quick to lodge a complaint and say, "This is a police State; you are interfering with a person's liberty". Police must have some cause for taking action. They just cannot say, "I don't like the look of that fellow; he is likely to be troublesome. I will put him off the road".

**Mr. Bromley:** If they could, you would have been sent off long ago.

**Mr. PIZZEY:** I suppose I would have a lot of friends, too.

It is a very difficult job. There has to be eternal vigilance. These fellows seem to know where the police are at a particular time, and it requires a great deal of vigilance on the part of the police to keep them under control. Periodically we send out instructions to inspectors, telling them to advise their staffs of the importance of watching for any larrikinism with motor vehicles on the road.

The matter of rostering the Police Force will be looked at.

Someone mentioned the need to obtain permits to hold protest meetings. The Inspector in charge of traffic has not denied any person his right to protest. It is a shocking state of affairs when young people say, "I don't like this law. Because I don't like it I am not going to obey it. I am am going to carry on irrespective of what the law of the land is". It is the duty of the Police Force to ensure that the law is obeyed. People have been able to get permits. As a matter of fact, we supplied a police escort down to Centenary Park. I think people should be granted permits to register their protest, as long as they do not interfere with anyone else while they are doing it. But is it right that they should be given a permit to protest on a busy corner where thousands of people are waiting to catch buses and trams? Is it right that they should be allowed to deny other people freedom of movement? I do not think so, but hon. members opposite would suggest that because we stop people from holding a demonstration this is a police State.

If someone disobeys the police, would hon. members opposite suggest that the police should let him go? I think the police should use as much firmness as is required to deal with the situation. That is what they do. If a person struggles, twists and kicks, do hon members opposite suggest that the police should say, "We cannot handle him. Because he is going to be a bit rough we will let him go. We will let him break the law." People have to realise that there is one way to change the law, and that is to change the Government if they do not like the law. They cannot take the law into their own hands. If the law says that a permit is required before they can march in a procession, then they should apply for a permit. If they do not get it, they know that it is denied them only because they would be interfering with somebody else's liberty.

**Mr. Bromley:** Ten shillings a placard is a bit high.

**Mr. PIZZEY:** That might be so; but it still is the law, and while it is the law it must be obeyed. People can come to me by way of deputation. The matter can be raised in Parliament on Grievance Day, or questions can be asked in the House. Nobody can countenance lawlessness in our community, especially by people of that age. People must learn that they have an obligation to obey the law. I think I have the support of all hon. members when I say that.

**Mr. Bromley:** When are you going to review the Police superannuation scheme?

**Mr. PIZZEY:** It is being reviewed at the present time. A special committee is examining it because there are some actuarial problems associated with it. Appropriation has been made for the extra concessions that are being considered under the various superannuation schemes.

In conclusion I again wish to say to young people that never before has there been the chance to enter the teaching profession with such opportunities for promotion as exist today. There are many fields open to them. By the time they have graduated as teachers, within five or six years, it looks quite hopeful that many of the problems associated with the rapid extension of secondary and tertiary education will have been overcome. Many of them will be able to serve their country by assisting some of the under-developed countries. If we look to the north of us, and also at some of our Commonwealth countries and allies, we see that for the next 30 to 50 years we will have to be helping, not only economically but in the fields of culture and education.

At 4 p.m.,

**The CHAIRMAN:** Order! Under the provisions of the Sessional Order agreed to by the House on 20 October, I shall now put the questions for the Vote under consideration and the balance remaining unvoted for the Department of Education.

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

Department of Education—

Chief Office	\$	784,811
Balance of Department, Consolidated Revenue and Trust and Special Funds		92,595,095

#### DEPARTMENT OF MINES AND MAIN ROADS

##### CHIEF OFFICE

**Hon. R. E. CAMM** (Whitsunday—Minister for Mines and Main Roads) (4.2 p.m.): I move—

“That \$427,676 be granted for ‘Department of Mines and Main Roads—Chief Office.’”

Before outlining to hon. members the main points of the endeavours and achievements of the Department of Mines, I wish to present a short summary of the financial position under the various fund headings. For Chief Office, \$387,626 was appropriated for 1965-66 and an amount of \$427,626 is required for 1966-67. The increase is due, to a large measure, to salary increments, basic wage variations and staff appointments. Also increased provision has been made for payroll tax, fees to surveyors, mines rescue station, publications, etc.

For mining fields, the appropriation for 1965-66 was \$1,008,372 and expenditure was \$950,027. For 1966-67 the amount required is \$1,092,488. In this section also the main increases are salary increases and basic wage variations. However, there is provision for additional technical staff, mainly in geological survey, where recruitment of staff has been difficult for some time. Increased provision has been necessary for wardens' offices, Inspection of Mines and Government Assay

Office, Cloncurry. Also additional funds are required for grants and loans to prospectors (which include roads and bridges to mining fields) and for hiring of pumps, compressors, etc. to miners for mine development. These I consider are most worthy projects.

In regard to the departmental drilling programme, the appropriation for 1965-66 was \$100,200 from revenue funds and \$442,000 from loan funds. The whole was expended. During 1966-67 the requirement is \$105,000 from revenue funds and \$566,000 from loan funds. This increase is vital to permit the forward planning of future thermal power stations and the proving of coal reserves.

In addition it is worthy of mention that at present there is under consideration a proposal for an accelerated programme to prove this State's coking coal reserves. If it eventuates it will involve substantial additional expenditure by way of equipment and drilling costs. However, most, if not all, of this will be recouped by the Commonwealth.

There has also been increased provision mainly from loan funds on account of the Water Resources Investigation Fund. This will allow increased investigation of the State's underground water resources and great benefits to the State have already ensued from these activities.

The Government Assay Office at Cloncurry is a most efficient, well-equipped sampling establishment. It provides a sterling service to the mining community in the north-western area of the State. There is increased provision to maintain this service.

For coal miners' pensions \$49,008 was appropriated in 1965-66. For 1966-67 the provision sought is \$168,154. This increase envisages additional statutory contribution by the Government. This Vote provides for the salaries and expenses of the staff, and the statutory contribution made by the Government. The actual cost of salaries and expenses is a charge against the pensions fund, from which a refund is made to the Treasury. The payment of pensions is made from a separate fund administered by the Pensions Tribunal. The Under Secretary for Mines, Mr. E. K. Healy, is chairman of the tribunal, but no charge is made against the fund for his services.

The appropriation under the Gas Act of 1965 for 1965-66 was \$41,690. For 1966-67 the requirement is \$49,034. The increase is due mainly to additional staff appointments for inspection of liquefied petroleum gas installations and fittings, and general equipment. Salary increments and basic wage adjustments also require provision.

The department has continued to pursue a very active policy in assisting mining in the State. This is done in various ways, the principal ones being—

1. Financial assistance for prospecting, mine development, installation of machinery, road construction, and the provision of compressors, pumping and winding plant on a hire basis.

2. State-owned customs mills operated at Irvinebank and Charters Towers.

3. Drilling of coal and metalliferous deposits in various parts of the State.

4. Technical advice by mining engineers, geologists, and inspectors stationed on the important mining fields of the State.

5. Free identification and assay services for prospectors by the Geological Survey, Government Analyst, Brisbane, and Government Assayer, Cloncurry.

6. The granting of authorities to prospect to reputable companies which are technically equipped to carry out exploration.

During the year 1965 the Irvinebank State Treatment Works treated 9,448 tons of ore, an increase of 2,231 tons on the previous year's figures, for a yield of 131 tons of tin concentrates, an increase of 16 tons over the previous year. The industry continues to expand, and an estimated increased mill throughput of up to 50 per cent. is expected for 1966. The new crushing section operated in early 1965 and the long-term project of plant improvement was continued in 1966. To cope with the increase in ore supplies, continuous milling was commenced in mid-September, 1965, and continued during 1966. At present, due to grave water shortage, operations have had to be restricted. Continuous operations will resume as soon as possible.

The Venus State Battery continues to operate under lease to Mr. P. Millican. In an endeavour to encourage mining, the mill offers a very attractive tariff for parcels of ore from new mines, or old mines which have been re-opened following closure for several years.

During 1965, the Government Assay Office received 2,365 samples, and 3,120 assays were completed. Increased mining activity with the subsequent increase in the number of samples received necessitated the working of overtime by the staff in 1966.

The value of the State's mineral production for 1965 was \$113,120,972, an increase of \$3,239,866 over the 1964 production. This is a notable achievement when one considers the very severe dislocation of operations in the early part of the year by Mount Isa Mines Limited on account of industrial troubles.

Golden Plateau N.L., Cracow, during 1965, treated 34,235 tons of ore for a recovery of 13,583 fine oz. of gold and 25,882 oz. of silver, valued at \$454,570. The combined footage of surface and underground drilling completed during 1965 totalled 9,373 feet.

In the Cairns hinterland, during 1965-66, a number of major companies continued programmes of exploratory development and evaluation of both lode and alluvial tin deposits. This area is the main source of tin production in the State, which amounted to 1,669 tons valued at \$3,815,490 for the year

1965. This is a decrease on the previous year's figure, which decrease in production can, in the main, be attributed to a drop in production by Ravenshoe Tin Dredging Limited. Tableland Tin Dredging N.L. continued dredging in Finches area, and during 1965 treated 2,915,100 cubic yards for 896.25 tons of concentrates. During early 1965, blasting of the overburden had to be undertaken, but later heavy earth-moving equipment was used for this purpose.

Ravenshoe Tin Dredging Limited ceased dredging operations in the Battle Creek area in February and removed the dredge superstructure and machinery to Nettle Creek at which site dredging commenced in November, 1965. The dredge treated 668,000 cubic yards for a recovery of 153½ tons of concentrates in 1965, compared with 2,371,000 cubic yards for 621 tons in 1964.

The Herberton area, which is the centre of the Cairns hinterland tin field, has been a significant tin producer for nearly 90 years, and in the latter years of the last century it was one of Australia's principal producing centres. In more modern times the production of the two dredges in the Mt. Garnet area has provided one-third of the Australian tin output.

Throughout its long history this area has been an important producer of lode tin, a goodly part of which has come from small-scale gouger operations, but company production, particularly around Herberton, Irvinebank and Stannary Hills, has been important in the past. With the current and sustaining high price for tin on the world market, numerous syndicates and companies have taken considerable interest in the tin fields of the Cairns hinterland and, with the aid of new geological studies, they have found extensions to old ore bodies and made important new discoveries. In all there are at present operating in this area some half-dozen prospecting groups representing Australian, American and Canadian capital. Some of the new discoveries, particularly in the Irvinebank area, appear to be of very considerable importance.

At the same time the remaining large alluvial areas are being tested by both the two operating production companies and several other groups, and further considerable production from these extensive alluvial flats is to be anticipated.

At the present stage of prospecting the limited treatment facilities available at Herberton, Irvinebank and Emuford are fully taxed, and, if the continued development of the new lode tin prospects is as successful as anticipated, new treatment facilities will have to be provided by the various interests.

The availability of electricity from the Cairns Regional Electricity Board to the tin mining areas of the Cairns hinterland has proved of great value. Improvements to roads in the same area are also a major factor in further tin mining developments.



At the present time, some \$30,000,000 is being spent on the port facilities and township of Weipa. This is to enable an increase in bauxite production from the 1965 production of 652,000 tons to some 2,250,000 tons per annum. Of this bauxite, some 1,250,000 tons will be shipped to the Gladstone alumina plant, and the balance will be sold overseas, principally to Japan, and to a lesser degree in Europe. The development of the port and township to support some several hundred workmen and their families is a major undertaking, and has been a source of considerable employment and business activity in North Queensland.

The city of Cairns, for example, has benefited greatly from this work since much of the materials for buildings and many of the tradespeople employed have been obtained from Cairns. This has given quite an impetus to the building, shipping and commercial life of that city. Further, the usual approaches to Weipa are either by air from Cairns or by sea from Cairns around Cape York. Consequently there has been a considerable increase in transportation to take persons, material and equipment from Cairns to Weipa.

This is an interesting example of mining development. In North Queensland this is particularly significant since it is developing a township of some size on the Gulf of Carpentaria, and is also giving benefit to Cape York Peninsula. History has shown that the port of Cairns has played a major part in the opening up of the Atherton Tableland and the Chillagoe and Etheridge fields, primarily due to mining activity. In the same way, Cairns is now, through mining activity, playing a major part in developing Cape York.

The recently announced discovery of apparently extensive occurrences of phosphate rock in North-west Queensland could well be a milestone in the State's mineral history. Although it is impossible at this stage to determine the full significance of this discovery, the fact that samples of a commercial grade have been taken over a very large area indicates that it could be a most important deposit. Obviously there are many problems before commercial exploitation can be considered.

The area is remote and far removed from the transport and shipping facilities. Phosphate is a low-priced product and very large reserves and long-term markets are necessary to assure successful exploitation. At this stage of our knowledge, the glowing prospects of the future must be carefully weighed against the immediate problems of determining reserves and proving economic feasibility. Nevertheless, as is well known, Australia's agricultural and pastoral wealth is very dependant upon the application of phosphate fertilisers and we must hail this discovery as one of national significance. The company proposes to proceed with the utmost despatch to mount a programme of intense prospecting and drilling. This will be watched with very great interest.

I am also pleased to report that recently occurrences of bentonite have been found in sedimentary rocks near Roma. A specimen from a 3 feet exposure in the bank of Yuleba Creek, about 40 miles east-north-east of Roma, has been tested and found to have properties approaching those of bentonite used for drilling mud. Similar material has been collected from rocks of the same age north and north-east of Roma, but these have not been tested. The bentonite occurred in rocks younger than the bentonite-bearing Black Alley shale in the Bowen basin, which was announced on 6 October, 1965. The Bureau of Mineral Resources is continuing geological mapping in this area, by arrangement with the Queensland Department of Mines, and a report on the bentonite occurrence will be prepared as soon as possible.

Mary Kathleen Uranium Ltd. continues to maintain its uranium mine at substantial cost. The mine stands ready to resume operations at short notice.

The mining industry generally in Queensland is in an extremely healthy state. I venture to say that never before in our history has there been such widespread prospecting, testing and proving. Metalliferous and coal prospecting, testing and production are virtually at boom levels. There has been some falling off in petroleum activity, but substantial programmes are in train for 1966.

This great surge is reflected particularly in the beach sands branch of the industry. Our foreshores and islands from the New South Wales border up as far as Gladstone hold huge reserves of rutile, ilmenite, zircon and monazite. This year should see a great uplift in production of these highly important and strategic minerals, and huge increases will follow for many years.

It is appropriate at this stage to draw attention to some major projects either under way or announced—

(1) Copper, Lead, Zinc, Silver. Mount Isa Mines Limited. Expansion of mine production to 16,000 tons of ore a day. Work includes: major changes underground, new ventilation fans, new K57 production shaft, new No. 2 concentrator, changes in smelters, power station, installation of large computer, and housing. The K57 shaft and No. 2 concentrator were opened in September. Estimated cost: \$128,000,000. In addition, about \$51,000,000 was spent by the Government on increasing the capacity of the railway from Mt. Isa to Townsville and Collinsville.

(2) Alumina. Queensland Alumina Ltd. Construction of alumina plant at Gladstone to convert Weipa bauxite to alumina for shipment to Bell Bay (Tasmania), Newcastle (New South Wales) and overseas. This will be the largest single-stream alumina plant in the world. Provision has been made for increasing initial capacity by three times. Initial

capacity: 600,000 tons of alumina per year. Estimated cost: \$108,000,000. Expected to commence production by March, 1967.

(3) Coal. Thiess-Peabody-Mitsui Coal Pty. Ltd. Expansion of open-cut mining at Moura to produce more coking coal for export to Japan. Installing the largest dragline excavator in the world (bucket capacity, 130 cubic yards) to remove overburden. The Queensland Government is building a new railway line from Moura to Gladstone to transport the coal at the rate of 3,000,000 tons of coal a year from 1968, with provision for expanding capacity to 5,000,000 tons a year. Loading facilities for coal at Gladstone are being expanded to a capacity of 2,250 tons of coal per hour. Estimated cost: \$24,000,000 on mine, \$27,000,000 on railway.

(4) Coal. Utah Development Company: granted a Special Coal Mining Lease early in 1966 over 53 square miles near Blackwater for the purpose of mining coking coal for export. Coal to be mined open-cut, railed to Gladstone and shipped to Japan. The company has a contract to supply 13,500,000 tons of coking coal to the Japanese steel industry, commencing in 1968 and reaching a rate of 1,500,000 tons a year by 1970. Estimated cost: \$20,000,000.

(5) Coal for Swanbank power stations near Ipswich. Several mines nearby are being expanded to supply coal to the power stations at rates increasing to about 1,000,000 tons in 1969 and more than 2,000,000 tons in 1973. The mines include: Box Flat (Wm. McQueen & Co. Pty. Ltd), Southern Cross (Southern Cross Collieries) and New Hope (New Hope Collieries Pty. Ltd.) Estimated cost: \$8,000,000 for mine expansion, more than \$100,000,000 for power stations.

(6) Coal for Collinsville power station which is under construction. It is to commence operating in early 1968 and will require more than 300,000 tons of coal from the two local mines by about 1973. Modernisation and expansion of the collieries is under way.

(7) Bauxite. Commonwealth Aluminium Corporation Ltd. Expansion of open-cut mining and shipping facilities to Weipa to ship bauxite at the rate of 2,500,000 tons a year by 1967. Estimated cost: more than \$16,000,000.

(8) Salt. Central Queensland Salt Industries Ltd. and Imperial Chemical Industries of Australia and New Zealand Ltd. Construction of works near Rockhampton to produce salt by solar evaporation from underground brines. The salt to be shipped to the I.C.I. alkali works at Botany (New South Wales) for production of caustic soda and chlorine. Initial capacity: 150,000 tons of salt per year. Estimated cost: \$2,500,000. Expected to commence production of salt by 1968.

In addition, Dow Chemicals Ltd., a very large chemical manufacturer, has an authority to prospect in the area.

(9) Mineral Sands. Titanium and Zirconium Industries Pty. Ltd. Expansion of production of rutile, zircon and monazite from dredging of sand deposits on Stradbroke Island.

(10) Mineral Sands. Consolidated Rutile Ltd. Construction of plant to mine mineral sands on Stradbroke Island and produce rutile, zircon, etc., at a plant near the mouth of the Brisbane River. Plant nearing completion and production has commenced. Expected output: 30,000 tons rutile, 25,000 tons zircon annually. Estimated cost: \$5,000,000.

(11) Mineral Sands. Associated Minerals Consolidated Ltd. Construction of plant on South Stradbroke Island to produce rutile, zircon, etc. from sand deposits. Estimated cost: more than \$1,500,000. Expected to commence production in 1967.

(12) Mineral Sands. Queensland Titanium Pty. Ltd. Completed dry plant at Inskip Point to produce rutile, zircon, etc., from sand deposits. Dredge under construction. Capacity: 15,000 tons rutile, 15,000 tons zircon annually.

(13) Ilmenite. Murphyores Inc. Pty. Ltd. Propose to build a plant near Gladstone to produce ilmenite from sand deposits. Estimated cost: \$4,000,000.

(14) Phosphate Rock. Significant discovery recently by Broken Hill South Limited of this tremendously important mineral in North-west Queensland. A huge prospecting and testing operation will be mounted without delay.

(15) Petroleum. Production continues from Moonie and Alton. This year further prospecting is estimated to account for some \$20,000,000. Altogether this year it is expected that some \$28,000,000 to \$30,000,000 will be spent in Queensland in prospecting for coal, petroleum, and other minerals.

The increase in expenditure on the departmental drilling programme is to some extent necessitated by increases of wages and allowances recently granted but, in the main, is due to the expansion of drilling activities in Central Queensland for the purpose of establishing reserves of steaming coal suitable for open-cut mining in connection with planned power-station development. Some provision is also required to accelerate the proving of the State's coking coal reserves. This latter drilling is additional to that being undertaken by the several mining groups operating in the area.

Recently, construction of a new thermal power-station was begun at Collinsville, and the first stage of Swanbank "A" power-station, near Ipswich, was commissioned. The first stage of the "Calcap" power-station at Callide was commissioned last year. The

coal fuel for these power-stations and their planned extensions has been proved by the department's drilling programme.

For the industrial growth of the State it is necessary to supply an increasing quantity of electrical energy at the lowest possible cost, and with this in view departmental drilling was recently begun at Theodore and Blackwater. For the same purpose drilling continues in the Ipswich area, and at both Callide and Collinsville.

Departmental drilling at Baralaba was completed last year and the drill is now operating further north on a line towards Bluff.

At Collinsville and Moura the department is still drilling for coking coal, and it is proposed that the scale and areas of such activities should be expanded in order to ensure a sufficiency of coking coal to meet future demands, both internal and external.

Three drills, one of which was commissioned last year, are engaged in the search for metalliferous deposits. One is operating at Cracow where the department's efforts have resulted in an appreciable extension of reserves of the operating gold mine. One is in the Cairns hinterland testing lode tin, copper and silver-lead deposits, and one in the Kilkivan area testing copper and gold lodes. Drilling for underground water supplies and dam sites continues, as does drilling for industrial minerals, notably clays. The total footage of drilling completed by the department last year was 131,153 feet.

Production from the Moonie field has now been augmented by crude oil from Alton, Bennett and Conloi. Total production from all these fields has averaged some 9,500 barrels per day over the past six months, Moonie production being about 8,500 barrels per day. This total represents roughly one-third of Queensland's daily requirements, and it is all being refined in the State's two refineries at the mouth of the Brisbane River (Amoco and Ampol) in roughly equal proportions. Revenue from royalties on petroleum is now running at the rate of some \$1,000,000 per annum, which is most gratifying.

Preparations for the use of a computer for the compilation of statistical information relating to petroleum exploration and production are well advanced, and it is anticipated that by next year all statistics relating to drilling and production will be on tape in the Treasury computer. It is hoped in due course to extend to the petroleum industry facilities for the use of the computer for obtaining exploration and production data. This development is in line with modern trends, and Queensland's lead will probably result in a Commonwealth uniform system of petroleum well data processing.

Production of natural gas is still confined to the Roma area where it is being used for the generation of electricity for Roma

and district, and in the Roma hospital. Negotiations are presently under way with an overseas group of companies for the construction of a fertiliser factory in Brisbane using Roma gas. It is hoped that these talks will be successful and, if so, a start on the construction of a pipeline to bring the gas to Brisbane could be expected almost immediately.

It is expected that once a pipeline is constructed and a start made in utilising natural gas, certain additional demands will follow, including demand for domestic supplies. Competition with other sources of energy, such as coal and fuel oil, is bound to result in greater benefits to consumers in the shape of greater efficiency and economy.

The Government has met with the companies and has encouraged them in their efforts to reach agreement. Furthermore, the passage of the Gas Act of 1965, which enables control to be exercised over quality and measurement, and also enables the granting of franchises, was expected to facilitate the establishment of a natural gas industry. However, this has not happened so far, although negotiations are continuing.

Oil and gas exploration in general shows some signs of slackening off due in all probability to the lack of any spectacular results over the past year or so. The establishment of a sizeable market for natural gas in the State would no doubt have the effect of stimulating the search which at present, is largely being undertaken by overseas interests. We are in fact fortunate in that powerful overseas companies are committed to the search for petroleum since local companies do not have the immense resources required for sustained efforts in this field.

The total number of wells drilled this year to 30 June was 38, the footage being 246,122. These figures show a trend towards a decrease in drilling in 1966. However, this trend can be partly explained by the move on the part of explorers to test the deeper parts of the basin, and it may well be that our best land prospects lie there. The average depth of wells drilled so far this year is 6,500 feet, whereas last year's average depth was 5,200 feet. Deeper drilling means slower and more costly operations, hence fewer wells, and it seems that this may partly explain the apparent fall in drilling activity. In spite of this decline, Queensland still leads Australia in drilling activity. The footage figures for the first half of this year disclose that, out of a total of some 443,000 feet drilled in the Commonwealth, some 252,000 feet (well over 50 per cent.) were drilled in Queensland, with Western Australia (84,000 feet) next.

During the recent drought some complaints were received regarding the use of water by oil prospectors but, on the other hand, the conversion to water wells of abandoned oil wells has been of great and lasting benefit to graziers. Together with wells drilled for water in connection with oil search, over 90 water wells have resulted from the search for

oil in the State. Most of these have been made available for stock watering purposes, some at no cost, others for conversion costs only.

There is no doubt, however, that the lack of any spectacular development since Moonie, the somewhat disappointing results from Gilmore, and the lack of success in marketing Roma gas, have all contributed toward the financial difficulties Australian companies are experiencing. The problem of keeping such companies in the search is causing considerable concern.

On the survey side, the picture is much more encouraging, and this augurs well for the future. It is normal for increased activity in surveys to be followed by increased activity in drilling, since objectives are disclosed in the surveys for subsequent investigation by the drill. In the first quarter of the year, nine geophysical parties were continuously active in various parts of the State. Since June, however, 12 parties have been at work, including two off-shore seismic parties. (Torres Strait area and Swain Reefs area).

It is perhaps off-shore that the best prospects lie, since it appears that geological conditions could be more favourable off shore than on shore. It is likely that our first off-shore well will be drilled next year, and its results will be awaited with great interest.

As members will recall, discussions have been held with the Commonwealth and other States from time to time over the past two years, at officer and ministerial level, with the object of framing uniform legislation to govern the search for and recovery of petroleum in the submerged land round our coast. Agreement on principles has been reached on most aspects of this legislation, and the principles were made public by the States and the Commonwealth in a joint ministerial statement on 16 November, 1965. Some modifications have been made since then in an effort to meet requests made by the industry, and a draft Bill is presently being prepared for submission to the various Parliaments concerned. It is hoped that both Bill and regulations will be dealt with during the autumn sessions of 1967.

Over-all exploration activity, as stated, is not as high as could be desired. Undoubtedly the best stimulus would be a major discovery, and this assuredly will happen in due course. So far, to date fewer than 600 wells in all have been drilled in the State, as compared with, for example, Canada, where some 40,000 wells have been drilled. This represents a drilling density of one well per 1,200 square miles of prospective area in Queensland, and one well per 20 square miles in Canada, and means that statistically 60 times as many wells will need to be drilled before comparable results are obtained. There is therefore no need for pessimism, but whatever can be done to stimulate the search must be done.

With this objective in mind, and in order to keep abreast with mining developments

overseas, and to enable a critical look to be taken at our administration of petroleum matters, the State Mining Engineer was sent on a study tour of North America in May-June of this year. Valuable discussions were held with industry and with virtually all State and Federal agencies in the United States of America and Canada on petroleum matters. The State Mining Engineer has since submitted a report making various recommendations which are being studied.

The Geological Survey continues to be actively engaged in the avenues of coal-field investigations, regional mapping, exploration and assessment of mineral deposits, engineering geology, hydrogeology, and petroleum geology, with assistance from specialist research on fossils and rocks. Following appointment in 1965 of a highly qualified coal petrologist, research on the composition and utility of Queensland coals is now proceeding.

There are still difficulties in maintaining professional staff at an adequate numerical level. In particular, the Coal Section is faced with a formidable problem by proposed further expansion of coal-field investigations, and the Economic Geology Section is able to devote only limited time to seeking and assembling the basic information on resources of other minerals of current interest for which there is a constant demand.

The Coal Section continues to provide geological direction and assessment of diamond drilling programmes on coal-fields. Currently there are operating programmes on the Ipswich, Callide, Moura, Theodore, and Bowen River (Collinsville) fields, and another has just been begun in the area to the north of Blackwater. A similar project at Baralaba was completed in 1965. Total coal footage drilled in 1965 was 103,320 by eight rigs, again a record.

Geological direction is also being maintained of diamond drilling programmes on metalliferous deposits by three rigs, one at Cracow, one in North Queensland under control from the District Geologist's Office, and one on selected prospects in the South. On completion of the current programme at Cracow, which has already been successful in locating further gold ore, it is proposed to drill an iron deposit at Hawkwood, where privately conducted geophysical work has indicated a large and intense magnetic anomaly. In the North, a recently concluded experimental programme on selected lode tin deposits, largely financed by the Commonwealth, has been disappointing, having failed to locate extensions of ore formerly worked at these mines. After a short period on other special assignments, it is expected that this rig will resume systematic exploration of fluorspar deposits in the Mungana-Almaden district.

Also in the economic geology sphere, a special project of systematic geological mapping, study of mineral deposits, and geochemical soil-sampling, is in progress on

the Kilkivan field, and it is hoped that other similar projects on selected areas will follow. With present staff, only limited time can be allotted to geological inspections to advise on and to record small-scale mining activities. The district office at Charters Towers continues to provide such services in the North.

Joint Commonwealth-State regional mapping on a scale of nearly 4 miles to 1 inch is being continued. The current season, with a party devoted to the Rockhampton sheet, should see completion of this project in East Central Queensland. In the Far North systematic mapping has this year been extended to the Hann River-Coen section of eastern Cape York Peninsula, and similar mapping is continuing in the Great Artesian Basin.

The Geological Survey has continued detailed mapping in the Townsville hinterland. The preliminary edition of the Monto sheet prepared by the Survey has been printed, and a new geological map (in six sheets) and reports on the geology and economic geology of the City of Brisbane have been published.

The Engineering Geology Section continues to undertake investigations, including seismic refraction surveys, of bedrock and foundation conditions for public civil engineering projects in various parts of the State. Major recent or current projects include the Barron Falls Hydro-electric Extension, Collinsville Thermal Power Station, Copperlode Falls Dam Site (Freshwater, Cairns), Moura-Gladstone Railway project, Boyne River Weir Site (Gladstone) and Tingalpa Creek Dam Site.

Hydrogeological investigations have been greatly expanded in implementation of a systematic programme drawn up jointly with the Irrigation and Water Supply Commission and financed from Water Resources Investigation Trust Funds, to develop the ground water resources of the State. Recent work has been associated with investigations in the Condamine and Brisbane Valley and North Stradbroke Island (still current) and in the Don Delta at Bowen; and field studies based on test drilling were recently instituted in the Gilbert and Staaten Rivers delta north of Normanton. Investigations are projected for the lower Mary River area.

In petroleum geology, progress of company exploitation is followed closely, and processing of current well data is maintained. One geologist is now engaged full-time in systematic field and office study of the Surat-Bowen basin. Drill core sampling to provide technical information on the rock sequences in this basin is being continued. These basic studies are essential to keep the department adequately informed on petroleum prospects.

The Palynology (fossil spore) and Palaeontology (fossil fauna and flora) Sections continue to give valuable specialist assistance to both official and company

geologists in correlation of rock sequences in oil and water wells and in regional mapping.

The department's Core Library at Redbank is now under the full-time care of a professional officer, and, with its attached laboratory facilities, is being increasingly referred to by exploration companies. In fact the recent very significant phosphate find originated from examination of cores at this excellent core library.

The free service provided for mineral testing and assaying of prospectors' samples continues to be well patronised.

The publication of technical reports by officers of the Survey is regarded as an important service to the public. The avenues available—all of which are being utilised—are Geological Survey Publication and Report Series, the Queensland Government Mining Journal (for shorter reports), and Geological Survey Records (unpublished but on open file).

With wardens' offices established in most centres of the State, Inspectors of Mines and Electrical Inspectors, Geologists, services such as prospecting assistance, subsidies for mines and roads, classification and assay of mineral samples, etc., I feel that the department gives a great all-round service to the industry.

I hear nothing but praise from the public and industry of the very good relations existing between them and my officers. I feel we have done a good job; that we have managed our affairs wisely; and that we have a good story to tell. I feel we are laying the foundations for a series of even better ones in the future.

The Department of Mines, its branches and district offices, have given me and the Government an efficient and painstaking service. I am deeply conscious of the loyalties of all my staff, and I extend to them my deepest thanks. I feel very proud that so much has been achieved by the Mines Department.

I shall now deal with the Estimates of the Queensland Coal Board. The moneys requested during the current financial year—that is, \$20,000 towards the general maintenance of the Board, and \$10,000 for its Welfare Fund—represent only a portion of the Board's financial requirements. This is so because the balance is provided by a levy made on colliery proprietors pursuant to the Coal Industry (Control) Acts and recouped by the proprietors by means of a special increment included by the Board in the fixed selling prices of coal. Furthermore, although the sum sought for the Coal Board constitutes only a small portion of the total estimates of the Department of Mines, the work being performed by the Board is of great importance and warrants special mention.

As hon. members are aware, the general powers and functions of the Queensland Coal Board are defined in the Coal Industry (Control) Acts.

The activities of the Board are many and varied, and include—

The allocation from all collieries in the State of coals required by consumers in their respective grades and types;

The control of selling prices so as to ensure a reasonable return to proprietors while establishing a reasonable price to consumers;

Collaborating with the Department of Mines in its drilling programme in an endeavour to locate and assess available reserves of coal for exploitation to meet anticipated future demands;

Recommending to the Department of Mines the terms under which coal mining leases and licences shall be granted;

The control of the opening and closing of mines, the regulation of the number of operating mines in accordance with established reserves and consumer demands to ensure that there is a sufficient, but not a surplus, number of producing units;

The planning of new mines and remodeling and modifying of established mines and installations so as to aim at maximum efficiency;

The provision of financial assistance and technical advice to colliery proprietors to provide modern machinery, both underground and on the surface, with a view to promoting increased efficiency, so enabling a reduction of prices to enable coal to meet competition from other fuels;

The provision of technical assistance to consumers in connection with combustion problems;

The maintenance of coal markets by improved quality coal and good consumer relationships;

The capture of new coal markets in the face of increasing competition from other fuels;

The promotion of the welfare of communities of colliery employees and communities of persons in coal-mining districts, including the sponsoring of and financial assistance to the education of mining personnel;

The exercise of rigid control over the quality of coal being supplied to consumers.

These activities of the Coal Board have all combined to produce improving results year by year, and the year which ended on 30 June, 1966, was a particularly satisfying one for the coal industry of Queensland.

Records were achieved in—

- Production;
- Internal consumption;
- Overseas exports;
- Outputs per man-shift worked;
- Footage of drilling accomplished.

For the first time in Queensland's history production in excess of 4,000,000 tons was achieved, and it is believed that this tonnage will be materially exceeded in the years to come.

Not only did the State's total production last year constitute a record, but the productions from both the underground and open-cut groups were also the highest recorded. It is worthy of mention that, whereas in 1960-61 Queensland's production of coal amounted to 2,598,230 tons, the production for the year ended 30 June, 1966, had increased to 4,579,650 tons, and, with overseas contracts obtained and the normal visualised increase in local consumption, a material improvement on this figure may be expected in the future.

The figures relating to the export of Queensland coal have shown dramatic changes over recent years. In 1960-61 this State exported 46,926 tons, whereas in the year ended 30 June, 1966, exports amounted to 1,713,933 tons.

Although in some instances certain consumers are converting to alternative sources of energy, the State's internal usage of coal is increasing annually, and the Coal Board, pursuant to its powers, is continuing to exercise careful control over the distribution of coal produced and over the quality of the product being supplied to consumers.

Officers and members of the Coal Board regularly visit consumers' premises and collieries to check upon the quality of coal being supplied to consumers, and to investigate schemes put forward by colliery proprietors for the purpose of improving their efficiency by means of mechanised units purchased with Coal Board loans.

More than 1,000 samples of coal are taken annually and analysed. Where necessary, appropriate action is taken to ensure that coal being produced is beneficiated to the best advantage.

The Coal Board has continued its policy adopted over the years of assisting colliery proprietors financially with the mechanisation of their mines and the installation of modern units. During the year ended 30 June, 1966, the Board loaned to colliery proprietors for these purposes the sum of \$426,000, which brings the total amount approved to be advanced since the inception of the Board to \$3,942,584.

The Board has done much to retain markets for the industry, to assist colliery proprietors in the improvement of their operations, in the re-grading of their product and in the lessening of the selling prices at which coal is made available to consumers.

The Coal Board has been in existence now for almost 18 years, and the colliery proprietors, the coal users, the colliery employees and the State as a whole owe much to its activities.

In introducing the Estimates for the Department of Main Roads for 1966-67, I want to emphasise the magnitude of the task which confronts us in the endeavour to develop the necessary road communications of this vast State at a rate sufficient to cope with the needs of industry.

From Cape York Peninsula to the southern border, and from the eastern seaboard to the boundary with the Northern Territory, there is a demand for roads to serve the miner, the pastoralist, the farmer, and the manufacturer. Rapid growth at places like Townsville and Gladstone creates increased traffic volumes which tend to overwhelm the roads, which were designed for more moderate needs.

Developments in the sparsely settled areas of cattle production call for long lengths of paved road, which are costly because of the long lengths required to create any real improvement.

So clamorous has been the demand for more and better roads that I feel sure the increased charges for registration of motor vehicles proposed in the Estimates will be accepted by those concerned. After all, it will be spent entirely on roads, and the benefits from the extra expenditure will return to the motorist. Its expenditure within our midst will provide increased activity throughout the State, and the benefits from it will help to increase our productivity.

Expenditure by the Main Roads Department from all sources in 1965-66 was \$59,493,104 and, in addition, an amount of \$8,937,338 was collected on behalf of other bodies and paid to them.

Expenditure was as follows:—

	\$
Main Roads Fund .. .. .	47,061,202
Beef Cattle Roads Fund .. .. .	4,005,015
Other Special Funds .. .. .	7,349,956
Traffic Engineering Funds .. .. .	346,712
Brigalow Lands Development Fund .. .. .	730,219
	<hr/>
Total .. .. .	\$59,493,104

Collections for other bodies were—

	\$
Treasury Department—	
Nominal Defendant Fund .. .. .	485,796
Operators' fees, motor vehicles .. .. .	858,013
Traffic offences .. .. .	308,793
	<hr/>
	1,652,602
Insurance Companies—	
Compulsory third-party insurance premiums .. .. .	7,284,736
	<hr/>
Total .. .. .	\$8,937,338

Funds required for 1966-67 will amount to \$69,493,662 as follows:—

	\$
Main Roads Fund .. .. .	53,720,943
Beef Cattle Roads .. .. .	4,502,074
Other Special Funds (Total) .. .. .	10,875,000
Traffic Engineering Funds .. .. .	395,645
	<hr/>
Total .. .. .	\$69,493,662

In addition, funds for a continuation of road works on main roads in the Fitzroy Brigalow Land Development Scheme will also be provided by the Department of Lands.

The amount available in the Main Roads Fund increases each year as a result of the workings of the Commonwealth Aid Roads Act, 1964, and the increased revenue received from motor vehicle registrations and from the increased mileages of vehicles which pay into a fund created by the Roads (Contribution to Maintenance) Act.

I must say that, from the point of view that it lays down the amount to be available for each year from 1964-65 to the financial year 1968-69, the Commonwealth Act is a great help in the planning of our road programme. Hon. members will realise that, with the increased size of the department's operations and the growing difficulties as the State develops, with right-of-way acquisition and like problems, the planning of many works has to be commenced up to five or six years before construction commences.

The department has an income which can be foreseen with reasonable accuracy, and this confers great benefits on those charged with the planning operations. In its forward planning section, the Main Roads Department is looking ahead for many years, and, by use of statistics and other methods, is endeavouring to foresee needs, and plan for them within the funds likely to become available.

One of our complaints about funds for roads is that they are inadequate for the needs of the time. In this factor, of course, roads are not alone, and we are unable to do more than the funds available will allow.

Twice now the road authorities of all the Australian States, acting together as the National Association of Australian State Road Authorities, have made a survey of the road needs of the nation. The last one was made for the period from 1964 to 1974, and it showed that, to meet the anticipated demand for roads in that period, it would be necessary to spend about 50 per cent. more than we do at the present rate. Coming as they did just prior to the negotiations for the present Commonwealth Aid Roads Act, the findings of this survey probably had something to do with the fact that a proposed distribution to the States over five years of \$700,000,000 was increased to \$750,000,000. This State will benefit by an amount of \$9,000,000 over the five-year period as a result of this increase.

All the State road authorities, again acting together as the National Association of Australian State Road Authorities, are at present in the process of making a further needs survey of the nation's roads. This time the survey is being carried out for the Commonwealth Bureau of Roads.

The specifications for the survey have been laid down by this body and it will also check and review the results. A knowledge of the road needs is, of course, a prerequisite to the bureau if it is to carry out its assignment. No real differences from the surveys already done is expected, although the over-all co-ordination will produce the most accurate survey yet done, and I sincerely hope that this State, and the nation as a whole, will benefit as a result of it.

The department's Estimates for this year include an amount of some \$3,225,000 for the Commonwealth Aid (Local Authority Roads) Fund. This compares with \$3,200,000 provided last year and \$3,000,000 provided in 1964-65. These figures do not really reveal the true position, since they are net amounts made available to local authorities after they have chosen to put some of the Commonwealth Aid Funds available for their use to roads which are either secondary or developmental roads in the gazetted system.

They include also some amounts provided last year and unspent, which are re-provided in this year. The total amount being provided this year is \$4,104,000, to which is to be added \$1,178,000 for matching-grant schemes on secondary roads—in all \$5,282,000. There is often criticism of the amount made available by this means, and numerous requests are received for increased amounts to be made available. I can understand this, but I am unable to recognise the criticism as valid or to agree to the requests. All the funds available for roads are spent on roads, and, as a whole, local authorities benefit. The more we make available to local authorities as Commonwealth aid, the less there is available to spend on gazetted roads, and the demands by local authorities for extra works on their gazetted roads programmes are probably greater than they are for extra Commonwealth aid. However, this is not the reason for my attitude, though it suggests that it is correct.

Above all, it is essential to develop a balanced programme of road works. We have to build all types of roads, progressively, since a good highway is no use if traffic cannot get to it, nor are good local roads of benefit if they collect traffic onto a totally inadequate highway. It is a fact, too, that the greater the usage of a road, the greater the economic benefits to the community by ensuring its construction to an adequate standard.

Research has shown that the gazetted road system carries about 80 per cent. of the vehicle-miles run in the State. Roughly speaking, 20 per cent. of the total road mileage carries 80 per cent. of the traffic, and 80 per cent. of the mileage carries 20 per cent. of the traffic. With a view to getting the best results from available resources, the whole position was examined prior to the 1963 road plan. At this time, the capacity

of local authorities to meet the cost of main roads works was examined, and the costs to them were reduced by 50 per cent. In view of the increasing amounts spent on the gazetted road system, the benefits of this action are considerable and, as a result, the over-all amount contributed by local authorities to the gazetted roads programme is now of the order of 4 per cent. for permanent works and 16 per cent. for maintenance.

If the principle of contribution by local authorities to the State road system is to be maintained, they could hardly pay less. Moreover, the results of the needs survey showed that, in relation to their road needs, the local authorities in this State are, if anything, slightly better off than the State itself, and the contributions made to local authorities are determined with a view to keeping the two positions comparable as far as the ratio of road needs to revenue available to meet these needs is concerned. This seems to me to be a fair attitude.

I was interested to read in a publication of the National Association of Australian State Road Authorities called "Australian Roads" that, in 1962-63, the proportion of total payments for road construction in the three eastern States was—

	Per cent.
By the State—	
New South Wales .. .. .	52
Victoria .. .. .	50
Queensland .. .. .	69
By local authorities—	
New South Wales .. .. .	43
Victoria .. .. .	45
Queensland .. .. .	28

These figures do not include loan repayments, but as local authorities in all States have these, it probably shows the approximate position.

As the present rates applicable to local authorities' repayments for permanent works and maintenance on gazetted roads did not come into effect until 1963-64, the position of local authorities in Queensland should be even better than that shown in 1962-63.

I give these figures, not to try to play down the part played by the local authorities, or their contribution towards the financing and construction of roads in this State, but to try to get the matter into its proper perspective. The figures show that, in fact, the State faces a bigger road construction problem than do the local authorities.

One of the problems in arranging a road construction programme is the tendency of the authorities in some particular area to feel neglected if the amount spent in the area is less than for a previous year. With all the best will in the world, it is impossible to spend more and more every year in every area, nor would this achieve the best result.

As the amount of unconstructed road diminishes, it becomes more and more necessary to examine the benefits which accrue from given expenditures on roads and to use



this information in helping to build up the road programme. As a result, some works which might seem desirable are deferred in favour of others that will confer greater benefits to the community as a whole. It is in this area of decision that the policy of the Department of Main Roads conflicts with that of local interests. However, it is for this very reason that we have a Department of Main Roads at all.

Last financial year saw a change-over in the operation of the Traffic Acts dealing with traffic engineering and regulated parking. I do not think there is any doubt that this change was for the better and that it is working well. Certain steps were taken by the Department of Main Roads to ensure a smooth change-over, and traffic engineers of the department are still available to those local authorities who need their assistance.

Expenditure from the Traffic Engineering Trust Fund in this financial year is estimated at \$379,945. Most of this will be spent by local authorities on signals, signs, road markings, etc. In addition, those areas with regulated parking will have available to them for traffic purposes the net proceeds derived from this parking.

The Traffic Act Amendment Act introduced the concept of regulated parking which has found ready acceptance with the local authorities. It provides that regulated parking may be in the form of parking meters, parkatareas, or free-time-limit parking anywhere within a local authority area and the local authority concerned accepts responsibility for parking enforcement in these regulated areas. Schemes are being prepared in places such as Dalby and Nambour, and several local authorities with existing metered schemes, such as Cairns, are modifying their schemes to conform to the new principles.

The Manual of Traffic Control Devices has been kept up to date and added to, and further additions are being prepared. With its use, and their own basic knowledge, all local government and departmental engineers should be able to handle most of the problems they will encounter.

One matter which is a subject of frequent criticism, in this Chamber and elsewhere, is the use of the warrants as laid down in the manual. These warrants are not arbitrary figures, but have been fixed as a result of considerable research and experience. Such warrants are used in all countries and it is found that, where they are ignored and traffic control devices are used in conditions which do not satisfy the warrant, the effect is to reduce rather than to increase safety. A study carried out at the locations of some traffic control devices installed in Brisbane to satisfy pressures rather than warrants indicates that it applies here as well as in other places. Instances are found, of course, where conditions are such that control devices are desirable even where warrants are not satisfied. In these cases judgment has to be used.

The complaint I sometimes get, namely, that a control device is judged necessary but it is not allowable because the warrants are not met, does not take these special conditions into account. The warrants are a guide, and are not mandatory. However, it should be pointed out that, unless the conditions of the warrant are approached, any traffic control device is unlikely to serve its proper purpose and some other treatment may be necessary.

A standard manual for Australian use is now being prepared by a committee representative of all States, and in the course of this work the whole question of warrants for traffic control devices is being scrutinised.

Whilst the Traffic Acts and Regulations cover many matters, their primary intent is to lay down rules, enforceable at law, to make our roads safe. There is no doubt that, if all road-users complied, in every respect, with the laws designed for their protection, there would be very few road accidents. Nevertheless, we must all exercise care, courtesy, common sense, and consideration for other road-users in association with our compliance with the laws.

I have no doubt that the most insidious factor in this problem of road accidents is the belief—indeed, the absolute certainty—in many people's minds, both drivers and pedestrians, that they have some supernatural immunity from road accidents. None of us is immune, but the tragedy is that this self-induced false sense of security, far too often, directly involves other innocent people who have no such illusions.

The Government has always been concerned to reduce the number of mishaps occurring on the roads and, in June this year, it was decided to set up a committee to assist in the achievement of this aim.

The Committee comprises the Commissioner of Main Roads (as Chairman), the Commissioner of Police, and the Commissioner for Transport, and it is known as the Standing Committee for Road Death and Accident Prevention. Its instructions are to investigate all aspects of road safety and report to Cabinet through me.

Following consideration of reports prepared by the Committee, Cabinet decided that there should be concentrated enforcement of the traffic laws, particularly at those locations where records show its necessity. This action has had positive results since it was commenced in July, and all police districts report, in varying degree, improvements in driver behaviour. In some places it has been quite marked, especially in the Mackay, Cairns and Innisfail districts, where the reductions in the numbers of accidents, deaths and persons injured decreased most significantly in the period from July to September this year compared with the corresponding period last year. In addition, this year's road death figure for the whole State for the same period was lower than last year's. The saturation enforcement system will continue unabated.

Cabinet decided also that Main Roads engineers and traffic police should inspect the sites of bad accidents on country roads to make sure there are no existing conditions which may have been a contributory cause and which are capable of correction.

As a result of a recommendation by the Committee, any motor vehicle found being driven on a road with defective brakes or defective steering is ordered off the road. Similar action is taken in relation to any vehicle altered so as to have an adverse effect on its safety, or which is otherwise unsafe structurally because of rusting or other deterioration. Any vehicle that is subject to such an order will not be permitted to be used on the roads till the necessary repairs have been effected.

At the request of Cabinet, the Standing Committee made a close study of proposals for the introduction of a system of provisional licences for newly licensed drivers, and examined the schemes operating in other States. Consideration was given also to the recommendations of the Committee on Driver Improvement, which is composed of representatives of all State Governments. After receiving the Standing Committee's report, Cabinet decided not to institute a system of provisional licences like those in other States because we felt that the policy in force here for some time is more effective. The application of the "show-cause" provisions of the Traffic Acts and Regulations means that virtually every driver's licence is issued provisionally.

The development of central records within the Police Department makes it possible for an analysis to be made of the driving behaviour of motorists from the time they first bring themselves to the attention of the Police Department. Records are kept of offences against the Traffic Acts and Regulations, and the legislation provides for the Superintendent of Traffic, at his discretion, to call on any driver, whose record is considered to warrant such action, to show cause why his driver's licence should not be suspended or cancelled.

After a driver first gives an indication, by coming under notice in relation to the commission of offences, that there is a need for improvement, "show-cause" action follows as further offences are committed or if no improvement is shown.

The "show-cause" action initiated by the Police Department is based on what might be termed dangerous-driving offences, such as exceeding the speed limit, careless driving, failing to yield right-of-way, disobeying signs, failing to keep left of double lines, improper overtaking and passing, following too closely, major vehicle defects such as steering and brakes, failing to drive as near as practicable to the left, driving through a safety zone, disobeying traffic lights, offences relating to pedestrian and school crossings, failing to stop at railway level crossings, failing to give way when moving from a parked position, failing to signal intention to turn or diverge right, and racing with another vehicle. None of

these offences would be committed by accident; any of them would be perpetrated deliberately by the driver in contravention of the traffic laws.

"Show-cause" action is now being commenced by the Police Department after fewer offences against the traffic laws have been committed than has been the case previously.

Whilst it can be accepted that in future more drivers will be called upon to show cause than in the past, any driver still has the right to contest before a court a decision made by a District Superintendent of Traffic to cancel his licence or disqualify him for a period from driving.

The standing committee will continue to meet regularly and make recommendations arrived at after the most thorough and mature consideration of the proposals placed before it, and it is at present examining the matter of drink-driving.

I now propose to turn to a few of the major projects proposed for this financial year.

In the Northern Division, a new high-level concrete bridge over the Herbert River will reduce wet-season interruption on the Bruce Highway, which is also to be widened on narrow sections south of Cardwell. There will be a lot of activity on the Flinders Highway, including the Burra Range section. The new bridge and approaches at the Leichhardt River in Mt. Isa should be completed.

In the Central Division, there is a big programme of work in the Banana Shire, and this year should see the completion of bitumen between Emerald and Springsure. There will be a good deal of activity on the Capricorn Highway, which will include the construction of new bridges over Medway and Grasree Creek.

On the Peak Downs Highway, work on Spring Creek and Stockyard Creek and on the section from Eton to the Range will be put in hand, as well as work on a section between Bee Creek and Nebo Creek. It is also proposed to close the last gap in the bitumen between Sarina and Oxford Downs.

In the Southern Division, there will be improvements to metropolitan outlets on the Pacific Highway, the Sandgate Road, and the Toowoomba Road, where large jobs between Rocklea and Oxley and on the Marburg Range should greatly improve conditions for commercial operators as well as motorists. Completion of the new bridge over the Nerang River at Southport will mark the end of a major construction work at the Gold Coast.

On the northern road from Brisbane—the Bruce Highway—a four-mile deviation commencing at Burpengary Creek and including a new bridge over the Caboolture River has been completed. This comprises the first section of the proposed Bruce

Highway bypass of Caboolture. It is expected that this will be extended to Beerburrum within less than two years.

This year could see the completion of bitumen paving on the Burnett Highway from its commencement at Yarraman to a point some 20 miles north of Monto.

In this year, the gaps in the Warrego and Moonie Highways will be reduced to the stage where they can be completed within about two years. On the Mitchell Highway, two major jobs will be the completion of a ten-mile deviation on higher country leading into Augathella, and a five-mile section between Cunnamulla and Barringun. Other fairly large jobs will be the re-construction of 12 miles of the Cunningham Highway near Goondiwindi; a nine-mile section of the Barwon Highway westward from Goondiwindi; a section of the Leichhardt Highway north of Taroom; a section of the Diamantina Developmental Road near Quilpie; and sections on the Carnarvon Developmental Road between Roma and Injune.

Hon. members will realise that it is not possible to give any real idea of the works programme in terms of outlining the separate jobs. In general, it is estimated that, as a result of this year's programme, work will be commenced on some 770 miles of new or reconstructed bitumen road and some 90 new bridge structures. In addition, there will be a large mileage of pavement widening and a certain amount of new work in stage construction to gravel standard and in bridge-widening. Maintenance will, of course, be carried out on the whole gazetted system.

I do not propose to deal with the beef roads, because there has already been quite a bit of discussion on these in connection with the Bill to ratify the agreement between the Commonwealth and the State for this financial year. Suffice it to say that the expenditure of some \$30,000,000, which, by the end of this year, will have been made on beef and brigalow roads since July 1960, in addition to the funds provided in the normal programme, must have a big influence not only on the beef industry but on the general development of the State as a whole.

And now I turn to another problem—that of the urban areas of this State. Traffic in these areas has increased to the problem stage in Brisbane and the larger cities. Following on the transportation survey for Brisbane, similar surveys have been done by the Department of Main Roads for Toowoomba and Townsville, and others will be done later. A modified stage 1 of the Brisbane Transportation Plan has been adopted for implementation, and an Urban Roads Trust Fund has been set up for which \$3,000,000 is provided for this year in these Estimates. Design work is now in hand, and a policy committee to control the development has been set up.

It is further proposed that one-third of the increase in funds resulting from the revised motor vehicle registration fees will be used to assist with urban road facilities not only in Brisbane but in the other cities. This step will provide a positive move to deal with the road transport problem in our city areas.

**Mr. TUCKER** (Townsville North) (5.20 p.m.): One rather gathered that the Minister breathed a very heavy sigh of relief at the end of his 1 hour 20 minutes' run. He certainly did not finish with the same dash as Galilee finished a couple of hours ago.

**Mr. Sherrington:** And he wasn't as interesting, either.

**Mr. TUCKER:** I rather gathered that his run finished at the half-mile, and from there he just plugged on.

I listened with a great deal of interest to his comments on the very vital Departments of Mines and Main Roads, particularly as they affect North Queensland. If it took 1 hour 20 minutes for the Minister to introduce these Estimates, it is quite obvious that in the 25 minutes allotted to me I will not be able to reply to everything; so that my colleagues, speaking after I do, will deal with various aspects of the Estimates put forward this afternoon.

Let me say, first of all, that I have always found the officers of the Departments of Mines and Main Roads very efficient and very courteous. I pay tribute to them this afternoon. Whenever I have had reason to go to them I have always been received courteously and I am very grateful to them.

While the Minister was dealing with the Estimates of the Department of Mines, I suppose members from the central and northern districts of the State were very conscious of the contribution mineral deposits in those districts are making in the industrial development of our State. Particularly am I aware of this in Townsville, because Mount Isa Mines Ltd. makes a very big contribution to the economy and development of that city. That mine produces copper, lead, zinc and silver and some of these products—copper in particular—are treated at the copper refinery at Townsville and provide work for many hundreds of men in that city. Blister copper and the other concentrates moving over the wharf at Townsville provide further work for those who live in the North. And so I say we are very conscious of the contribution that minerals make to our economy. I might mention also that North Australian Cement Ltd. mines limestone not very far distant from Townsville. This also provides employment for a large number of men. So, all in all, there is a huge contribution from minerals.

The Minister mentioned today a new find of phosphate rock in the West. I hope that when we ultimately find just what concentration there is of this particular mineral

there will not happen to this deposit what has happened in many other instances, such as at Weipa and other places, where as soon as a mineral was discovered foreign interests took over and ultimately shifted the product overseas.

**Mr. Hughes:** We will not sell out; we will develop the country.

**Mr. TUCKER:** I hope we will be able to mine this deposit in our own interests and use it in the interests of our own primary producers. I say that very advisedly, because I deprecate the fact that many of our minerals are mined and taken overseas for sale and all we have left is a hole in the ground. Great employment benefits flow from being able to use our own products in our own State. We have seen this with the production from Mount Isa Mines. The making of copper bars and the drawing of copper wire by the refinery in Townsville has made a great contribution to our economy.

**Mr. Hughes:** You think all our mineral wealth should remain untapped until such time as Queenslanders have the money to do the job?

**Mr. TUCKER:** If it means that we are going to sell out to some overseas interest and ultimately get nothing out of it, it might as well stay in the ground. Later I will mention what has been happening in connection with our oil deposits. I will ask the hon. member what he thinks about that.

The establishment of an alumina plant at Gladstone to process bauxite shipped from Weipa is one example of how we have been able to retain within our State at least some of the processing of the primary product. I was glad to hear that there will be a further plant established at Gladstone for the processing of our raw material. That is the way we should deal with our primary products.

The Minister mentioned the new thermal power-stations being built in various parts of the State, particularly the one at Collinsville. It is very good that we can use our own coal for the generating of electricity in this State. Apparently it is not the policy of the Government to implement any further large water-conservation schemes, so it is obvious that we will not be able to obtain a great deal of power by hydro-electric generation. Consequently we will have to rely more and more on the new thermal power-stations as the demand for electricity grows. Anybody who has been down any of the mines in the Collinsville area—it is very easy to walk down the sloping approaches—will have seen the tremendous reserves of coal. If we can use them for the generating of electricity for our own consumption, I am all for it. I hope we will be able to use them to an increasing degree to supply power to our own industries.

The Minister mentioned royalties on petroleum amounting to \$1,000,000, and the fact that natural gas was now being used in Roma. He said that negotiations were in progress for the establishment in Brisbane of a fertiliser works which might use natural gas. These are the things that we like to hear. He mentioned that a pipeline could be constructed if the fertiliser works became a reality. I should like to see such a pipeline constructed and owned by the Queensland State Government, and not fall into the hands of outside enterprise. I, and many people associated with the petroleum industry, should like to know whether the Government has any concrete plans concerning the many proposals we have heard about a natural-gas pipeline to Brisbane.

In Australia the demand for petroleum products is increasing by about 9 per cent. a year, and each year our import bill for crude oil and other products is about \$341,000,000. That is a tremendous bill which Australia has to foot. It is obvious to us that it is essential to firmly establish an oil industry in this State. At present we have two fields, at Moonie and Alton, and the Government should give the lead in this matter. If it does not, interest in the industry could wane. It seems that, at present, there is a waning of Australian investors' interest in the oil industry, which is so vital to us. We in the Opposition believe that there is a need for the Government to give a lead by assisting in the marketing of refines in Queensland, and asking the Federal Government to get cracking.

In relation to keeping Australian equity in oil search, dispelling the apathy that has crept into the industry, and promoting the interest of the investing public (which is so necessary), I refer to an article in "The Courier-Mail" of 25 March, 1966, headed "Australia drops behind in the hunt for her oil". In part, it says—

"A paper by Mr. L. W. Williams, of the Commonwealth Bureau of Mineral Resources, pointed out that the percentage of tenement areas held by Australian companies in their own right had fallen from 42 in June, 1963, to 16 per cent. in June, 1965."

A little later the report says—

"The expenditure by Australian companies was 31 per cent. of the total company expenditure in 1964, considerably less in 1965, and it is still falling."

I call today for further Government action to ensure that we retain our equity in this vital industry so that we do not lose to overseas interests. It is obvious they will move in, as the article says, "as the pace gets hotter". I should hate to see us lose our equity in what should be, and possibly will be in the years ahead, one of the most vital industries in Queensland.

**Mr. Camm:** Can you tell me how you propose to retain local interest?

**Mr. TUCKER:** Maybe the Minister knows something we know nothing about, but there does not seem to be any lead given anywhere. The Minister said this afternoon that if we get a fertiliser factory here a pipeline might be built. I have written overseas to learn something about natural gas. I found that, in America, natural gas can be economically piped 2,000 miles.

**Mr. Lee:** There is a bigger population in America.

**Mr. TUCKER:** That is so. I understand that population has a lot to do with it.

We seem to have something there but, year after year, it continues to stay there. We do not exploit it. We seem to be wasting time waiting for someone else to get moving. I believe it is in the Government's interest to get cracking in this matter.

**Mr. Campbell:** Do you think the Government should construct the line?

**Mr. TUCKER:** Yes, I do. I think the Government should own it, too. I said that this afternoon. Apparently the hon. member was not listening.

**Mr. Hughes:** You don't want any development unless the Government carries it out in its own time.

**Mr. TUCKER:** Surely I can put forward an idea from this side of the Chamber.

There is a need to look at this industry and try to give it a lead. If the Government has not the money to do it, interest will have to be engendered in someone else, for instance, the Commonwealth Government. We have marked time too long. Many associated industries will spring up once natural gas is piped to areas where it can be used economically. As an instance, liquid petroleum gas has pushed coal gas out of the picture. It is transported up the coast, taken ashore, and carted to various place in containers and is still delivered economically to householders.

The Main Roads Department is doing outstanding work. But that does not mean I will not be critical of our road programme and certain other activities in the State. Every effort has been made by the department and it has been given good leadership over the last few years. That is evidenced by the continued efforts of the whole staff to do a good job for Queensland.

Last year the Commonwealth Government collected \$380,000,000 from vehicle users in fuel tax, sales tax, and customs duty on motor-cars and motor parts. But, as the Minister said, only \$150,000,000, or less than half, is to be given in grants for expenditure on roads. Apparently the yearly allocation to the States is calculated on an arbitrary total figure. Tasmania gets 5 per cent. of the Australian figure and the rest is allocated under a formula based on area, population, and the number of vehicles in each State. The whole of the fuel tax collected by the

Commonwealth Government from motorists and transport operators should be returned to the State. Queensland is to receive \$27,442,000 or 18.3 per cent. of the total allocation.

The Federal Treasurer, when giving details of the amounts to be allocated to each State, said that they were granted on the condition that the States would have to increase their spending, and I think at least 40 per cent. is to be spent on rural roads.

Of the \$1,600 million that has been collected in fuel tax, and only in fuel tax, since the Commonwealth Government entered this field, \$1,200 million has been diverted. In other words, this huge amount of money has been taken by the Commonwealth Government from motorists, and only a very small percentage of it has been returned. Why should not the motorist get back in the form of good roads what he pays in fuel tax? I can see no reason why all the money taken from motorists in fuel tax should not be returned to the States, instead of the small amount that is now received by them. It seems to me quite wrong that the State has to increase taxation to obtain more money for work on Queensland roads whilst the Commonwealth Government has virtually pirated this huge sum from motorists. Obviously the State Government needs extra money and has had to place additional imposts on the workers to obtain it. I think that is wrong, and that what is happening should be aired in this Chamber.

I understand from articles I have read that in the United States 41,000 miles of first-class expressways have just been completed. Those who have travelled in that country tell me that they are in fact first-class roads.

**Mr. Lee:** They are not toll roads, are they?

**Mr. TUCKER:** They are not toll roads; they are in another category. The construction of those 41,000 miles has been financed solely by the Federal petrol tax. I have excluded toll roads.

**Mr. Lee:** Is that in one year?

**Mr. TUCKER:** No, over a period. I do not think anyone could argue against what I am saying about the return to the States of money collected by fuel tax.

Obviously the grants now received are inadequate for what the Minister and his department want to do, and additional money should be obtained from the Commonwealth Government. I am sure that all in the Chamber agree that money spent on roads is a very wise investment.

**Mr. Murray:** We have just been saying this of education, and we will say it of everything else. I wonder where it stops?

**Mr. TUCKER:** Perhaps the hon. member for Clayfield may be able to tell us all about it. I am here to make my speech, and when he makes his in due course I shall listen carefully to it. After all, if we adopt the attitude suggested by the hon. member, we will sit down and do nothing—not even talk about it—and be satisfied with mediocrity for the rest of our lives. I do not think that is the way it should be. If other nations are able to finance roads in the way I have mentioned, what is the Commonwealth Government doing with the money received in petrol tax? On what is it being used? If it is being channelled to other purposes, is that right? I ask the hon. member to say if he thinks diverting it to other purposes is right, as I do not think it is. The provision of roads should not be regarded as a drain on revenue; rather should it be regarded as a means to further prosperity.

Although I pay a tribute to the work of the Main Roads Department, many of our roads at present are well below world standards. Of course, I am well aware that we have not sufficient money to bring them to that standard. In 1964, 3 per cent. of all deaths in Australia were caused by road smashes, and 2,966 people were senselessly killed and 70,000 injured, many of them maimed or crippled for life, on the roads. Those figures are very frightening indeed.

Increasing traffic calls for very careful planning, and a road system should guide the heaviest traffic with the greatest safety. I am conscious of the cost of clover-leaves, overpasses and other aids to traffic safety.

(Time expired.)

**Mr. PORTER (Toowong) (5.46 p.m.):** I should like to make a couple of brief comments on the very important portfolio controlled by the Minister for Mines and Main Roads. I wish to deal particularly with mining and to say something about mineral development and what I regard as the almost desperate need to formulate a co-ordinated over-all energy policy, and I hope that what I say will be regarded as constructive and not as critical.

I do not think that any hon. member in this Chamber can emphasise too strongly the role of mineral discovery and development. This is a young country and, as such, it is struggling for both population and growth, and this is one of the means by which it can achieve them. Australia is a paradox. It is a young nation; it is also old geologically. It is young in the field of nations that are reaching out for the type of industrial and economic power that I think will be needed to survive in the second half of the 20th century; it is a very old country geologically, and when the Andes, the Himalayas and the Cordilleras were being thrust up, erosion was already beginning to age Australia. The fact that the country is very old geologically has probably made us the heirs to a very

large diversity of mineral resources, and great discoveries have been made in the last two decades. I think it is fair to say that the greatest of them—perhaps the greatest since Kalgoorlie—are Mt. Isa and Weipa. For about half a century prior to this, very little mineral exploration had taken place in Australia; now the country has entered a new and very exciting era of further discoveries, with all that this will mean. Even so, the vast surface of the continent, particularly its northern sections, have hardly been scratched yet, and I am quite sure that, with modern techniques and scientifically organised exploration, a great deal more natural wealth will be found in the decades ahead.

The Minister's recent announcement relative to the discovery of phosphate rock is typical of the pattern that is now evident. I hope that the Minister and his officers are taking rapid steps—I am sure they are—to ensure that the field is proven, because this is an instance in which very substantial overseas capital might be brought in to assist development. Hon. members on this side of the Chamber do not share the rather sullen, suspicious and almost churlish attitude of hon. members opposite to every suggestion for investment from overseas sources. Before anyone butts in with an interjection and says, "Selling our birthright", it is as well to point out that of the total national production of Australia, only 6 per cent. derives from sources in which foreign capital holds a major share of ownership. I think that in mining it must be recognised that the days of easy effort are over, that the gold bonanzas and the silver-lead booms have receded into the romantic past—if indeed it was ever romantic to those who were engaged in the industry in those days. Mining today is something that requires large-scale operations and very substantial capital investment.

The mining industry always has special problems—problems of location, because most mineral discoveries are made in difficult places, and problems associated with world markets—and therefore is a sector which requires much more sympathetic Government consideration than most others. I should think that the only real prospect now of settling remote areas of this great virgin country of ours comes from mineral development. So, if it means populating empty places and providing us with economic strength, mineral development requires a great deal of sympathetic help and aid. Without a doubt, the greatest incentive for mineral discovery and development is, I think, an assurance of freedom of marketing. I know there are times when the marketing of mineral products has to be controlled, but by and large, if we want people to take on large-scale prospecting, with all the abnormal prospects of failure that might involve individuals in huge expenditure of money, then we must offer them the inducement of free marketing. Incidentally, I think those involved in mineral development over the next couple of decades will have to

realise that they will probably be selling on a buyer's market rather than on a seller's market.

To date in Queensland and in other States the pattern of mineral discoveries is that most have been in areas remote from transportation, power facilities and so on, and so, I say that the Government that wants mineral development has to accept the position and has to be prepared to give assistance. Although the things we should be prepared to do at this stage may appear to be extremely generous, it has to be recognised that in our State we have a lag in development which we must urgently make up. If we do not make it up in the next two decades, I do not know how we will do it in the future. Our need is urgent and desperate, and we have to do things that, in other circumstances, might seem to be over generous.

I agree with the Deputy Leader of the Opposition to the extent that we must encourage the trend to greater refining and fabricating of mineral products in this State but here again we cannot just say, "This shall be so." We cannot have the Government doing everything, at least not in terms of the philosophy of this side of the Committee. I think a great deal of this type of development will be dependent on the availability of power and transportation—particularly transportation at reasonable rates. I say again that the Government has to bend over backwards to endeavour to supply these needs. Power is vital; we all know that, particularly in terms of northern mineral development. I wonder if we should not consider the economics of providing power for this purpose, not only from our own low-grade coal deposits but also by the utilisation of hydro-electric power generated in New Guinea. I think also that in the relatively near future we will have to consider the potentialities of small atomic-power factories.

Having talked about power, let me say that there is an urgent need to formulate a coherent energy policy. That is the best word I can use for this because it is such a wide subject. I think such a policy should aim at preventing energy wastage in every form. This should include the maximum extraction of coal and the very careful withdrawal of our oil and gas from wells and the sale wherever possible of pass-out steam, even if it complicates power generation; and the reduction of transportation costs by encouraging suitable industries to group together at sites; and providing cheap stand-by power to those private industries which can generate their own power and heat at cheaper rates than big single power-stations.

In terms of the energy that can be derived from oil, natural gas and coal, the Hetherington report is a very valuable document. In his report Dr. Hetherington said that "coal must still be regarded as the most economic source of fuel for the next major electric power generating installation (for 1971)", but that from 1975 we would need to look to natural gas for fuel.

I think that a State energy policy would consider the role that is to be played by gas, by oil and by established coal fields, including the worried ones like Rosewood. In this regard, I wonder whether the Coal Board should not be looked at. Dr. Hetherington said—

"The system of allocation assignment and district flat pricing by the Coal Board, which has served its purpose well in the past, requires re-vamping in order to permit coal to compete in present markets. It is believed that the ultimate aim of the Coal Board should be toward freedom of choice between coal suppliers and coal purchasers carried out over an orderly period of time."

So I think that the functions, the operations, and indeed the purpose, of the Coal Board might now be subjected to a quite searching scrutiny. I think we have to expect that there will be very substantial emphasis on the use of natural gas in the future. It has now been found in substantial quantities in Southern and Central Queensland, the north-east of South Australia, the south-west corner of the Northern Territory and, of course, most recently, offshore from Gippsland in the south-east of Victoria.

Natural gas has a bright future as long as it competes with the proper advantage of competitive prices. In other words, we have to use its natural advantages in order to make it properly saleable. It has a higher calorific value than manufactured gas. Its high methane content makes it suitable for the manufacture of many chemical products. It provides chemical end-products for a huge range of industries: plastics, synthetic rubber, textiles, explosives, solvents, medicines, paints, inks, detergents, and so on.

Some experts foresee Australia linked by a grid of natural-gas pipelines within the next five years, so hon. members can see how rapid is the development forecast. This would supply much of the present gas needs and also much of our over-all energy requirements, although I do not know whether five years is a reasonable forecast. But the prospect certainly is not unreal, because in America natural gas provides one-third of all energy used, and is 99 per cent. of all gas. In Canada it provides 15 per cent. of the total energy, and is 75 per cent. of all gas. So natural gas has a great future in this country, not only for our own uses but in terms of liquefying it and making it a substantial export product.

Our energy market is growing at a rate close to 7 per cent. a year. At the present time, of this total energy market petroleum products provide 43 per cent., black coal 37 per cent., brown coal 12 per cent., hydro-electricity 7 per cent. and firewood 1 per cent. I am glad that firewood is still there. The figures disclose that there has been a huge swing to petroleum products in recent years, and the move to these fuels will undoubtedly continue. This is in line with other highly industrialised countries. I would

say that the move to the use of natural gas at advantageous prices is virtually certain in the future.

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

**Mr. PORTER:** The necessity to ensure that we get a useful energy policy and that we properly use our natural gas advantages must be obvious to all hon. members in the Chamber. In this latter regard, of course, we are on completely new ground. We had no indigenous natural gas industry until recently, so we have to make up the rules for it as we go along. In common with other States in Australia we must decide to what extent the laws, regulations and practices observed in other places shall be observed here.

I remind hon. members that this has been handled very intelligently. The problem has been tackled well by Premiers, Mines Ministers, and senior departmental officers in the various States. Many of them have visited North America and Europe to learn at first hand about the current developments in the supply of this particular resource. Sir Henry Bolte and Mr. Walsh, the Premiers of Victoria and South Australia, recently went abroad mainly for that reason, and I think the Federal Minister for National Development, Mr. Fairbairn, had talks in Britain about the off-shore drilling processes in that country and what they are doing about the oil-gas situation there. So we are doing quite well as a State, and also on the national basis.

I now make the strongest plea for the development of a long-term energy policy. I think this should include a survey of our needs, our prospects in the various fields, and how we in this State fit in with the national production and the national market for coal, oil and gas, and also what we should export after our own requirements have been met.

In formulating such an energy policy I am quite sure that this Government will bear in mind the need for a great deal of flexibility, because this is a field in which change is enormous and rapid. Perhaps it would be a good plan to set up an advisory board comprised of experts from each field with wide marketing experience who, whilst not possessing any power to formulate Government policy, may assist us by providing the wealth of knowledge and the practical experience that the Government would find difficulty getting in any other way.

Finally, I again ask that not only the Government, but this Parliament, as a Parliament, recognise the imperative need to encourage mineral development and exploration. We all know that due to the early pattern of settlement in Australia, and then the pressures of two world wars, a great deal of our industry is concentrated in the

southern States. I believe that our mineral resources provide the best prospect of bridging the gap between our level of industrial development and that of the southern States. I hope that hon. members in the Chamber, particularly those on the opposite side, will not be hidebound by ancient prejudices against accepting risk capital from virtually any source whatever.

**Mr. DONALD** (Ipswich East) (7.19 p.m.): I was particularly interested in what the hon. member for Toowong said, and I can go along with him some of the way, but not all the way.

I thank the Minister for extending praise to the Coal Board. Whatever praise he gave to members of the Coal Board is certainly warranted, for without the Coal Board our industry would not be in the strong position that it is today. The board has so organised the industry that it is more efficient than it would be if it had remained unorganised, with cut-throat competition that was the rule for so many years in the past. The members of the Coal Board are all efficient men who know the industry very well. They have given, and the board in turn has given, good service to the community. I shall illustrate that shortly with a quotation from the Annual Report of the Department of Mines. Without the Coal Board I do not know how the industry would have managed. It certainly would not have been in the position it is today.

The Annual Report of the Coal Board issued today shows what has been accomplished. It was formed at the time of the Joint Coal Board, an organisation set up by the New South Wales and Commonwealth Governments. The Queensland Government of the day, in its wisdom—and I agree with the action it took—thought it would be better to have a Queensland Coal Board rather than be amalgamated with New South Wales. It has been our sorry experience over the years that the people in the South, because of their greater voting strength, the larger number of companies, and the greater amount of capital involved, have been able to guard the interests of the South more effectively than Queensland's interests. I do not think the Queensland Government at that time made a mistake, because the worth and work of the Coal Board in the intervening years proved the wisdom of the move.

It is interesting that with fewer men employed in the industry we have been able to increase output considerably, and I emphasise the word "considerably". In 1956 West Moreton produced 1,420,395 tons; in 1965 it produced 1,992,353 tons, an increase of more than 500,000 tons. It is surprising that it is the only district in Queensland that



has had an increase. The tonnages for the other districts dropped considerably, as the following figures will show:—

	1956 tonnage	1965 tonnage
Darling Downs ..	150,487	70,990
Maryborough ..	159,791	174,696
Callide ..	182,792	131,452
Blair Athol Open-cut	259,571	63,940
Bowen ..	398,392	257,015
	1959 tonnage	1965 tonnage
Moura-Kianga ..	17,042	1,408,499

Moura-Kianga was not in existence in 1956; it commenced operations in 1959. The figures for Blair Athol indicate a catastrophic drop, considering the publicity and the raised hopes, from time to time, for both the employer and the employee. Mount Mulligan went out of production in 1957.

Looking at the consumption figures, one cannot help but gain the impression that there is an imbalance in the industry. Queensland consumers used 2,749,624 tons, and the remainder was exported. That shows how the export trade is developing and how, unfortunately, home consumption is decreasing, thus bringing about a serious imbalance with which we cannot be satisfied under any consideration.

I could continue quoting from this very interesting report of the Under Secretary for Mines to prove what I have been saying and the worth of the Coal Board to the State. It also gives food for thought, as suggested by the hon. member for Toowong, on the formation of a Coal Utilisation Board in Queensland.

I was very disappointed indeed with the answer that I received from the Premier to a question that I asked on 10 August last. My question was—

“Will the Government favourably consider compensating in a practical manner the employers and the employees in the West Moreton coal mining industry for the loss of revenue and wages which is bound to occur on the successful introduction of natural gas for industrial and domestic purposes?”

The Premier replied—

“No. The suggestion is quite impracticable and the honourable member is aware that this is so. Such a situation, although unfortunate, must be considered as a hazard of the business. The West Moreton coal mining industry's future must be assessed on its ability to out-sell, in both price and quality, competitors not only without but also within the coal industry.”

I disagree strongly with the Premier's contention that my suggestion was impracticable. Surely the Government has a plan, or the ability to formulate one, to assist any industry, or section of any industry, and the employers and employees engaged in it, that may become redundant through modern

developments, whether they take the form of rationalisation, automation, or mechanisation.

The Government, through the Coal Board, has rendered very valuable assistance to the coal-mining industry. Thousands of dollars have been spent by colliery companies on modernising mines and purchasing modern coal-mining machinery to enable the industry to bring many advantages and improvements to the community generally. For confirmation of that statement, I turn to the annual report of the Under Secretary for Mines, where this passage appears—

“The number of persons employed in Queensland coal mines decreased from a total 2,730 during 1964 to 2,519 in 1965. The number employed underground has decreased from 1,835 to 1,670. There is no doubt that automation and mechanisation in coal mines has greatly reduced the labour force.

“On the other hand the coal output for the State has increased to 4,242,834 tons and had a value to the State of £11,855,586. Thus the selling price value to Queensland soars higher and closer to the next best mineral-wise value held by copper. Once again this year I can draw notice to the continuing reduction in the selling price of coal. The average price at the mine of £2 15s. 10d. is a reduction of two shillings per ton when compared with 1964 and as a matter of interest comparable with 1958 when coal averaged £2 15s. 2d. per ton.”

The report then contains something that is very interesting indeed—

“It can be noted that an advertisement appeared in the Courier on 20th July, 1951, whereby coal was available delivered at houses in North Brisbane at the rate of 16s. per ton, all charges included.”

The coal-mining industry, by efficient management and a desire to serve the public well, was able to reduce the price of coal not only last year but also the year before that. Coal provides the energy necessary for others to manufacture many articles useful to the community. Why, then, is it that those who have benefited from the efficiency of the coal-mining industry and are now able to obtain a cheaper source of energy for manufacturing purposes continue to increase the prices of their articles?

Colliery proprietors have been able to reduce coal prices and give their employees better employment conditions and higher wages. Why is it that people who are using the energy produced by coal to manufacture other articles have to increase, and increase continually, the prices of those articles? That is something worth investigating. If those who are engaged in the coal-mining industry can reduce prices, I am sure that people in other industries can do so too.

Let me return to what I was saying before I digressed. The money advanced by the Coal Board has to be repaid, of course,

and not a single shareholder in any of the collieries is objecting to that. It is realised that there is an obligation to repay to the Coal Board the money that has been borrowed from it, and that obligation will be honoured. However, this question does arise: how are the colliery proprietors going to meet their financial obligations if there is no longer a demand for their product, or if the demand is reduced considerably. The problem affects both the large and wealthy companies and the smaller companies; but as the smaller companies have neither the power of resistance nor the ability to rehabilitate themselves enjoyed by the larger companies, they will suffer most.

Those engaged in the coal-mining industry will not suffer alone. Almost everyone living in a coal-mining community will suffer, as they did during the depression years. It is a well-known economic fact that one cannot interfere with one section of the nation's economy without disturbing the whole economy. Mine-workers are good spenders and excellent citizens. They have demonstrated that not only in the West Moreton district but in every coalfield in the Commonwealth of Australia. They have the reputation of being good and wise men; they also have the reputation, deservedly earned, of being really good citizens. No-one can dispute that. If there is a reduction in their capacity to earn, it follows naturally that their purchasing power will be reduced drastically, if not entirely eliminated. Let us hope that wise counsel prevails and that we will not see depressed areas and ghost towns where thriving communities now exist.

At every opportunity the Government boasts—whether it is entitled to take advantage of some of the opportunities is open to doubt—of its policy of decentralisation, which it borrowed, stole or copied from the Australian Labour Party. It boasts also about its policy of development. If it was sincere, it would take industries to Rosewood and other localities in the West Moreton district to relieve any unemployment that may have occurred and that is bound to increase in the coal-mining industry if and when coal is replaced by some other fuel or source of energy in the production of the power needed to meet the domestic and industrial requirements of Queensland.

Coal may be able to hold its own against the real challenge from other fuels and other sources, but I doubt it, and I am supported in this thought by men who are in a much better position than I am to judge. For this reason, I ask that thought be given to what is likely to happen in the future, so that the change-over from coal will be accomplished with a minimum of economic dislocation and suffering from loss of trade and employment and so as to prevent the creation of distressed areas, with their attendant misery, that has happened in the past. It is the duty of the Government to see that the necessary planning is undertaken to prevent anything of that sort happening.

If the Government feels that planning and preparation are not necessary, or if it is unwilling or unable to undertake the task, it should resign and let a more competent party govern. I have stressed in this Chamber on a number of occasions that Japan is conserving her coal resources while we are supplying her every year with over 1,000,000 tons of our best coking coal, which is approximately one-third of our annual production.

For the information of hon. members I shall point out what is happening in the Japanese coal-mining industry, for it is important that they should know. However, before doing so, for the benefit of hon. members I shall quote from a reliable source the figures of coal production throughout the world and commend to them a national fuel policy. In this connection I sincerely thank the Premier for the answer he gave me this morning to a question on that subject.

These figures are from the United States Bureau of Mines, which published the following estimates of bituminous and anthracite coal production. It is in metric tons. In 1965 North America produced 484,900,000 tons, which was 24,000,000 tons more than was produced in 1964. South America was up from 7,100,000 tons to 7,400,000 tons, Europe was down from 598,900,000 tons to 584,200,000 tons, a decrease of 14,700,000 tons. The Soviet Union went up from 416,000,000 tons to 425,700,000 tons, an increase of about 10,000,000 tons. Asia went up from 439,600,000 tons to 454,200,000 tons, of which 55,500,000 tons was produced in Japan. Africa increased from 49,200,000 tons to 53,000,000 tons, an increase of 3,800,000 tons, and Australia went up from 27,802,000 tons to 31,852,000 tons, an increase of 4,050,000 tons.

It might surprise hon. members to know—it surprised me—that the continent that produced the largest tonnage of coal was Europe, followed by North America, then Asia, then U.S.S.R., with Africa fifth and Australia sixth. That is the coal production throughout the world, and I think that should give us some thought.

A very healthy step has been taken in many of the Australian coal-mining districts in demanding a comprehensive review and investigation into the coal requirements of Australia and the establishment of a national fuel policy to prevent waste and to see which fuel would be of greater value to any particular industry in any particular district.

I want to quote now from an article which appeared in "The Queensland Times" of 27 August. It reads—

"The Joint Coal Board today called for 'a comprehensive review' covering all present and possible sources of energy demand in Australia.

"The Board's report tabled in Federal Parliament today was critical indirectly of present Government policy on exports, and its failure to adopt a national fuel policy.

"The report raised these questions—

Could Australia afford to continue exporting cheap coking coal to Japan, and at the same time encourage the growth of the Australian iron and steel industry to meet the growing market?

Whether the coal industry was getting a fair deal compared with the oil exploration industry and the development of atomic energy?

"The report, like the report of the Atomic Energy Commission earlier this month was critical of Government policy.

"It called for much greater precision if Australia's coal resources—small by world standards—were to be 'conserved, developed, worked and used to the best advantage in the public interest.'"

If Australia's coal resources are small by world standards, so are Queensland's reserves small by New South Wales or Australian standards.

The article continues—

"But on the brighter side, the report said there had been vigorous expansion in the coal industry in the past few years.

"Further expansion, but at a slower rate, was expected in the next few years.

"Annual coal production would need to increase by 4,250,000 tons by 1970-71, when output was expected to be 29,250,000 tons—8,200,000 for export and 19,000,000 for home use.

"The home use section would comprise 7,100,000 for power generation, and 8,900,000 tons for steel production.

"But usage for other consumers, under the impact of competition from oil and natural gas, would probably fall to 3,000,000 tons in 1970-71—a fall of 1,600,000 tons on the 1965-66 figure.

"The board said the Australian iron and steel industry would have great market opportunities in the future.

"But it would be more likely to attract capital if deposits of coking coal were proven.

"Australia would need 30,000,000 tons of coking coal a year by the year 2000—34 years' time.

"But Japan was coming to regard Australia as its main supplier of coking coal. Japan at present was taking 9,000,000 tons of coking coal a year.

"Japan was buying Australian coking coal because it was cheap to mine and to load.

"As coking coal under low cover was mined, the costs would become higher as the mines went further underground.

"The report outlined a scheme to improve knowledge of Australian coal reserves. The Queensland Government was also co-operating.

"The board hoped that working with the New South Wales and Queensland mines departments, it could achieve a drilling rate capable of establishing coking reserves in Eastern Australia."

For a number of years now the Coal Board has pursued a very vigorous drilling policy, which could help the mining industry and of course at the same time, the people of Queensland.

To continue—

"In the five years to June 1966, Australia's exports of coal totalled more than 23,600,000 tons, and the export market was likely to continue rising.

"Whether Australia has sufficient cheap coking coal to encourage the growth of the Australian iron and steel industry on the scale that the market will otherwise permit and, at the same time, permit unrestricted export is a matter which is causing the board great concern," the report said."

Hon. members will know that on every possible occasion I have taken the opportunity to draw attention to the unwise policy of exporting our good coking coal. We have not an abundance of it, and it must become dearer to produce as we have to go further underground to mine it. Japan conserves her coal, but we are rushing in to supply her with coal, thinking that we are doing something that is very clever. We are exporting to Japan the cheapest coal in the world so that she can compete unfairly with the Australian people.

If time permits I will cite a statement by a very prominent member of the Liberal Party who is also a coal-owner.

(Time expired.)

**Mr. E. G. W. WOOD (Logan) (7.45 p.m.):** I am well aware that the Minister for Mines and Main Roads labours to the same degree that we, in the local authority, and all Governments, labour in an endeavour to make the best possible use of limited finance. I am indeed pleased to have an assurance from the Minister that the extra funds received from the increase in registrations will be used solely for road design and construction. Although the increase in heavy vehicle registration is severe, and unfortunately affects western areas which have been sadly depleted and distressed by the severe drought, nevertheless the Minister is well aware that the preponderance of road tonnage is carried on coastal and interstate roads. We have only to look at the Cunningham Highway and the Redlands district, where mineral sands are carted, to see that that is so.

Heavy trucks greatly accentuate the need for safety precautions on our roads, and the great volume of heavy vehicle traffic in the coastal region makes necessary very heavy expenditure on such roads. I am putting forward these facts in justification of the large increase in registration fees for heavy vehicles. I repeat

that I am indeed sad to see the western areas of the State caught up in the general increase. I know from local authority experience that it costs nearly as much to provide traffic islands at one intersection as it does to construct two miles of good bitumen road. Island complexes are expensive to construct but are not the final answer. If they were given sufficient money, I have no doubt that our engineers could produce safe crossings anywhere, but fly-overs and other safe crossings can be constructed only at great expense. Traffic islands serve the purpose of slowing down traffic, and provide some degree of safety.

In the electorate of Logan the Minister is facing up to his responsibility to cope with some of the heaviest traffic flow in the whole of the State. I thank him and his officers for the efforts they have made on the Pacific Highway. If I may mention a minor detail in that work, I thank the Minister particularly for the effort he made to control the dust on unsurfaced roads at Slacks Creek. I assure him that the families in that area appreciate his efforts.

The local authorities are expecting more and more from the Main Roads Department. They are constantly asking for more roads to be gazetted. I quite agree with the Minister that it is useless to declare further main roads until the main roads presently gazetted have been constructed or substantially constructed.

As I have pointed out on several occasions, I am fortunate in that I represent an electorate that has many types of industries and diverse development. I take advantage of this opportunity to bring some of the smaller problems affecting my electorate before the Minister in the hope that they can be solved. A specific detail to which I should like to draw the Minister's attention is section 19 of the Main Roads Act which provides for the allocation of funds for the purpose of constructing urgently needed undeclared developmental roads. I list under this heading the very important missing link in Compton Road. This road connects Woodridge with the industrial complex at Acacia Ridge. This would be a most useful road on which to expend these funds. It would open up all this area and a very useful work force for this important industrial area would come from the fast-growing urbanised section of Woodridge in the Logan electorate.

Another section which requires close attention is the Capalaba-Belmont road which carries about 6,000 vehicles a day, and is therefore comparable with the Pacific Highway, although it has not the heavy peak traffic of that highway. The speed limit on that road is 35 to 45 miles an hour and in its length of 18 miles to Brisbane there is not one place where cars can overtake in safety. The road carries the major portion of the traffic from the Redlands area. The

congestion could be relieved by the construction of the Rickertt Road Bridge across Logan Creek, which I have mentioned so often before.

The shortcut via Tingalpa is to be ultimately considered as a main road; I was given that assurance some time ago when the Redlands main roads plan was being considered. It would be much better from the department's point of view if the local authorities concerned, namely the Brisbane City Council and the Redland Shire Council, undertook the construction of this bridge. And the Government would have to pay only one-third of the cost. We are asking the Government to raise its subsidy from one-fifth to one-third so that this bridge can be constructed.

Turning now to general matters, I have heard arguments in this Chamber for the abolition and/or curtailment of the use of day labour on main roads construction and the prevention of the use by local authorities of Commonwealth Aids money to purchase plant. I agree with this in part as I know that councils cannot buy very large units and keep them gainfully employed. But private and public works are an integral part of the shire's economy and in my opinion—an opinion I have discussed with my engineers on several occasions—any plant costing up to \$30,000, for instance, a D7 Cat., is the maximum an ordinary shire would operate. As an example of this I refer to the Upper Mt. Gravatt—Broadwater Road area where the Redland Shire Council undertook with day labour main road construction estimated to cost \$40,000, working under our consultant engineers. We had to employ some heavy machinery because we did not have machinery of our own to move some of the heavy materials. We have just finished that job at 35·4 per cent. below the estimate, so we saved the Main Roads Department \$10,000. I hope the Minister takes particular notice of that and allocates the \$10,000 to other works in the Logan electorate.

The shire succeeds in getting a good deal of the private work because it keeps costs down. In no way, directly or indirectly, are they subsidised by the ratepayers. All plant, whether construction or maintenance, is costed to Main Roads Department standards. Councils would be seriously affected if any restriction was placed on plant purchase or day labour for private works.

I draw attention to the vast difference between the leases granted in open-cut mining and in so-called sand mining. One is restricted to ore bodies in comparatively limited areas, while the other is undefined and in some cases extends over thousands of acres. In my area mining leases have been granted over thousands of acres. A completely different approach should be made to the control and direction of these extensive operations. There is the further question of rehabilitation of large areas. Access roads also are required and local authorities

have to make sure that access roads and all public reserves are available. If this is not provided for in the original lease, the public are seriously affected. They could be deprived of access to reserves and surf beaches, and therefore this aspect has to be watched closely.

The Minister can correct me if I am wrong, but I understand that in respect of mining leases there is no provision for resumption for public purposes. That is readily understandable, as it would not be reasonable to permit resumptions from all mining leases, on ore bodies, but sand mining is in quite a different category. The very finality of it imposes a considerable burden on the mining warden. In his decision, which is subject to ministerial review, he has to be very sure that the interests of the public have been protected. Although a decision is sometimes delayed for a long period when a shire objects to the granting of a lease, I do not think the commencement of mining operations should be allowed before the decision is known. In other words, I do not want local authorities to be presented with accomplished facts.

I fully realise the value to the nation of these dollar-earning mineral sands. I understand that one company pays \$100,000 a year to the State in royalties, and I know well the importance to the State of industrial development. We of the Redland shire are endeavouring to secure the township of Glen Ogilvie on the Eighteen-mile beach on Stradbroke Island, together with its access road. Although we have not yet succeeded, the matter has been taken to the Mining Warden's court but no decision has been given. I hope the department sees fit to watch the interests of the public in this matter. There is a great need for this protection, and applications for sand-mining leases should receive close scrutiny.

I should now like to refer to the road crossing Stradbroke Island from Dunwich to Point Lookout which the Main Roads Department was good enough to gazette as a main road three or four years ago. We appreciate the concession, because we could not possibly maintain it without departmental assistance. I purposely left my reference to it till after I had dealt with mining matters, as one company is using the road for industrial purposes. Under industrial use it is breaking up quickly, and we are of the opinion that some formula should be arrived at under which the road will be maintained in part by the mining company. I realise, of course, that Main Roads Department funds are short. This matter has been taken up with the Commissioner, and I understand that under the Act a difficulty arises in using such funds on gazetted roads. This matter should be further considered in an effort to find a suitable formula of the type suggested.

Returning to mining matters, I point out that the mitten heaps at Stradbroke Island are no longer there. The company operating there put dredges through them, which to my mind was a ruthless and wanton piece of commercial vandalism. I understand that those mitten heaps were fine specimens that had a certain value to naturalists. They showed various geological strata and were of scientific interest, but now they have gone. I mention this preparatory to pointing out that there are similar mitten heaps on Moreton Island where sand mining is also envisaged. I strongly suggest to the Minister for Lands that, as the very fine mitten heaps on Stradbroke Island are no longer in existence, he should take action through his department to preserve those that are on Moreton Island.

**Mr. R. JONES** (Cairns) (8.1 p.m.): It was very gratifying to hear the Minister outline in some detail the vast amount of wealth that the State derives from mining activities in the hinterland of the port of Cairns. He recognised the contribution being made to the economy of the State by minerals from this area, particularly tin, which is indigenous to the district. It was very pleasing, too, to hear the Minister become so effusive about the future prospects of Cairns, which of course are bound up with the present exploration and evaluation of mining fields in the area.

In the 1880's, Australia was the world's largest producer of tin, being responsible for about 25 per cent. of the overall production, and the greater part of it came from the fields in North Queensland. I listened intently to the Minister when he said he estimated that the Irvinebank battery would increase its treatment of lode tin by 50 per cent. in the next 12 months. Page 86 of the Annual Report of the Under Secretary for Mines shows that 9,448 tons of tin-ore were treated at the State Treatment Works at Irvinebank and that 131 tons of tin concentrates were produced. It is believed that the potential of tin mining in North Queensland has only been scratched and that the wealth of the country was only tapped as far as people were able to go with picks and shovels. With the use of modern methods of exploration, intense development of mining in the area should follow.

The Minister also foreshadowed that as the present treatment facilities were inadequate and would not be able to cope with the increased output, further treatment works would have to be provided. Since entering this Chamber, I have continually stressed the need for this, and I hope that my representations have not fallen on deaf ears. I reiterate my plea that the refining processes and tin-plate manufacturing should be at the port of shipment, Cairns.

I have here a cutting from the "Telegraph" of 20 October, 1965, which shows what can happen if we continue to allow tin concentrates to be exported interstate. The article says—

"Trade in tinplate

"Tokyo, Tuesday (19 October). New Zealand may use Japanese tinplate to make cans for New Zealand foodstuffs aimed at the Japanese market.

"Studies of this new avenue of two-way trade were announced at a Press conference by Mr. J. Wattie, a Director of J. Wattie Cannery Ltd. and a member of the New Zealand Trade Promotion Council."

It goes on to say—this affects Australia and the Cairns area—

"New Zealand's main sources of tinplate are Australia and Britain.

"Mr. Wattie, a member of the New Zealand Economics and Goodwill Mission visiting Japan, said he was looking into the Japanese tinplate project because of his firm belief in two-way trade.

"The same ships could carry Japanese tinplate to New Zealand and canned New Zealand foodstuffs to Japan."

We could very easily miss the boat if we do not also make some overtures to have tinplate refined at the source of tin production and to retain it in Queensland. At the present time, all our tin concentrates are being refined either interstate, at Port Kembla and other places, or overseas.

Cairns has a mining history. I think the Minister pointed this out during the introduction of his Estimates and said that the future of Cairns is tied up in mining. I agree with him, and I believe that we could again build up a very virile town and district by placing emphasis on tinplate production in our area. When the Minister mentioned new treatment facilities he did not elaborate on details of the proposal. He did not say what he intended to do or where the facilities were to go.

**Mr. Adair:** Brisbane.

**Mr. R. JONES:** As the hon. member for Cook interjects, no doubt it will be Brisbane. I believe that the Country Party, as a Government, is not carrying out its policy of decentralisation as expounded by the Federal Leader, Mr. McEwen who was reported in "The Cairns Post" of 25 June, 1964, as follows:—

"The more obvious way for Governments to aid decentralisation was to equalise the profit-making opportunities between country and city areas. One step was for the Government service in the country to be consciously carried at a loss, particularly rail freights."

That is a very important principle.

He went on to say—

"The less obvious approach to decentralisation is one by which Governments

create new industrial centres in a deliberate effort to achieve a better spread of industry and population."

That is the Federal Country Party Leader advocating decentralisation of production works, and we should like the Minister to elaborate on what he intends to do with his new treatment facilities.

We think that as we in North Queensland are exporting through our port almost 80 per cent. of the tin production of this State, and at least 50 per cent. of Australian production, we deserve to have the facilities for the treatment of tin or tinplate centred at our port. We think that this could quite easily be done.

The Minister went on to mention electricity and said that this is important to tin-mining development. I concur whole-heartedly in what he said. He said it was very important. He also mentioned drilling and mining that is being done in co-operation with the Cairns City Council at Copperlode Falls Dam and the prospects and potential of the Behanna Creek scheme. These two schemes could be developed as water conservation and hydro works. In the Behanna Creek scheme we have the water necessary for the development of either mining or manufacturing potential. I am pleased to see that the Minister for Local Government and Conservation is in the Chamber. I am sorry the Minister for Industrial Development is not here also, because no manufacturing undertaking can exist without a plentiful supply of water.

Townsville is in dire straits today because of the shortage of water. Gladstone is clamouring for a new water supply. We naturally believe that the alumina plant should have been established in Cairns. I think that was really the place for it, although I do not take anything away from the hon. member for Port Curtis for his representations, which were successful in getting the alumina plant in Gladstone. We have the water resources in North Queensland. If both power and water were available, industry would automatically come to our area.

So that there will not be any misunderstanding about what is contained in the Annual Report of the Under Secretary for Mines, which points out that there was a decrease in tin production from 2,079½ tons, valued at \$4,222,496, in 1964 to 1,669 tons, valued at \$3,815,490, in 1965, I want to place on record that it is quite evident that this drop in production was caused mainly by shifting the tin-dredging plant, which was originally brought from New Zealand to Battle Creek. The delay in re-assembly of the dredge at Nettle Creek was largely responsible for the decreased production in 1965. It just goes to show the great importance of the tin industry when the stopping and relocating of one plant causes tin production to drop so appreciably.

The alluvial tin won from North Queensland fields is very important to the small tin-producer. Quite a number of "tin-scratchers" as we affectionately term them,

get their livelihood from alluvial tin-mining. Most of our mineral fields in Queensland were found originally by these tin-scratchers, so they have been of great service to the State and the nation. The report indicates that in the last 12 months alluvial tin obtained by small producers and sold to ore buyers totalled 17 tons 18 cwt. 2 qrs. 18 lb. and was valued at £17,890.

Representations have been made to me about the buying of the tin. I have not yet had time to make overtures to the Minister, so I hope he will now listen to my submissions on behalf of the small producers. The buying of tin is governed by assaying. Previously this was done in our area by two companies, but now it is done by one company which is a buyer. The agents in Cairns forward the tin, but the producer has to accept the assayer's content. He receives a base payment after about three weeks. The gross payments are not made until three or four weeks later, and the delay could be anything up to six months. In this way the small operator is penalised because if his payments are delayed he cannot put money back into his "show". Unless he has a good "show" he will have to walk off because of the delay in payment.

I believe that with the increase in production, and the increased interest in tin an assay office should be re-established at Herberton. If an assay office were to be established there the officer would be able to assay the tin and pay the cheque on its delivery.

**Mr. Adair:** There used to be three buyers there.

**Mr. R. JONES:** There is only one agent there now. The Government assayer is out at Cloncurry. The local alluvial tin producer, the small man, is at a distinct disadvantage. I firmly believe that an assay office should be re-established at Herberton. I am sure that I will get support for this proposal from the hon. members for Tablelands and Cook.

I do not intend to bestow any bouquets or laurels on the Minister, but the people of North Queensland certainly congratulate him and his departmental officers on the urgency with which he acted in issuing a proclamation to protect Agate Creek, in North Queensland. These gemstones are unique in North Queensland and their production was recently threatened by large producers who intended to come in with heavy machinery, bulldozers and end-loaders. They were prevented, thanks to the overtures of the hon. members for Tablelands and Cook and myself, and no doubt quite a few others. Our representations were heeded, and the necessary protection was given to the area.

**Mr. Wallis-Smith:** But they still got away with a fair quantity.

**Mr. R. JONES:** I believe they did get away with a fair quantity. I also believe that half

a ton a year from that area is sufficient to meet the gemstone market and keep it buoyant for some time.

I turn now to main roads matters. Representing a provincial centre as I do, main roads in my area are very limited. On 20 October 1965 I asked the Minister a question concerning the construction of a four-lane highway in the area of Cairns. On that occasion the Minister told me that the works mentioned were planned in various stages. Stage 1, the Bruce Highway from Draper Street to Aumuller Street, was planned to commence later in that financial year. Stage 2, the Cook Highway from Florence Street to Grove Street, was planned to be built in 1966-67, and so on. When the plan did not eventuate I asked the Minister a further question, on 1 September this year, and was told that the delay was due to technical problems. I do not know whether they were technical problems or financial problems, but no doubt financial problems can be very technical, too.

The increased volume of traffic in the Cairns area certainly warrants the building of this four-lane highway through the heart of Cairns as soon as possible. In conjunction with the building of the new Saltwater Creek bridge and the Barron River high-level bridge, this work could easily be expedited. It has been delayed for too long.

The Main Roads Department offices in Cairns should be replaced. They are old Army buildings. I think the Minister should look to providing his department in Cairns with a new home.

I have another grievance. It relates to the appointment to the staff of people without qualifications. A dangerous situation could be created by appointing as a foreman or supervisor a man who has not the necessary qualifications. Persons who are responsible for inspecting plant should have the necessary qualifications, gained after serving their time as apprentices and then as mechanics. Qualified mechanics and qualified fitters should be given precedence over people who have not the necessary qualifications. The fact that a person has seniority should count; but if he is to hold a position of authority he should also have qualifications, and if he is put into that position of authority only on recommendation or favour, somebody is falling down in administering the department.

**Mr. W. D. HEWITT (Chatsworth) (8.22 p.m.):** A debate on the Estimates of the Minister for Mines and Main Roads evinces knowledge of our State's wealth and progress. On the one hand it tells how our vast natural resources are being exploited to advantage, and on the other hand how a fine network of roads is providing greater access to the farthest points of our vast State. At the same time it provides an opportunity to discuss the mounting road toll. By a strange irony, this Minister accounts not only for exciting progress and development but also for a shameful situation producing

death, suffering, and untold grief. The 20th century phenomenon of slaughter on the road beggars all attempts at solution.

It would be difficult to find another period in history when mankind, in the search of pleasure and leisure, has so wantonly disregarded safety and well-being. Possibly the French could give us a comparable situation when, in one period, thousands of her young men died in duelling, a pastime then fashionable.

The terrible thing about our accident toll is the fatalistic attitude of our people. The great problem is to get the community incensed; to get it seized with the gravity of the situation; and to get it talking, thinking and acting in the interests of road safety. Until there is a great upsurge of revulsion against this scourge, the solutions we pose in this place in pious fashion will be of little avail.

How true was the Minister's comment today, when presenting his Estimates—

"I have no doubt that the most insidious factor in this problem of road accidents is the belief—indeed, the absolute certainly—in many people's minds, both drivers and pedestrians, that they have some supernatural immunity from road accidents. None of us is immune, but the tragedy is that this self-induced false sense of security far too often directly involves other innocent people who have no such illusions."

Whilst some of our citizens act to contain the toll, their numbers are few. When in the living memory of any members present this evening was a petition presented to Parliament praying the Government to act? When were rallies convened? When were demonstrations organised? When were deputations formed, or spontaneous campaigns waged? None of those things happens because of an overwhelming lack of interest by the general public. No problem is more demanding of public concern; no problem attracts less reaction.

The report of a road accident these days is read to learn who is dead; who is injured. There is a shake of the head, a muttered, "Bad thing this; something should be done," and we turn to the other pages of sport, Exchange news, or social jottings. The figures are cold and remote, and the printed numbers alone produce little evidence of the sum total of human suffering that they represent.

But there is nothing remote about the hopeless, helpless paraplegic. The fatherless child brings graphic testimony to the awful figures. The saddened parents of a slain youngster give life to cold statistics. The wards of broken bodies lend pitiful weight to the calculations. The horror of the senseless slaughter and needless suffering is matched only by the gross indifference of a preoccupied community.

What folly it is that a nation that needs every citizen to help in its pulsating progress kills 3,000 each year and maims 70,000

others. What tragedy it is that students see their ambitions unfulfilled, and trained men are lost before their services are utilised. Who can assess, in hard terms of dollars and cents, the impact upon the national economy year by year as the toll grows?

What comfort is there for me, as the father of three young children, to be told by the Statistician that one of them sooner or later will rate mention in his figures? It makes one angry and alarmed beyond mere words. Let us by all means advocate better roads; let us impose higher penalties and more stringent tests; let us ponder on car design; and let us study in detail all the contributing factors of road accidents. But let us most of all, by strong advocacy, create an alert community attitude to this problem so that an element of sanity and awareness can be engendered.

If we are at war with the motor-car, let the formal declaration be made and let us enter the fray. This mad, suicidal course is already of tragic consequence. If it is not arrested, it will soon constitute a national disaster.

**Mr. BROMLEY** (Norman) (8.29 p.m.): In entering the debate on these Estimates, I wish to deal mainly with matters of interest to people in the areas affected by the Wilbur Smith traffic report and to make some suggestions to the Government. There are very many people in my electorate who are interested in that report because of its ramifications. These people are very apprehensive. They are wondering where they will have to live and whether they will have enough money to set up another home. They point out that it will probably cost them a great deal of money and take them a great deal of time to do so.

I want it clearly understood that I am not opposed to the traffic plan proposed in the Wilbur Smith Report or to future progress. However, I want the Minister to know that many people living in the Brisbane metropolitan area are very concerned because so many of them will be affected personally. Much discussion has taken place already, and I think there should be further discussion in this Chamber on the implementation of the Wilbur Smith Report and the traffic plan it contains. The public should be given further information. Every time the Press mentions anything associated with the proposed traffic plan and the consequent resumptions, my telephone runs hot with calls from people living in the Norman electorate. They want to know what is happening, and they ask me for the latest information. I cannot give it to them, of course, so I endeavour to find out. Unfortunately, I cannot get the information. Because of this, I believe it is imperative that I should deal with this particular subject and ask the Minister to give the Committee further information when he replies in this debate.

I have studied the report very carefully, but the maps supplied are not sufficiently detailed to enable one to form an opinion as



to the exact nature and route of the freeways. The Commissioner of Main Roads has very kindly offered to give me any assistance that I think is necessary. I am very appreciative of his offer, and I have told people living in my electorate of it. The Commissioner told me that the proposals in the Wilbur Smith plan are really only recommendations and general suggestions, and that the freeways could be from 100 to 200 yards from the areas shown on the plan. The final siting depends upon the foundations, the cost of resumptions, and so on.

Questions of this sort concern the people of my electorate, because the Wilbur Smith plan is apparently based on the American use of high speeds, which means that roads will be constructed as straight as possible with curves of an extremely large radius, and this will require very extensive resumptions when construction is proceeded with. This will apply particularly at interchanges.

For distances up to 5 to 10 miles, a speed of 60 miles an hour has no particular advantage over a speed of 35 miles an hour and increases enormously the costs of roads, the running costs of vehicles, and the risk of accidents. The roads set out on the published plans, which, as I said, I have studied intensively, give no indication of any serious or worth-while attempt to use existing roads or to locate new roads in such a way that resumptions will be kept to a minimum.

Although you might think that I am harping on the question of resumptions, Mr. Rae, I am putting forward a case on behalf of my constituents because the electorate of Norman will be almost decimated when the plan is implemented. In my opinion, the use of existing roads would keep resumptions to a minimum. Conditions in residential areas selected as the sites for freeways will become intolerable to many people because of the noise and the dust during construction, and the noise of high-speed traffic will make conditions almost equally intolerable after the roads are completed.

Conditions will be unbearable if construction work is allowed to go on for 24 hours a day. Many people are not convinced that the grandiose schemes of Wilbur Smith are necessary or that we can find money for this plan without starving other essential projects. I refer particularly to electricity, water supply, sewerage and other essential services.

**Mr. Hughes:** It is better than having the Lord Mayor continue with his riverside drive.

**Mr. BROMLEY:** I think all these projects are necessary, but they must take their rightful places. I do not think anything should receive top priority except where the welfare of the people is concerned. Many motorists to whom I have spoken agree that top priority should be given to the construction of more bridges over the river, outer by-pass roads around the city for traffic with no business in the inner city or inner suburbs,

widening of all existing arterial roads, and where possible grade separations to avoid congestion at busy intersections.

I feel that a competent committee should be appointed to review the effects of such work on traffic conditions, and, in the light of results therefrom, determine whether the huge, expensive freeways are necessary now or in the immediate future.

It is generally agreed by people who have written to me or telephoned me that the sections of the Wilbur Smith scheme in relation to the North Quay and Circular Quay expressways with underpasses at the northern end of Story Bridge are necessary and should be given high priority. I agree with this, provided we are not going to cause bottle-necks at that particular place.

Other people interested, mainly drivers of vehicles, have told me that the Woolloongabba section of the expressway is essential to relieve congestion at Woolloongabba Five-ways, but that congestion at this point can be greatly reduced at much less cost by methods I have previously suggested, namely grade separation at the intersection of Main and Vulture Streets and overpasses over Stanley Street for outbound Logan Road traffic and over Stanley Street and Logan Road for outbound Ipswich Road traffic. These could be located east of existing roads, rejoining them near the railway crossing on Logan Road and also near the Police Boys' Club in Ipswich Road. Ultimately there could be additional overpasses for inbound traffic, but these could be deferred in favour of other more urgent works. It is no use considering these things if we are going to have bottle-necks such as occur at certain other places on the South Coast road.

On the north side, congestion at the Royal Brisbane Hospital and the Normanby could be greatly reduced by the construction of a new road from Gregory Terrace across Victoria Park to the junction of Newmarket Road and Kedron Brook Road. Anyone who has driven along there in peak hours knows what a shocking hold-up occurs near the Royal Brisbane Hospital.

**Mr. Dean:** You have to be a good driver.

**Mr. BROMLEY:** You have to be a good driver and, what is more, you need patience. Many motorists do not possess patience when driving in heavy traffic. They become upset and do things that they would not normally do.

There are numerous places where the traffic flow could be greatly improved by the construction of overpasses. The flow would be greatly improved by widening all existing arterial roads to a minimum uniform width, with six and eight lanes where necessary and, of course, lane markings. The traffic flow is particularly noticeable in Main Street, Kangaroo Point. I do not know whether it is because the Woolloongabba Police Station is in the area but there is a very orderly flow along Main Street. Once

the traffic gets past the 'Gabba and out along Logan Road and Ipswich Road it is a rat-race. The chaos is partly due to trams and the bottle-necks underneath the railway overbridges. There are a great many accidents along those two roads. Traffic speeds up and then has to suddenly slow down. Pedestrians do not get a fair go. Lane marking is almost impossible along those roads because in the narrow sections under the overhead bridges there is room for only two lanes instead of four.

People have intimated to me that the implementation of the Wilbur Smith Report will not relieve congestion in the inner city. I do not think it will. Congestion will be caused at the exit and entry points. This is inevitable, as high-speed traffic coming into various points from overpasses and expressways will have to slow down to 35 miles an hour. It is strongly suspected by many that Wilbur Smith's estimates cannot be relied upon. There is considerable risk of little actual benefit being derived from the colossal expenditure involved unless we set up a special standing committee to keep a continual watch on the problem.

I intend to pose to the Government a series of questions that have cropped up at meetings, in conversations and debates. I am particularly concerned about elderly people who are worried about having their homes resumed. They fear they will have to go right out to the outer suburbs. Here are the questions—

(1) What is the estimated rateable value of properties to be resumed, and what proportion is this of the total city and suburban rateable value (excluding rural areas)?

2. What will be the estimated loss of revenue to the Brisbane City Council from resumed properties in—

- (a) General rates;
- (b) Sewerage rates;
- (c) Water rates?

3. What increases in the various rates would be necessary to make good this loss of revenue?

4. What is the present loan debt on trams and trolley buses and associated works?

Of course, they have nothing to do with the Government, but nevertheless they are of importance in this case.

5. If trams and trolley buses are scrapped, what will be the charge on Brisbane City Council funds to meet outstanding interest and redemption charges, and for how long?

6. If loan money is used to purchase diesel buses to replace trams and trolley buses, what will be the interest and redemption payable? How much of this will be met from Transport Department revenue and how much will be a charge against Brisbane City Council general revenue?

7. Will the Brisbane City Council be given a special loan to finance purchase of buses or does the money have to be diverted from other works?

8. What amount of loan money will be required to finance the Brisbane City Council's share of the Wilbur Smith road plan? What will be the interest and redemption on this amount, and what rate will be required to cover such charges?

9. By how much will the cost of the Wilbur Smith plan be altered by the recent increase in wages under the inflationary period through which we are now passing?

This will have a very big effect on both the Government's and the Council's share of the cost of the Wilbur Smith plan.

10. How does the Government propose to finance the cost of the scheme—no details have been given about it—and what increases in present fees, taxes and rates will be required to provide the money required, or for repayment of loan money spent on the scheme?

11. It has been suggested that Australia may change to driving on the right-hand side at some future date. What will be the effect of this?

I do not know whether there is anything in such a suggestion, but I understand this change has been mooted. I know that recently, while I was interstate, discussions were taking place on it. I do not know whether there is anything definite in it but there is a possibility that it might happen, particularly when we are going "all the way with L.B.J." in other matters. I think it is important for this point to be considered in future road designs to avoid the possibility of future expense and alterations.

Another question I could ask the Government is—

12. How does the Government propose to provide housing required to replace the thousands of homes to be demolished to make way for road works?

I want to say briefly that it is almost impossible to get a Housing Commission home for anyone at present. When these homes are resumed, how will the Government provide homes for the people who will be rendered homeless as a result of the resumptions under the Wilbur Smith plan?

Resumptions will be largely in the working-class areas of the various suburbs. I do not think anyone can deny that statement because most of our older suburbs will be affected, and most of them house working class people. Many of them will not have the resources to build new homes when their land is resumed. They may get a fair and equitable offer for their home and land, but will that be sufficient to re-establish them or enable them to borrow on a home in another area? We all know that the cost of homes is rising. If persons are offered \$6,000 to \$8,000 on the resumption of their

property it will be wellnigh impossible for them to obtain similar accommodation in the outer suburbs that will not be affected by the Wilbur Smith traffic plan. These are the matters to which we must give a great deal of consideration. Will the Government or the City Council pay compensation to such owner-occupiers and allow them reasonable time to secure another home before evicting them from their resumed homes?

Road congestion is due largely to concentration of cross-river traffic at the three existing central city bridges and the fact that there are too few crossings over railway lines and various watercourses. This all causes hold-ups and bottle-necks. I shall not develop that point because I have already dealt with it. There are seven railway level crossings in my electorate, as well as overhead crossings.

As the hon. member for Toowong said today, every subject discussed in Parliament affects finance to a great extent, and we must decide to do something about it. Although it is too late to say this, it is unwise to go ahead with replacing Victoria Bridge because the existing bridge still has some use. This is particularly true when it is remembered that the new bridge will have the same number of lanes as the existing one.

**Mr. Hughes:** You know that your colleague the hon. member for South Brisbane, when an alderman in the Brisbane City Council seven years ago, called for special intervention by the Government to pull down that bridge because it was unsafe; and he has been crying and lamenting ever since.

**Mr. BROMLEY:** That was a speech he made a long while ago. The hon. member for Kurilpa has not enlightened me at all. I do not think he was applying his mind to what the hon. member for South Brisbane said. I shall not give him an answer at the moment. But if he interviews me later I shall discuss the matter with him.

The people of Norman want as much information on this subject as they can get. If by any mischance some inflammable material caught fire on the new bridge, or another city bridge for that matter, it would be out of use for some time. So there is no sense in demolishing the present Victoria Bridge, which is giving good service. We must realise the importance of building more bridges before going ahead with the property resumptions, which may cause people unnecessary concern. In addition, after the property is resumed, the overpasses, expressways, and freeways may not be built for some years. We must consider those things. We should give priority to the construction of more bridges, approach works to existing arterial roads, widening to a uniform width, line-marking on all existing roads, and the provision of more access roads across railway lines and watercourses.

I appeal for the construction of overpasses at the Cavendish Road and Stanley Street East railway crossings. They are near the new driving license testing centre and traffic is held up considerably, particularly in peak hours.

(Time expired.)

**Mr. NEWBERY** (Mirani) (8.55 p.m.): I doubt if there is any local authority in Queensland that is not in some kind of financial difficulty, and later I shall deal with some aspects of that problem; but first I refer to the important part the Main Roads Department plays in local-authority work, and particularly to the unusual position which exists in part of the Mirani electorate. I refer to the reclassification of main roads, especially the up-grading of the coastal road from Marlborough to Sarina to highway standard (now known as the Bruce Highway), and the down-grading of the old Bruce Highway, which is the inland road now known as the Marlborough-Sarina road.

The up-grading was most welcome to the people in my area; and it was necessary because it was quite beyond the capacity of the shires through which the 116 miles of road pass to provide, under ordinary Main Roads Department terms, a road to take the main traffic stream between the North and South. There are many problems in this area. It has a high rainfall, which means that along the road there are many rivers and streams that require bridges. This road will shorten by about 40 miles the distance between Brisbane and Cairns, and, in addition, it will serve many communities between Marlborough and Sarina that at the moment are served only by rail. However, it could be 10 to 15 years before it is brought to highway standard.

In the meantime, the inland road between Marlborough and Sarina is carrying very heavy traffic. Although it is bitumen-sealed throughout, it has many narrow bridges and culverts, and narrow stretches. It was designed 15 to 20 years ago, with narrow bridges and a 12-ft. width of bitumen, and is now completely out of date. The great increase in the volume of traffic and the consequent need for heavy maintenance and widening projects, especially since 1960, has caused embarrassment to the Main Roads Department and the Broadsound Shire Council, with its 78-miles interest; the Nebo Shire Council, with its 22-miles, interest; and the Sarina Shire Council, with its 18.5-miles interest. The other shire interested is out of my electorate.

The inland road carried a daily average of approximately 45 vehicles in 1951. Today the figure is approximately 800 a day, with a peak of 1,300. Many of these are very heavy vehicles which did not use the road 7 to 10 years ago. The Main Roads Department is making every effort to bring this road to a standard capable of carrying this heavy traffic, and I should like to thank the

Minister and his officers on behalf of those living in the shires affected for the interest that they have taken in this problem. For some time approaches were made to the Minister, and he is now giving the area some relief from the tremendous burden imposed by the maintenance of this narrow road.

Until about 7 years ago we were pleased to have a narrow road between the South and the North, because it was then Government policy to have a bitumen road through to Cairns. With the tremendous increase in the volume of traffic, the time has arrived for the road to be improved, and I assure the Committee that that is now being done. The Minister has announced that the old highway from Clermont to the coast, which runs through Sarina, will be completely bitumen-sealed from the Isaacs River to Mackay, via Sarina, within three years, and this includes, of course, a widening of the Sarina Range section. That road misses Nebo by quite a few miles, and traffic from Nebo using the bitumen road through Sarina has to travel 25 or 30 miles further to Mackay than it would on the Eton-Nebo road.

The Eton-Nebo Road has now been made a highway and is known as the Peak Downs Highway. It runs directly from Clermont through Nebo to Mackay. Part of the old highway from Clermont to the coast, from Clermont to Oxford Downs, now reverts to the Peak Downs Highway, and there is no dissatisfaction about that section. The problem lies in the fact that the department intends, I understand, to complete the road from Clermont to the coast via Sarina and that the use of finance for that work could retard to some extent the construction of the Eton-Nebo section of the Peak Downs Highway. The question has been discussed at some length by the Nebo Shire Council and the Main Roads Department, and the Premier has also been involved in the discussions. I urge the Minister to make available the maximum possible amount of finance to speed the construction of the section of the highway to which I have referred, particularly the Eton Range section, which is very hazardous.

The Mirani Shire, which is also in my electorate, is in an unfortunate position. It reaches out at all angles, and within its boundaries are the treacherous head-waters of the Pioneer River, Cattle Creek (a tributary), and many other streams running out of the heavy-rainfall forests and high jungle-clad mountains. Bridges, both road and rail, are washed away frequently. In fact, during one period of heavy rainfall in 1958, no fewer than 38 bridges and culverts were washed away, including major structures such as the Mirani high-level railway bridge. The shire needs very sympathetic treatment, not only in its main roads programme but also in subsidies for its ordinary roads programme.

Further urgently needed works on the Bruce Highway—I am referring to the new coastal highway between Sarina and St.

Lawrence—the the crossing of and approaches to Carmila Creek, where there is now a small bridge, and on the Flaggy Rock-Clairview section. I understand that the work at Carmila Creek will be released shortly, and the release of the two jobs would provide safer and much-needed adequate road access for farmers along this section of the highway and also provide work during the forthcoming slack season for many people in the area who are making strenuous endeavours to recover from the horrors of last year's disastrous drought. It is pleasing to note that tenders will be called early in the new year for the Flaggy Rock-Clairview section of the highway, and I understand that it is the intention of the Main Roads Department to begin work on the Carmila Creek causeway after the wet season.

The cattle industry and the abattoirs are very important to the Mackay area, and both are finding it very difficult to operate efficiently without first-class roads.

Since 1957 the roads in this area have been improved considerably. In those days, of course, we did not have a bitumen road north, south or west of Mackay but today we have good bitumen roads north and south although we have no bitumen road direct west to Nebo.

I must commend the Government for the tremendous amount of work done on the roads in this area. I can assure hon. members that it is appreciated by all the people of the district.

I have a special note here about the Dingo-Mt. Flora road. Work has started on this road and it is hoped it will progress at a fairly fast rate because it will open up a very excellent cattle-grazing area.

The Eton-Nebo road of 44 miles is part of the Peak Downs highway. It has quite a bit of fairly good gravel but only 1½ miles of bitumen. I understand that prior to last year it was on the beef roads priority list. We know now why it was taken off and I will have no more to say about that. It is quite satisfactory as a highway but the people in the Nebo area hope that the work needed to make it a standard bitumen road can be expedited.

As hon. members know, Mackay has no railway line to its hinterland. And it is somewhat different from other cities along the coast in that it has no bitumen road to the west. Only in the last six months the Mackay abattoirs has been in short supply of cattle on two occasions after rainfall of 1½ and 2 ins. because motor transport could not then move the cattle. Shortage of cattle naturally reduces the output of the abattoirs. I remember another occasion, four or five weeks ago, when the Nebo area had 2½ ins. of rain. A rather large cattle sale was in progress—of the order of 2,500 head—and great difficulty was experienced in moving the cattle over the dirt roads.

With the exception of the Clermont-Sarina road, all roads in the Nebo Shire are dirt roads. The Clermont-Sarina road skirts along the southern boundary of the shire. The Nebo-Mt. Douglas road which runs due west of Mackay is, in my opinion, the most important road in the shire other than the Eton-Nebo highway road. This road runs right through the centre of the Nebo Shire and into really good cattle country. The Nebo-Mt. Douglas road, of course, is only partly developed. For a distance of 33 miles from the Nebo turnoff to Lake Elphinstone it is a secondary gravel road in reasonable condition. Towards the shire boundary there is 15 miles to gravel standard, built by Commonwealth grant, plus 30 further miles of winding bush track to the boundary. As I say, this road runs into excellent cattle country. From the Nebo shire boundary to Mt. Douglas, a distance of 50 miles, there is virtually no road at all. This rich cattle country is traversed by a bush track. The road also serves some of the best brigalow land in Queensland.

The reasons for the Mt. Douglas beef road are many, and have been recognised by the Commonwealth's northern development proposals over many years. Immediately west of Nebo and extending to beyond the Gregory developmental road, that is, the old Clermont-Chartiers Towers highway, is an area in excess of 500,000 acres, mostly undeveloped, with large tracts of pastoral land. Transport access would hasten development in water provision, clearing and pasture improvement, and would increase many times the carrying capacity of this very good cattle land.

This area, plus the northern section of Brigalow 3, and the immediate Nebo area, with intensified development through the recent exploiting of underground water, would provide sufficient stock to maintain a satisfactory killing rate at the Mackay abattoir, and open this centre for an additional industry.

The output of cattle from this natural area of supply would be sufficient to establish Mackay as a satisfactory market that would attract buyers from elsewhere, a market that could be disrupted for short periods only by economic conditions such as the present State-wide stock shortage.

Increased productivity and improved transport could be a means of ensuring profitable operations by the Mackay abattoir, with year-round killing and certainly with improved throughput of stock during an export season. With the present build-up I am completely confident that this area could support the Mackay abattoir.

In opening up this Nebo-Mt. Douglas area we will be opening up some of the finest land in Queensland. In a report made some time ago on this area it was estimated that it contained 250,000 acres equal to Darling Downs country.

**Mr. R. Jones:** Do you agree with Dr. Patterson?

**Mr. NEWBERRY:** I understand that Dr. Patterson withdrew the priority of the Nebo-Eton road.

The development of the area west of Lake Elphinstone to the Nebo boundary has made great progress over the last few years. We now have in the vicinity of 150,000 acres of brigalow land cleared and under pasture. Approximately one-third of a million acres have been cleared in the Nebo and surrounding shires. I assure the Committee that this clearing of the brigalow land and the improvement of pastures has greatly built up the turn-off of the area.

This Nebo-Mt. Douglas road would provide access to 14 properties with a carrying capacity of 30,000 head. That is within the Nebo Shire itself. Taken through the Nebo Shire to Mt. Douglas, the road would open up a further 1,000 square miles of excellent cattle country to the west of the shire.

I have nothing further to say at this stage, but I urge the Minister to closely investigate this road because I believe that it, with the Eton-Nebo road, is a very important road in our area.

**Mr. WALLIS-SMITH** (Tablelands) (9.15 p.m.): The Estimates for the Department of Mines and Main Roads are very important to my area, so important that the hon. member for Cairns decided to visit Irvinebank for 10 minutes in his speech, but that still leaves me plenty to talk about.

**Mr. Bromley:** That just shows how much he admires you.

**Mr. WALLIS-SMITH:** That is right.

I pay a tribute to the officers of the Department of Mines, whether in Herberton or the Mines Department office in Brisbane. They are always willing to assist in any way possible. When I say "assist" I do not mean by lending money, but by helping to unravel problems that occur frequently. One problem arises because of the methods of pegging out claims, which vary greatly between those adopted for dredging leases and those used for mineral or gold-mining leases. When an application is made for a dredging lease boundary pegs are provided. This method is quite easy to follow. However, when a mineral or gold-mining lease is applied for only one datum peg is put in, and it could cover 30 or 50 acres which could be anywhere at all in the area. Originally it would have instructions on it but, as hon. members realise, instructions do not last for long out in the bush. Quite often the description on the datum peg can never be found. It is there only when the datum peg is put in, and is out in the weather. Leases are not surveyed except when a dispute arises. Quite often a person unwittingly oversteps the boundary of an adjoining lease because of this method

of pegging. I wonder if the Mines Department could standardise the method of pegging claims. There may be reasons that I know nothing about, but I think a better method could be devised than the present one.

There is a tremendous lag in the work of the survey team. The Minister indicated in answer to a question I asked him the other day that it may be years before the surveyor can get around to surveying every block. Leases are not granted until the survey is completed and the survey fee is refunded on the surrender of the lease, but not for forfeiture for reasons such as arrears of rent or non-compliance with labour conditions. In the first instance the fee is \$1 an acre, and in the second instance, for gold leases it is \$2 an acre.

My reason for raising this subject was to bring to the Committee's notice once more the backlog in the work of the surveying section of the Department of Mines, which the Minister outlined in answer to a question by me on 18 October. He admitted that there is a shortage of survey staff and said that advertisements had been published in every State but so far had failed to attract any applications. I wondered if I could find a reason for that. I have made a few inquiries since then, and on several instances I have been told that the methods used by the department in paying surveyors are such that no surveyor would entertain the idea of working for the flat rate that the department pays. Irrespective of whether it is open country, perpendicular country, sandy country, or jungle country, the rate is the same, whereas with the private operator a changing rate applies according to the nature of the country being surveyed.

The Minister should look at this matter and see if he can arrive at a better arrangement of payment to these people. Then we may be able to attract somebody into the surveying section. There could be a type of scholarship under which surveyors would be required to serve a number of years, as in the medical profession. I am looking for ways to overcome the big backlog in surveys.

**Mr. Camm:** There is nothing to stop the leaseholder from employing a private surveyor.

**Mr. WALLIS-SMITH:** That is so, but he would have to pay exorbitant rates. I realise we cannot have it both ways. But surely there could be a better arrangement so that we would not be short of staff. That could be one of the reasons for the non-surveying of those areas.

The hon. member for Cairns mentioned the State Treatment Works at Irvinebank. The Annual Report shows that 177 tons of tin was extracted from 13,206 tons of ore this year, compared with 114 tons from 7,585

tons of ore the previous year. I am wondering why, with almost twice the tonnage, only 60 tons more was obtained this year. The answer could be that it is low-grade ore. But it could also be wastage of tin occasioned by shortage of water. When there is a shortage of water, the water on the tables is used over and over again and tin could be getting away in the muddy sludge, to the detriment of the miners.

The cost has been reduced from \$9.545 to \$7.135 a ton. That is very good. But the loss is suffered by the miner, and that is what I want to clear up. It is not only the loss in tin produced, but also loss in production because, as the Minister knows, one shift has been laid off because of insufficient water. In addition the whole township is dependent on the battery. Ore will be stockpiled at a time when the miners are looking for returns from the Christmas crushing, and they will be deprived of them. The rate will be much slower, and a good deal of tin will be lost as a result of using heavily polluted water. In addition the miners will lose because they have to stockpile their ore until the bin is ready to receive it. What happens if a storm breaks in the meantime and the ore cannot be carted to the battery? Again it is the miner who will foot the bill.

When I get the answer to a question, notice of which I gave this morning, I hope the Minister will say that his inspectors and engineers have decided to use the vast quantities of clear water ever present in the disused mines in and around Irvinebank. He may be able to tell me why it cannot be done, although old miners, and also up-to-date miners, who are using electric pumps have told me that they can lower electric pumps into mines and pump them out to any level. There are millions of gallons of clean water available, and this could be used instead of the highly polluted water. The three shifts could then work again, and there would be no loss of tin. I know that not many working people would like, through no fault of theirs or of the industry, to be deprived of their Christmas pay. That is indeed a dismal prospect.

The same remarks apply also to the Ibis dam, which is supplying water to the battery. It was constructed for the use of the battery, but there was a sensible and humane understanding to make water from it available to the people of the town as well. As the manager said, "The dam is there for the use of the battery." My reply is, "If it were not for the people, how could the battery operate?" If the Minister could have his engineers and other officers find some way of getting the water from the old disused mines, I am sure it would help considerably in easing the position at Irvinebank.

Another matter to which I wish to refer is the linking up with the pollution from mining operations. The Minister knows perfectly well what I am referring to, and I am not going to make any specific

references. My remarks include future operations that may pollute water in a watershed. I sincerely ask that every effort be made to see that when rains do come there is no sudden flooding down the stream to creeks that are used for irrigation and household purposes. In the past the people living along the Herbert River have had hard feelings towards the Minister for Primary Industries. This was the main reason for the efforts of engineers who eventually found a way of overcoming the problem, which I think could provide the pattern for similar efforts in any other type of mine.

I want to make it clear that, particularly where the country downstream depends on irrigation for the cultivation of crops, there should be no pollution of water. This is particularly so where the crops grown are seasonal and their sale is seriously affected by staining caused by polluted water.

**Mr. Carey:** Are you having "two bob each way"?

**Mr. WALLIS-SMITH:** If that is the way the hon. member for Albert bets, he will become a rich man.

Linked with mining is the system of roads along which ore is carted and on which the people of the district have to travel. I know that on many occasions the people tried desperately to get the Minister for Main Roads to travel over the Irvinebank road, and I know he has now done that. Although it has improved, there is one section of it—the road that runs from Herberton to Irvinebank and on to Emuford and Petford—that seems to be a kind of missing link. It is a road over which much ore is carted, and it includes three or four bridges with a load limitation of three tons. Can anyone in the Chamber imagine a loaded ore truck of only three tons gross weight? Trucks have to make detours round the bridges, and the detours will be impassable once heavy rain falls.

The weight restrictions have been enforced for a number of months, and I went with a deputation of miners from Irvinebank to the Mareeba Shire Council. It was suggested during the discussions that the Minister might be interested in allowing the shire council to use some of the matching grant provided for secondary roads or work of this type. It was suggested also that that an increased rate should be struck, and the men from Irvinebank thought that people would not mind paying a slightly higher rate if the road was improved. The bridges are a hazard at present. In fact, almost all that remains of them is the notice saying that the weight is limited to 3 tons. It is dangerous to use them if the vehicle and its load weigh more than 3 tons, so trucks have to use the detours.

I have mentioned the Dimbulah-Normanton road once or twice previously in this Chamber, and it is quite often mentioned in correspondence with the Minister.

It is a link between the east coast and Normanton and uses an entirely different route from that taken by the present road. It winds in and out of the country and along the banks of creeks, and I have asked the Minister to consider surveying it so that it can be cleared progressively. Money expended and work done would go towards permanent work. Similar work is necessary on all roads in the far Outback, because it will be a long time before they are actually formed.

When the Mitchell River Mission was rebuilt, all the materials were carried over the road to which I have referred. It was carried through properties, and the vehicles made big indentations in the soil. When the rain came, it produced erosion and little creeks. Something similar happened on the road to the Edward River Mission. The people there are treated as second-class citizens; the Government does not seem to bother about them, and according to the Minister for Education I am supposed to give them leadership. In my opinion they deserve a much better road through the area. I suggest to the Minister that every cent possible should be expended on the permanent line. I do not think that is asking very much, and I can envisage the department's coming to some sort of agreement with the Postmaster-General to put a land line along the route.

**Mr. Carey:** Wouldn't it be cheaper to transport the materials by sea?

**Mr. WALLIS-SMITH:** Yes. The trouble is that Keith Holland is doing the transporting now; John Burke has gone.

**Mr. Camm:** Did you mention the Dimbulah-Normanton road?

**Mr. WALLIS-SMITH:** The Dimbulah-Normanton road. I have mentioned it many times before; it is mentioned in the Minister's report.

**Mr. Carey:** The modern trend is towards containerisation—to put everything in containers.

**Mr. WALLIS-SMITH:** I wish the hon. member for Albert was in a container—with the top on!

The Minister has indicated that more building is to be done at the missions, and there will be a great deal more traffic on the road when the Government takes over after the wet. Therefore, it is important that the road should be improved, and I am trying to get a link to the bigger towns and the east coast for the people living in these far-distant areas. I do not think it is asking very much, and my description is not exaggerated. I have travelled on it, and to go from Mareeba to Mitchell River, with a very excellent driver, and driving all night, took from 3 o'clock one afternoon until 11 o'clock the next morning.

**Mr. Carey:** What type of vehicle?

**Mr. WALLIS-SMITH:** A 5-ton diesel vehicle.

This is the road that has to carry all the goods to and from the mission, particularly since the shipping service has been disrupted. Once the wet season starts the roads become bogs, so the most has to be made of them during the dry period. Similar conditions exist on the road to Edward River, where the owners of a property refused to allow the trucks to go through their property.

I notice the Minister is looking at the map. There are no roads marked on the map from Dimbulah to Mitchell River Mission but this road goes to Dunbar and then south to Normanton.

**Mr. Camm:** It is on the map.

**Mr. WALLIS-SMITH:** There is no road on the map from Musgrave to Edward River. The Government gave a contract to a contractor on condition that he delivered the goods to Edward River. When he went through a property with a bulldozer, making his own road, the owner of the property stopped him and it was only as a result of extreme pressure and because of goodwill for the bishop that the owner eventually lifted the ban and allowed the contractor through. That is an illustration of the isolation of these people.

**Mr. Pizzey:** How many millions of pounds would you expect these roads to cost?

**Mr. WALLIS-SMITH:** I am merely asking for a survey of the road so that all future roads can be directed on a permanent line and not wander all over the country causing erosion everywhere. As a matter of fact, I am asking the Minister to save millions. I do not want a four-lane highway, or even a bitumen road; I want a survey of the area so that the road can be marked.

On one occasion the former Minister, the late Mr. Ernest Evans, rang me at night and asked, "What is the road like between Musgrave and Edward River?" I said, "There is no road." He said, "Well, I must ask the Cook Shire," but he still got the same answer—that there was no road. That is the road I am asking should be made. There are 260 people living in the mission. I ask the Minister for Education if he would try to provide a way out if 260 ordinary Queenslanders were living in the area. Because these are second-class citizens in his eyes, they are forgotten.

While speaking about highways, I pay tribute to Mr. Doug Morton, the engineer in Cairns, and to all his officers. They are very good officers; they are very courteous, even though they have to work in a sub-standard office. In the terrific heat that

prevails in Cairns I think, as the hon. member for Cairns said, that they deserve much better accommodation.

I conclude with the Palmerston Highway, which is of the utmost importance because of the extra traffic that has used it since the removal of the Millaa Millaa and Mt. Garnet railway lines. Greatly increased traffic is flowing over this road from Innisfail to Millaa Millaa, Ravenshoe and Mt. Garnet. Only six months ago a young Bush Brother, just out, who had not even taken up duty at Ravenshoe, was killed on a bend in this road. Hon. members might say that can happen anywhere, but anyone who has driven on the Palmerston Highway will know the danger involved in doing so, particularly with the large timber trucks, milk transports and other large transport vehicles that use it at present. It is no use anyone saying that the volume of traffic has not increased. It has increased out of all proportion. Even the tin dredge at Mt. Garnet uses this road for transport to and from the dredge.

(Time expired.)

**Mr. RAE (Gregory) (9.40 p.m.):** Since my Government has been in office doing a job for all people in all parts of the State, much has been achieved. We owe much to the present Minister, his predecessor, the late Honourable E. Evans, and their departmental officers. I can remember the time when there were no roads in the West.

**An Opposition Member:** Only money.

**Mr. RAE:** We had naught. The hon. member's Government had many years in which to do so much, but it was not realistic in providing roads for the State. It was not sympathetic. It had little thought, if any, for people in the Outback. Today we can drive on a bitumen road from Brisbane almost to Longreach. It is only a matter of time before we will be able to drive on bitumen roads to Mt. Isa and various other towns of great importance to this State.

It would be quite wrong for me not to recognise the wonderful job done for Western Queensland by Mr. Barton, the Commissioner of Main Roads, Mr. Lowe, the Deputy Commissioner, and the many officers associated with them.

My people have been subject to many decisions that have displeased them. We have not been in receipt of very much in the way of blessings. Now, we have had another charge thrust upon us, or another form of restriction, if I could put it that way.

**Mr. R. Jones:** What is the charge? Wilful neglect?

**Mr. RAE:** The hon. member can make his own speech.



Within the past few days there has been levied upon the transport hauliers a ruling which indicates very clearly that no longer can people with lorries enjoy the privilege that was theirs for many years—the right to operate a prime-mover, a trailer, and one “dog”, as it is known.

This privilege was suddenly denied to these people and was first brought to their notice by the local police officer. He said, “No longer can you do this. You are now permitted to take only one lorry and one trailer.” This threw the entire western transport organisation into another state of bewilderment, frustration and annoyance. When I rang the Minister on Friday afternoon last and acquainted him with this specific problem confronting the hauliers, he said, “This is to be held off until I can have a really good, close look at it”.

**Mr. Davies:** Didn't he tell you about this in Caucus?

**Mr. RAE:** Pardon me! The hon. member keeps butting in all the time and he has no knowledge at all of the subject.

**Mr. Davies** interjected.

**Mr. RAE:** I agree with that, but at the right time and place.

I am drawing attention to these disturbing matters, which indicate government by legislation, namely, that there are people who have the authority to make declarations that we people have to “cop”, whether we like it or not, irrespective of the fact that it has never been brought to Caucus, to the Minister's committee, or to the House of Parliament. It is a shocking state of affairs when the Commissioner for Main Roads and the Commissioner for Police can get together as a joint organisation and make a ruling. This is bureaucratic control at its worst level. It is a very unsatisfactory ruling so far as we are concerned, yet the Minister knows naught about it; his committee knows naught about it, and not one man in Parliament knows anything about it. That is the point. That is what I want to get at. It is not right that rules and regulations can be introduced when they are of such tremendous importance to people, communities and businesses, especially when neither the Minister nor Parliament knows anything about it.

**Mr. Hanlon:** Isn't it the Minister's job to know about it?

**Mr. RAE:** I should say it is very poor advice by his officers and a high-handed attitude that is not to be tolerated.

In this State of Queensland I often wonder just where we are going in Parliament. I find that most decisions are made by the top public servants who are designing

and planning and in all measures are completely responsible for decisions we are obliged to accept.

**Mr. Davies:** Don't you think you are making a scapegoat of top public servants and protecting the Minister?

**Mr. RAE:** I am making my speech. The hon. member for Maryborough can make his at a later time. It is a pretty sad thing when the Minister does not know anything about it, the committee knows nothing about it, and the House of Parliament knows nothing about it. When I acquainted the Minister of these facts and figures he said he would do something about it, and he did. I am grateful to him for having acted so promptly, efficiently, and ably in this matter.

**Mr. Wallis-Smith:** This is retaliation for your section 92.

**Mr. RAE:** I am not concerned about that, because it is not relevant at all. I am acquainting the Minister of something that is disturbing the transport organisation of Queensland, who are already harassed, humbugged, and in every way persecuted.

**Mr. R. Jones:** By this Government, yes.

**Mr. RAE:** It does not matter whether it is this Government or any other Government. It is extraordinary that some members of the Cabinet should think that we in the West are enjoying good seasons and returns. I acquaint them of the fact we are far from enjoying such a privilege. Many parts of the State are experiencing a tremendous drought and this is another imposition on these people. This must be looked at in the light of facts and figures.

If the extra “dog” is taken off, it costs 9s. or 10s. a ton-mile. Those in the sheep industry cannot afford to meet and additional costs. Those in the cattle industry may be able to; that is a blessing that is theirs at the moment. The basic issue is that imposing any added costs on the man on the land today is completely wrong and could not be condoned by me, as the elected representative of almost a quarter of Queensland. I wish to register my protest at the very thought of this action.

Increased charges can only add to already heavy burdens, and I hope that those to which I have referred will never be implemented. I am not unmindful, of course, of what the Minister and the Commissioner of Main Roads have done.

At 9.55 p.m., under Standing Order No. 307 and Sessional Order agreed to by the House on 20 October, progress was reported.

The House adjourned at 9.56 p.m.