

Queensland



Parliamentary Debates
[Hansard]

Legislative Assembly

WEDNESDAY, 21 AUGUST 1968

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

PAPERS

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

Reports—

Report of the Police Superannuation Board for the year 1967-68.

Report of the Commissioner of Land Tax for the year 1967-68.

Report of the Manager, Golden Casket Art Union, for the year 1967-68.

Report of the Chief Inspector of Factories and Shops for the year 1967-68.

Eighty-third Report of the Registrar of Friendly Societies.

The following papers were laid on the table:—

Proclamations under—

The Public Works Land Resumption Acts, 1906 to 1955.

The State Development and Public Works Organisation Acts, 1938 to 1964.

The Beach Protection Act of 1968.

The Queensland Marine Acts, 1958 to 1967.

The Stamp Acts Amendment Act of 1968.

The Forestry Acts, 1959 to 1964.

The Sugar Acquisition Act of 1915.

The Stock Acts, 1915 to 1965.

The Weights and Measures Acts Amendment Act of 1967.

The Traffic Acts, 1949 to 1968.

Orders in Council under—

The Co-ordination of Rural Advances and Agricultural Bank Acts, 1938 to 1965.

The Fisheries Acts, 1957 to 1962.

The Harbours Acts, 1955 to 1968.

The Racing and Betting Acts, 1954 to 1966.

The Racing and Betting Acts, 1954 to 1967.

The Rural Training Schools Act of 1965.

The Libraries Acts, 1943 to 1949.

The Grammar Schools Acts, 1860 to 1962.

The Acts Interpretation Acts, 1954 to 1962.

The City of Brisbane Acts, 1924 to 1967.

The Water Acts, 1926 to 1967.

The Irrigation Acts, 1922 to 1965.

The River Improvement Trust Acts, 1940 to 1965.

The Forestry Acts, 1959 to 1964.

The Banana Industry Protection Acts, 1929 to 1937.

The Fauna Conservation Act of 1952.

The Meat Industry Act of 1965.

The Milk Supply Acts, 1952 to 1961.

The Primary Producers' Organisation and Marketing Acts, 1926 to 1966.

The Regulation of Sugar Cane Prices Acts, 1962 to 1966.

The Stock Acts, 1915 to 1965.

The Sugar Experiment Stations Acts, 1900 to 1965.

The Wheat Pool Acts, 1920 to 1957.

The Veterinary Surgeons Acts, 1936 to 1964.

The Explosives Acts, 1952 to 1963.

The Health Acts, 1937 to 1968.

The Medical Acts, 1939 to 1966.

The Ambulance Services Act of 1967.

The Apprenticeship Act of 1964.

The State Transport Acts, 1960 to 1965.

The Industrial Development Acts, 1963 to 1964.

The State Housing Acts, 1945 to 1966.

The State Housing Acts, 1945 to 1966, and The Local Bodies' Loans Guarantee Acts, 1923 to 1957.

Regulations under—

The Public Service Acts, 1922 to 1965.
The Public Accountants Registration Acts, 1946 to 1968.

The Fisheries Acts, 1957 to 1962.

The Harbours Acts, 1955 to 1968.

The Insurance Acts, 1960 to 1968.

The Motor Vehicles Insurance Acts, 1936 to 1968.

The Stamp Acts, 1894 to 1968.

The Workers' Compensation Acts, 1916 to 1966.

The Education Act of 1964.

The Local Government Acts, 1936 to 1967.

The Water Acts, 1926 to 1967.

The Brands Acts, 1915 to 1965.

The Fruit Marketing Organisation Acts, 1923 to 1964.

The Meat Industry Act of 1965.

The Primary Producers' Organisation and Marketing Acts, 1926 to 1966.

The Stock Acts, 1915 to 1965.

The Hospitals Acts, 1936 to 1967.

The Nurses Act of 1964.

The Health Acts, 1937 to 1968.

The Radioactive Substances Acts, 1958 to 1967.

The Children's Services Act of 1965.

The Apprenticeship Act of 1964.

The State Transport Acts, 1960 to 1965.

The Traffic Acts, 1949 to 1968.

The Land Acts, 1962 to 1968.

Statutes under The University of Queensland Act of 1965.

By-laws under—

The Harbours Acts, 1955 to 1968.

The Dental Acts, 1902 to 1961.

By-laws Nos. 970, 971, 972, 973 and 974 under The Railways Acts, 1914 to 1965.

Declaration under—

The Mental Health Acts, 1962 to 1964.
Schedule of particulars relating to the Mortgage of Cromwell College Land within the University of Queensland to the Australia and New Zealand Bank Limited.

FORM OF QUESTIONS

Mr. AIKENS (Townsville South) having given notice of three questions—

Mr. SPEAKER: Order! I advise the hon. member for Townsville South that I shall have a very close look at his first two questions.

Mr. BROMLEY (Norman) proceeding to give notice of a question—

Mr. SPEAKER: Order! I think it would be better if the hon. member used his material in the Address-in-Reply debate. The question is far too long. I ask the hon. member to condense it.

Mr. BROMLEY: It contains only 42 questions.

Mr. SPEAKER: Order! The question is out of order; it is far too long. I ask the hon. member to reframe it in a much briefer manner and present it again.

Mr. BROMLEY: I have already given notice of some of the questions. Will it be all right if I give notice of the others on subsequent days? They are all tied up with the one subject.

Mr. SPEAKER: Have you another question that you wish to ask?

Mr. BROMLEY: No.

Mr. SPEAKER: Reframe your question, and we will look at it later.

NOTICE OF MOTION

Mr. AIKENS (Townsville South) having given notice of a motion—

Mr. SPEAKER: Order!

Mr. AIKENS: Now will five of you stand up? How many other honest men are there in the Chamber? Thank you, Mr. Speaker, for standing up.

Mr. SPEAKER: Order! Are there any supporters of the motion?

Two hon. members rising in their places—

Mr. SPEAKER: Order! The notice of motion does not comply with Standing Orders and therefore cannot appear on the Business Paper.

DEATH OF HON. SIR ALAN WHITESIDE MUNRO, K.B.E.

MOTION OF CONDOLENCE

Hon. J. BJELKE-PETERSEN (Barambah—Premier) (11.54 a.m.), by leave, without notice: I move—

"1. That this House desires to place on record its appreciation of the services rendered to this State by the late Hon. Sir Alan Whiteside Munro, K.B.E., a former member of the Parliament of Queensland and Minister of the Crown.

"2. That Mr. Speaker be requested to convey to Lady Munro and family the above resolution, together with an expression of the sympathy and sorrow of the members of the Parliament of Queensland in the loss they have sustained."

Less than two years ago, on the rising of the Thirty-seventh Parliament, the late Sir Alan Munro, in responding to a tribute from all sides of the Chamber, said that although parliamentary life was something of a battle he was sure that, in spite of political differences, Parliamentarians could look upon the great majority of their fellows as friends. These sentiments, uttered as he prepared to leave politics, epitomised the whole manner of Sir Alan's approach to his parliamentary duties. At all times he refrained from personalities, and in debate he preferred logic and reason in resolving the issues at hand. He was a tremendously dedicated person and contributed the very best of his outstanding ability in promoting the advancement of Queensland and its people. As a Cabinet Minister he insisted on accuracy in the minutest detail, demanding clarity and logic, and was averse under any circumstances to embellishing the truth.

Sir Alan Munro entered this Parliament in 1950 as the elected representative for Toowong. He was appointed to Cabinet rank in 1957 as Minister for Justice and Attorney-General. In this office he distinguished himself as an administrator, and by the diligence he applied to law reform over a wide and varied field.

The important legislation that Sir Alan Munro introduced included Bills for the inauguration of District Courts and the more effective control of prisons, liquor and hire-purchase. He also supervised arrangements for the consolidation and reprinting of the Queensland Statutes.

He succeeded Mr. K. J. (now Sir Kenneth) Morris as Parliamentary Liberal Party Leader, and in 1963 accepted the portfolio of Minister for Industrial Development, as head of the new department created by the Government to co-ordinate the promotion of industrial growth in our State, particularly factory industries. In this role he laid the foundation of an important new function of government which has been of inestimable value in promoting the expansion of private industry.

While unshakably loyal to Liberal Party principles, he worked always as Parliamentary Party Leader to cement the strong partnership of the joint-party Government. The Cabinet and the two Government parties missed him greatly when he relinquished ministerial rank in January, 1965, as a prelude to complete departure from the political scene. His reason for retirement—to allow younger men to take the reins—was consistent with that sincerity of purpose for which he was respected among hon. members, including those whose politics differed from his own.

His elevation to knighthood by Her Majesty the Queen, in June, 1965, graciously acknowledged his outstanding services to this State.

I know that all hon. members will join with me in expressing to Lady Munro and her family the sincere sympathy of this Parliament in the grievous loss they have sustained.

Hon. G. W. W. CHALK (Lockyer—Treasurer) (11.58 a.m.): It is with very sincere regret that I rise to support the motion of sympathy moved by the Premier in the death of the late Sir Alan Munro.

Within a few short weeks this State lost two of the ablest men ever to have held ministerial office in any of its Governments: one, the late Jack Pizzey, a newly appointed Premier engaged in the all-important and onerous duties and responsibilities that such a post entails; the other, the late Sir Alan Munro, a man who, having made an outstanding contribution to Queensland's political life, had barely begun to enjoy the quiet and pleasant years of retirement to which, I believe each hon. member here would subscribe, he was justly entitled.

As the Premier has said, the late Sir Alan Munro entered this House in 1950, and as one of my predecessors in office as Deputy Premier and Leader of the State Liberal Party I had the privilege, both in Opposition and in Government, of working with him as a party colleague. He became a Minister with me in the first Nicklin-Morris Government in August, 1957, and, as the Premier has said, he was Deputy Premier and Leader of the Parliamentary Liberal Party from 1962 until 1965.

All of us who knew him, all of us who worked with him in Government, had a tremendous admiration not only for his ability but also for his great spirit of dedication and self-sacrifice to the things in which he believed so strongly and for which he worked so assiduously.

We all had a great regard for his keen brain and, can I say, his disciplined mind—facets of his nature that perhaps might have obscured to those who did not know him well his outstanding qualities of kindness and generosity of spirit. These he displayed to me personally many a time, and in full measure.

Many of us in this House will always recall this sincere, Christian man, to whom, as Attorney-General, fell the responsibility of bringing down this Government's first club licensing Bill, which extended the liquor trading hours in this State. Yet throughout that debate he carried out his responsibilities sincerely—possibly not his own personal wishes, but they were his Government's wishes, and he unflinchingly, I know, carried out those responsibilities without any bitterness towards his colleagues.

He was very often, as well as a friend, a great guide to me, and I shall always remember with gratitude the advice and help he gave to me as a member of his party on many occasions that called for the application of a calmer temperament than perhaps I possess.

He was a very sincere and loyal party man. He was a firm believer in the system of parliamentary democracy and its principles, and disdainful of anything that might tend to bring that system into disrepute. Alan Munro

worked energetically for, and dedicated his considerable talents to, the advancement of Queensland and the welfare of its people, and when these services were rightly recognised by his Sovereign, the Queen, I know that he was tremendously proud of the distinction that had been accorded to him.

Although he had retired from active political service, Alan Munro still had a lot to offer Queensland in his quiet, efficient way, and I say very sincerely that we are indeed the poorer for his passing.

To his widow, to his son, and to their loved ones, I express on behalf of my Liberal Party colleagues—as I know I do also on behalf of all members of this House, both past and present—our deepest sympathy. May they have comfort in knowing that the late Sir Alan has left behind memories that will never grow old.

It is with the warmest respect to his memory and with deep personal sincerity that I support the motion put forward by the Premier.

Mr. HOUSTON (Bulimba—Leader of the Opposition) (12.5 p.m.): On behalf of the Opposition I join with the Premier and the Deputy Premier in this message of condolence and sympathy to Lady Munro and her son. What has been said by the two previous speakers with regard to Sir Alan and his career is, of course, well known to them. From the Opposition's point of view, because of his ministerial portfolio, I do not think it could be said that we knew him as well as we know other Ministers. As Attorney-General, and later as Minister for Industrial Development, the average member of the House had little occasion to approach Sir Alan, whereas we are in rather closer contact with Ministers such as the Minister for Housing and others with similar portfolios who are in charge of more practical Government departments. I therefore could not say with truth much about Sir Alan's carrying out his ministerial duties. However, we did know him as a person and as one who debated on behalf of the Government the legislation that came before this House. I can support the Treasurer's remarks about his handling of earlier legislation covering clubs and liquor. I have no doubt that his personal view may have been that he did not support an extension of trading hours, but, being a Minister of the Crown, he carried out his duties on behalf of the Government and we in the Opposition appreciated that point of view.

I can say that Sir Alan Munro was a very sincere man. We felt, in talking to him, and in debate, that whether or not he agreed with our point of view he always considered it.

We from the Opposition join with other hon. members in expressing to Lady Munro our sympathy in her loss. I feel that, no matter what the loss may be to the State through anyone's passing on, the State still

goes on. There are others to take the place of those who retire or die. But to the loved ones, particularly the wife who has had the company of her husband for a long period of years, as they grow older, the loss is certainly great. As I say, it is felt very personally by the widow, and I join in expressing to her our sympathy and trust that the years ahead will be kind to her.

Mr. PORTER (Toowong) (12.8 p.m.): It is always a melancholy matter paying tribute to political comrades who have passed on. It is melancholy, but it is also proper because I think it is a sad aspect of public life that all too often while we are alive we receive more brickbats than bouquets. However, I doubt whether this really was the case with Alan Munro, my predecessor in the seat of Toowong, because he was a man who gained a very real reputation as someone who tried to see both sides of an argument; as someone who was always extremely generous in his judgments. I think he was never bitter with any opponent. Because of these qualities, which I think are rare in anybody in public life—particularly rare in one who rises to the eminence of being a party leader and a Deputy Premier—I think that Alan Munro was perhaps one of the most universally liked men to come into this House. One might argue with him on his beliefs—and I have done this on occasions—but one could never come away from any argument with Alan Munro feeling in any sense aggrieved. My own association with him went back over 30 years. Because of a close association with the late Bruce Pie, I recall, with Bruce, endeavouring to persuade Alan Munro to enter public life. This he eventually did, with a great deal of reluctance, and as I say, achieved considerable eminence in his parliamentary career.

I then continued an association which reached the stage where I was able to work with Sir Alan as general secretary of the Liberal Party when he was parliamentary leader, leading our party in a State election campaign. So this association went through the whole period of Alan Munro's public life.

It is with a very real sense of loss that I join in supporting this motion to pay a sincere tribute to a very good and an honourable man and to express, on behalf of the people of Toowong, my sincerest sympathy to Lady Munro and to her family.

Mr. DEWAR (Wavell) (12.12 p.m.): I desire to say a few words in support of the Premier's motion of condolence to Lady Munro and her family. I am motivated to do this in much the same terms as I joined the debate relative to the late Jack Pizzey. Alan Munro was another who came into this Parliament at the same time as I. He, Dr. Noble and I were the three Queensland People's Party members who entered this Parliament at that time. Of course, of the three, I am the only one left.

I got to know Alan Munro very early in my parliamentary life, not having known him before, because in those days we sat at the same table in the Parliamentary Refreshment Rooms day after day. It so happened that Alan Munro, Winston Noble, Tom Kerr and I sat at the same table for some six years until Tom Kerr retired from Parliament. After eating with the same three fellows three or four days a week, over a period of six years, there is not a great deal that you do not know about them. So it was with Alan Munro.

The hon. member for Toowong has pointed out very clearly the various facets of this man. Alan Munro was a very sincere man, he was a kindly man and, much like Jack Pizzey, a simple type of man. But it was in this very simplicity that his great strength lay, as is the case with so many big-minded people.

I argued a good deal with Alan Munro, which was natural because of the distinct differences in our personalities. I did not always agree with him. But, as the hon. member for Toowong has said, no-one has ever had a disagreement or an argument with Alan Munro and left his presence feeling unhappy about the man himself. In this lay the man's great strength.

What I believe I admired most about Alan Munro as a man was his keen sense of loyalty. A leader sets the standard of the loyalty that he himself receives by giving loyalty, and Alan Munro had no peer in this regard. He gave the utmost of himself as Leader of the Liberal Party, of which I was then a member, and because he gave to his colleagues the utmost in loyalty, he in turn received a full measure of loyalty. So, while he often confided to me the problems associated with this task, in many respects he was, as Leader of the Liberal Party in this State, receiving loyalty and was a happy man in that aspect of his task.

As we go through life and grow older, we are more inclined to cherish memories of the past. That is a natural thing that happens to all of us, and one of the things that I shall cherish during the rest of my time is the fact that at one phase of my life I came across such a man as Alan Munro, whom I respected very much.

Motion (Mr. Bjelke-Petersen) agreed to, hon. members standing in silence.

GOVERNOR'S OPENING SPEECH

Mr. SPEAKER: I have to report that His Excellency the Governor, on Tuesday, 20 August, delivered to Parliament an Opening Speech of which, for greater accuracy, I have obtained a copy. I presume hon. members will take the Speech as read?

Honourable Members: Hear, hear!

ADDRESS IN REPLY

Mr. **PILBEAM** (Rockhampton South) (12.17 p.m.), who was received with Government "Hear, hears!", said: I move—

"That the following Address be presented to the Governor in reply to the Speech delivered by His Excellency in opening this, the third session of the Thirty-eighth Parliament of Queensland:—

'May it please Your Excellency,—We, Her Majesty's loyal and dutiful subjects, the Members of the Legislature of Queensland, in Parliament assembled, desire to assure Your Excellency of our continued loyalty and affection towards the Throne and Person of Our Most Gracious Sovereign, and to tender our thanks to Your Excellency for the Speech with which you have been pleased to open the present session.

The various measures to which Your Excellency has referred, and all other matters that may be brought before us, will receive our most careful consideration, and it shall be our earnest endeavour so to deal with them that our labours may tend to the advancement and prosperity of the State.'

I regret that I have to move this motion in an atmosphere of sadness and loss. I look in vain at the ministerial benches for the face and figure of the former parliamentary leader, Mr. Jack Pizzey, whose death brought to a sudden end a task that had been shouldered with much responsibility and talent. We shall all feel his loss for many, many days to come.

I congratulate his successor, the Honourable Joe Bjelke-Petersen, and wish him a long, happy and prosperous term in office. He and I have had a long friendship, and I trust that this harmonious relationship will not be prejudiced by any decisions that he may make in response to my future representations.

I also extend my best wishes to the newest Minister, the Honourable Max Hodges, and to the newest Parliamentarian, our young colleague the member for Landsborough, who will be seconding this motion.

I listened to His Excellency's speech with great interest, and I was gratified to hear him speak of many things that testify to the very real advancement now being made on all fronts by this State. There is no doubt that Queensland is facing an industrial revolution. We see today evidence that this revolution is being concentrated in Central Queensland, and we ask the reason for it. Not much research is necessary to discover the answer. It is the presence of large deposits of easily-won coal of all types, and the largest remaining harvestable quantities of water adjacent to the established centres of population. These present a challenge to all Central Queenslanders to capitalise on this happy state of affairs. This we can do by establishing a large facility for power generation in the heart of this potential, and I

certainly strongly commend the efforts of the Deputy Premier and Treasurer in seeking to secure capital outside Australia for this project. It does not matter where this massive power station is set up in Central Queensland; what does matter is that its cheap and abundant power may be made available to all parts of the State.

We have witnessed the operation of very great undertakings in the electrical field, and these prompt me to say that the construction of this massive power station in Central Queensland can be fully justified. Already the electrical load in the area has multiplied 16 times in the past 16 years, and the rate of development is ever-increasing. Phenomenal development like this is unknown outside Central Queensland at the moment, and I am pleased to say that Central Queensland has accepted the challenge and, to date, has financed it from its own resources in its own area.

We have witnessed the operation of the world's largest dragline operating in Central Queensland on a relatively small system—evidence that the people of Central Queensland have certainly the initiative to tackle with success the toughest of technical jobs. Of such technical interest is this development that it has been the subject of a paper to be presented to an international conference of electricity supply authorities in Paris. This means that it is creating interest throughout the world. We see overtures being made by still larger industries to be established in the area, and they have only two real requirements—cheap power, and cheap water. Give them these, and the achievements of the past in the industrial field will pale into insignificance.

Now, how can cheaper power be obtained? Let us look at the fundamental costing of power production. Capital charges in the present generating set-up in Central Queensland are roughly twice the fuel charges, and so, to achieve the greatest reduction in cost, we must tackle the capital charges by looking to the economies of scale.

The present Callide power station costs \$200 per kilowatt, give or take a dollar or two. If we double the set size, we can reduce this to \$160. We can double it again to get \$130, and double it yet again to get \$100 a kilowatt. Operating costs are reduced in the same manner, if not so markedly, and there is certainly a saving in fuel costs, too.

Is generation on a large scale like this feasible? Yes, it is, provided there is a big enough base load. The total Queensland base load now approaches 1,000 megawatts and, if integrated, could stand set sizes of 250 megawatts now. So, throw in a large aluminium smelter and natural load growth, integrate the system, and by the time plant could be installed, 500 megawatt sets are within the bounds of possibility.

If we integrate our systems now to achieve these economies of scale, capital costs admittedly appear high—of the order of \$50,000,000—but they are still less than half the cost of the first stage of the Queensland Alumina Limited plant at Gladstone. And the cost of these inter-connecting transmission systems is not all true cost; the saving in capital investment per kilowatt of generating plant, and the much bigger saving in fuel cost, compared with present generation, will be an important offset.

We are faced with power station costs; they are inevitable. But the \$50,000,000 for transmission inter-connectors will allow us to reduce over-all costs and so set this State on the path to the top in the industrial world. We face strong competition from other States, particularly New South Wales, with its major power station at Liddell and its 500 megawatt sets.

Central Queensland has everything to make it the Newcastle of Queensland, so let Central Queensland be the main beneficiary of the national resources of cheap fuel that will unleash undreamed-of productivity in the area. Central Queensland has shown it can carry the cost of this development. Let each area of the State buy its power from a large Central Queensland generating station. We have the world's largest dragline, the world's largest alumina refinery, and the world's largest and cheapest deposits of coal. Let us now strive to get also, in addition to these, an aluminium refinery, steelworks, and allied chemical works.

It is gratifying to be told of this Government's policy of continuing to develop the water resources of this State, of continuing to investigate and promote the major schemes with their major benefits—a departure from the old policy of concentrating on the small farm projects. All Central Queenslanders must have been thrilled to see at last the waters of the grand old Fitzroy River harnessed for the benefit of the State. The barrage at Rockhampton is progressing splendidly and will give three times the city's water requirements by the year 2000, plus the cheapest industrial water in the Commonwealth and an adequate surplus for irrigating lands along 50 miles of its banks.

What grand news was released by the Government during the past year, to the effect that construction of the \$28,000,000 Maraboon Dam, on the Nogoa River near Emerald, was to proceed. Already we see evidence of design work by the Snowy Mountains Authority. Tenders have been called and accepted for over \$500,000 worth of housing, and the contract for the main embankment will be let next year.

Other Central Queensland water projects include a 12,500-acre-ft. weir near Blackwater, costing \$1,700,000. All concrete work for this scheme will be in place before Christmas, so it is proceeding apace.

I am aware of the priorities for large water conservation schemes in other parts of the State, but I am sure the other important projects in the Fitzroy Basin—notably the Nathan Gorge scheme, above Theodore, and ultimately the biggest one of all, the Gap scheme, above Yaamba—will not be lost sight of.

However, it is in the field of mineral development that the most dramatic and exciting events are taking place. Cast your eyes on the major coal development at Moura, with the world's largest dragline; the copybook project at Blackwater by Utah Development! What a magnificent set-up is in evidence there, with a new township of 200 houses springing up, a modern water tower and first-class amenities provided by the company, even to the extent of its financing completely a \$15,000 to \$20,000 television translator for the benefit of its employees.

Mr. N. T. E. Hewitt: \$40,000.

Mr. PILBEAM: I think \$15,000 to \$20,000 was the initial offer.

Look nearby at Clutha's enterprise at South Blackwater, where a 3,000-ft. inclined drive has been completed for the removal of bulk samples of high-grade coking coal.

B.H.P. also has a nearby lease, and Thiess Bros. announced this week that they are shipping a trial order of 70,000 tons of coal from this area to Japan. I congratulate most warmly all these companies, including our own Queensland company of Thiess Bros.

Whilst on the subject of companies, a continuous objection has been made to the provision of capital in these fields by overseas companies. I cannot agree that this is a bad thing. As the Minister for Customs, Senator Scott, said in Rockhampton recently, "How can we complain of overseas companies which invest massive amounts of capital in mineral and oil exploration on the basis that if they are unsuccessful they contain all the losses themselves, and if successful they return 50 per cent. of their gains to Australia?" The young Australian engineer in charge of the Clutha undertaking said to me recently, "If we did not get this massive overseas investment in our mineral resources, these valuable minerals would still remain in the ground."

I congratulate the Treasurer, the Minister for Mines, and the city of Mackay, on acquiring the \$100,000,000 coal development, which includes a new railway from Goonyella to Mackay or nearby Hay Point. Details will come later, but by all accounts this Government has made a wonderful deal. Congratulations, Mackay! This is a most outstanding development.

Other exciting developments in the mineral field include the I.C.I.A.N.Z. salt complex at Port Alma, the nickel discoveries at Marlborough, the \$4,500,000 expansion programme at Mt. Morgan by Peko Wallsend Ltd., Murphysore mineral sand development, and several other smaller developments.

Whilst the tremendous upsurge in mineral development has been spectacular—that is, it has made the headlines—there is a tendency to overlook one of our most stable industries, one that has contributed much to the development of Central Queensland during the last 100 years. I refer to our beef industry, of which we in Central Queensland are justly proud. The beef industry has been and will be the mainstay of Central Queensland's economy for many years, and meat is one of the few pastoral products that do not receive the direct Government support that the grain and sugar industries attract. This industry, from the properties, through to the processing works, and finally to the export markets, stands on its own feet and has to withstand fluctuations in price on the world market.

I am sure that hon. members will not object to my dwelling upon this particular subject. Central Queensland is renowned not only for the biggest concentration of beef cattle in Australia but also for the quality of its beef, and, what is more important, for its potential for future development. Those who have followed the fortunes of the grazing and beef industry will recall the days when our surplus beef could be sold to only one market: the United Kingdom. Whilst this market was fostered, to the benefit of all concerned, it was realised only too well how vulnerable the industry was by its dependence on one outlet, and more so by the changing conditions in the United Kingdom and Europe and the growing competition from other meat-exporting countries.

In the middle 1950's Britain released Australia from certain provisions of the 15-year agreement, which had some time to run, and this enabled our industry to penetrate the American market with low-fat-content beef, which the United States market desired for the supply of hamburgers and prepared sausages. This move was attractive as far as prices were concerned, and it also presented an alternative market to the existing one, the United Kingdom market. However, the change brought about a revolution in the processing side of the industry, in that the American import regulations were more exacting than those to which Australia had been used, and they necessitated the expenditure of millions of dollars in providing hygienic processing safeguards to meet the requirements of the meat inspection authorities of the United States. This was not altogether an unmixed blessing in Rockhampton, because previously the two meat companies there used unfiltered water from their own supplies, and the Rockhampton City Council was able to sell them \$35,000 worth of unfiltered water each year; so the American export restrictions and the United Kingdom export restrictions have not been altogether unkind to the city of Rockhampton.

We are well aware of the agitation from the American cattle-man, who could see some threat to the price he received for his high-cost, feed-lot beef from our imported

beef, despite the quality of the American beef. Of course, this agitation ensured that the United States inspection regulations were enforced to the full.

This brought about tremendous changes in our Queensland meatworks. Whilst millions of dollars had to be spent on up-dating plant for hygiene reasons, it was also apparent that the opportunity should be taken to improve the efficiency of plants to reduce the cost of processing in order to pay for these hygiene costs, and also to make us more competitive overseas.

I am very proud to be able to say that my own area of Central Queensland has been well to the fore in meeting these extra demands on the industry. It was inevitable that under rapidly changing economic conditions there would be some casualties, and I refer in particular to the closure of Swifts meatworks at Gladstone, which has now been replaced by the tremendous undertaking of Queensland Alumina Ltd.

The loss of the long-established meatworks at Gladstone was offset by the construction of a modern abattoir by T. A. Field Pty. Ltd. at Nerimbera, while the world-renowned Lakes Creek meatworks, which has been in operation since 1871, has been completely transformed into one of the most modern abattoirs and processing works in the industry.

The development of the Biloela abattoir by Amagraze Ltd. has also made its impact on the economy of the beef industry in the Dawson and Callide Valleys. These three works are now geared to handle the growing cattle turn-off from Central Queensland, and to meet the demands placed on them by the exacting buyers of meat from different parts of the world. At present nearly 70 per cent. of our beef exports go to the United States of America, with less than 20 per cent. to the United Kingdom and Europe. The remainder goes to Eastern countries, including Japan, Singapore, and Hong Kong. It is ironic to note that in the case of Japan and Hong Kong the meat goes principally to the first-class tourist hotels, where Australians go a long way from home to eat their own beef. In the case of Singapore, the principal user, of course, would be the Army.

I mention these things because the motivating force in this up-dating and development has been due to private initiative and enterprise, and I must commend the Government for providing the right climate for this to take place.

At this stage I must recall the time when there was a vociferous and strong agitation by certain elements of the grazing community, and others, for the building of a public abattoir in Rockhampton. The graziers made no bones about the fact that they wanted a service abattoir to be available for those who might wish to kill in competition with existing works. They did not make any offer to contribute towards the cost of the district abattoir, nor was it explained how losses would be absorbed, but it was inferred that the ratepayers and purchasers

of meat would subsidise the losses by paying higher prices. The Government in its wisdom sought an agreement with the two Rockhampton works whereby, for the privilege of having a franchise for local trade killing, operators other than the two works would be provided with a certain amount of space—namely, 20 per cent.—for the killing of stock for the export and local markets. Agreement was reached and the city's refusal to finance the abattoir on the conditions laid down was completely vindicated, as subsequent events have proved.

We all know the sorry position in which the Mackay Abattoir Board finds itself. This abattoir was built as a local killing works, but owing to severe pressure the Government was induced to extend the facility to provide for the handling of export carcasses. During its last year of operations the Mackay Abattoir Board incurred a loss of \$256,000, which must be added to the previous accumulated losses. The losses on export operations were guaranteed by the Government for a period of five years. That is the only thing that has saved the people of those areas. There is no possible shadow of doubt that in those five years the accumulated losses of the Mackay abattoir will total more than \$1,000,000.

Let me say that the killing charge imposed on local butchers by the Mackay Abattoir Board is \$6 a head whereas in Rockhampton, where the private works make a profit, it is \$4.35 a head. The export quota from the Mackay abattoir is negligible. Later on I shall give the export figure through Port Alma from the private works at Rockhampton, and the difference will be seen.

It must be admitted, and I am quite fair enough to say, that the commencement of the Mackay abattoir export operations coincided with subnormal seasonal conditions, and a cattle population which had not increased for these reasons. Nevertheless, the future economics of the Mackay abattoir, even with a larger cattle population, must cause a great deal of concern.

If I had not taken the strongest possible stand in Rockhampton, that city would have been faced with a similar position; and bear in mind that we were given no Government guarantee that the first five years' losses would be met. We would have had to pay over \$1,000,000 and I do not know where we could have found that sort of money.

The money that we have been able to save in avoiding this disastrous facility has been diverted to worth-while projects on which the city can build its foundations for future industrial development. I refer to the up-dating of the wharves at Port Alma and the barrage scheme on the Fitzroy River for the supply of tremendous quantities of fresh water for industry.

As a member of the Rockhampton Abattoir Board and as further proof supporting the stand taken in regard to the abattoir at Rockhampton, I can say that under the agreement mentioned, the meat companies

were invited to apply for quotas within the 20 per cent. of the killing accommodation at C.Q.M.E. and Fields, and while six companies had nominal quotas during 1968 only four exercised them, and one of these supplies the Sydney market. Some have not performed at all, while others have been in and out like yo-yos and, as was to be expected, they buy cattle in the area only when it suits them and when prices are right. They have no responsibilities such as have the owners of meatworks. As events have proved, apart from the need to provide hygienic killing facilities for the local trade, the handling of our beef industry can be left safely to the meat companies whose competition with one another today is providing the graziers with prices that are highly competitive. To me, these private works know how to manage their affairs. My arguments clearly support the view that it is the strong and well-managed private-industry works that can serve our industry best.

I must say that private industry also has a responsibility to the graziers and the community. There is no doubt about that. There has been no better feeling or understanding of one another's problems as that which now exists between all sections of the industry and has existed since the Rockhampton Abattoir controversy was settled. I myself have many friends in the grazing industry, including my friend from the West. I may have lost some temporarily in my opposition to their abattoir platform. But I know that many graziers who are honest in their opinions now feel that my opposition was correct and in their best interests.

I should like to congratulate the Government and the Minister who is now in the House on the setting up of the Meat Industry Authority as an indirect way of supervising possible extremes in capital utilisation in the meat industry. This authority keeps the Government informed of requirements and provides opportunities for the industry to rationalise itself in a broad sense, and to ensure that meat is hygienically killed for the local population and that where private enterprise is not prepared to do this at existing works some means will be found whereby a local abattoir is constructed for this purpose only, and I repeat, "For this purpose only." The gradual change from the protected Government abattoirs, which stifles initiative and enterprise, is already showing results and I suggest—and I think history will bear me out—that eventually the export trade in Queensland will be handled by private-enterprise works and that the building of abattoirs will be confined to local killing only and not even this if suitable private-enterprise works can be found to do the job as we are doing it in Rockhampton.

As I have said, I am a member of the Rockhampton Abattoir Board, and I have never been associated with a board which had so little to do with supervising the

abattoir operations and had so little over-head in conducting its affairs. The works at Lake's Creek and those of T. A. Field Pty. Ltd. are our agents; the co-operation that we receive is good, and the city derives benefit in not having to spend money on wasteful projects.

With regard to development in Central Queensland generally, the Government is to be commended on the inauguration of brigalow scheme No. 3, and we know that the problems associated with the initial development of Nos. 1 and 2 areas are being taken into account so that bona fide settlers who are keen to develop their land have the best opportunities to do so within their capabilities and financial resources.

Apart from the Government-assisted settlement schemes, tribute must be paid to the descendants of the pioneers of the grazing industry for the work they are doing, often unheralded and unseen, in the development of their holdings by way of improved breeding, pasture improvement, tick control, water supplies, and many other facets of their important industry.

The strides that have been made are tremendous and significant. Thirty years ago it was regarded as unusual if the seasonal kill at the local meatworks extended beyond six months. Graziers turned their cattle off after the wet season and did not market again until the following year. Meatworks closed down. There was a definite close-down at the end of the export season resulting in high unemployment, which was a feature of Rockhampton's economy.

That has all changed. The present owners of the Lake's Creek meatworks were the first to keep the works open all the year round in the hope of buying cattle to maintain continuity and to fill orders for their meat on a regular basis. This met with varying success, but with the knowledge that graziers could market their cattle all the year round and the tendency for higher prices to be paid during the off season, there was a move to market cattle in increasing numbers outside the usual seasonal pattern.

This has accelerated as a result of the improvements mentioned, including crop-fattening and the more intense competition which has been introduced into the industry resulting from the erection of new works in Rockhampton and southern Queensland. The sealing of roads, better transport facilities, and the cutting-up of properties have also contributed to this desirable change. Whereas meatworks used to kill mobs of 200 to 300 head from one owner, they now kill float lots of 20 to 30 head which are brought in at regular intervals when the cattle are ready for marketing.

The two works in Rockhampton now work all the year round. This is a wonderful transformation that is taking place in this industry in Rockhampton, and the prospects of obtaining greater continuity and higher killing figures are very bright indeed, again indicating the strength and solidarity of the beef industry in Central Queensland.

A remarkable transformation has taken place in the development of Queensland ports under this Government. Gladstone's port has had a staggering expansion, and ports such as Townsville and Mackay have progressed well. Turning to Port Alma, I should like to thank my Government for authorising the necessary loans for the completion of our new wharf installations. We all know the difficulties that faced the City of Rockhampton in its choice of a suitable overseas port down the years since it became apparent that the Fitzroy River would not continue to provide a commercial waterway in this modern age of large ships.

We are now in sight of realising the complete rebuilding of the port which, while having a long history dating back to 1884, was never given the chance to realise its full potential because of lack of decision in the City of Rockhampton, pressures from different interests for different sites, and opponents of the development of a second large port in Central Queensland. In 1955 the Harbour Board, with which I am associated, realised that unless it had a positive policy it was in danger of not having a port at all, and, as events have since proved, the lack of an overseas deep-water port would have retarded the development of Rockhampton and Central Queensland, both pastorally and industrially. I must therefore commend the Government for approving the cases we have put up to it supporting the economical development of this Port Alma project.

I well recall the period when the port and the old wharves were connected by rail only and the agitation that existed for the building of a road to service the port, and also the opposition of certain interests which could see the road as a threat to rail traffic. Despite serious sectional opposition, the Rockhampton City Council accepted my view that the only way we could convince the Government of our serious intentions to rehabilitate the port was to back it financially, and, with the help of private industry and the ratepayers of the City of Rockhampton, the road to Port Alma was completed and a new concrete wharf put into operation in 1964.

The completion of the road immediately brought business to us. Mr. W. G. Walkley, the former managing director of Ampol, announced his company's plans to build an oil terminal. Another meatworks was built in Rockhampton—the one of T. A. Field to which I have referred already—and the combined output of both works soon put pressure on the harbour board to build more than the one wharf to cater for the increasing traffic. Both meatworks constructed modern cold stores adjacent to the breast wharf, and the stores, together, can hold 4,000 tons of beef awaiting shipment. These cold stores are most modern and are designed for holding meat in pallet form and for the use of fork-lift trucks.

The investment by private enterprise to this stage alone was over \$1,000,000, and this would not have been possible, I repeat, had not the Rockhampton City Council guaranteed and made a substantial contribution to the construction of the road and given guarantees against loss for the wharf construction.

The city's faith in the harbour board's plans to rehabilitate the port for the handling of modern sea transport has been further vindicated by the announcement by I.C.I., in conjunction with Central Queensland Salt Industries, that they intend to construct and develop salt fields adjacent to the port, using underground brines. Probably not many hon. members know that other salt projects in Australia use sea water and that what makes this development at Port Alma so important is that the brine is pumped up from under the ground and has three times the saline content of sea water. It is a very valuable development and could be the forerunner of further industries.

The I.C.I. investment alone triggered off the construction of a special dolphin-type berth, which will be capable of handling vessels of up to 35,000 tons at this stage. In association with the dolphin berth, a modern high-speed conveyor has been constructed for the purpose of loading salt from the 75,000-ton stockpile which will be behind the berth. With the agreement of I.C.I., the conveyor has been designed to handle grain as well as salt, and all the associated planning of this area of the port has been with this in mind. This conveyor has a potential output of over 3,000,000 tons per annum if worked continuously. This figure is theoretical—one would not expect to see a bulk-loader worked continuously—but it does indicate quite clearly the potential it will have for handling a maximum of 450,000 tons of salt per annum, for which the salt fields are designed at present, and the grain output from Central Queensland, which at present does not exceed 200,000 tons per annum.

I must repeat again that the development of works at Rockhampton and Port Alma would not have been possible if the council and the people of Rockhampton had not got behind the harbour board and guaranteed the losses during the transition period. I make no apology for saying that, and I am very proud of the City of Rockhampton for giving that support, which was quite extraordinary.

In addition to these ventures, the Australian National Line, which has been trading with Rockhampton for a number of years, sees in Port Alma the ideal place for the discharge and loading of containerised and unit cargo in the future for the Central Queensland area, and, like I.C.I., it has underwritten a substantial part of the 450-ft. extension, 25-ton crane and ancillary equipment to the present wharf.

I remind hon. members that with the demolition of the old jetty wharf, built in 1884, the board will now have three new

berths, all built since 1964—and incidentally, all have been constructed by M. R. Hornibrook Pty. Ltd., the well-known bridge construction people.

The total investment is just on \$4,000,000, for the breast wharf, breast wharf extension, dolphin berth, dredge, conveyor, etc., and rail approach, but it does not include the Port Alma road. This capital expenditure for a port carrying three berths is small by most standards. In fact, it is a most economic development, mainly because the berths are situated on one of the deepest natural sheltered channels in Queensland, where dredging will not be required in the approaches for vessels of up to 35,000 tons. No maintenance dredging is required, and a very small staff is needed to administer and operate the wharf.

The port will be capable of handling conventional cargoes, containerised cargoes, unit cargoes, and bulk cargoes of products which are compatible, such as salt and grains. This investment, which has been made without Government subsidy, has been made possible, I repeat, by the support given by the people of Rockhampton. We think the Government should recognise this and go some of the way towards assisting people of a city who help themselves. How would the beef industry in Central Queensland fare if these facilities at Port Alma had not been provided? For example, in 1939, 38,744 tons of beef and meatworks products were shipped from Port Alma. In those days the beef was bone-in. In 1947, after the war, the trend towards boneless beef started and the quantity shipped dropped to 31,785 tons. To get the comparison, it would be necessary to multiply that figure by two, because when the bone is taken out of the carcass it is approximately half the weight. It was bad business for the harbour board as we were getting harbour dues on only half the previous weight; the exporters were getting twice the quantity out for the same dues.

(Time, on motion of Mr. V. E. Jones, extended).

Mr. PILBEAM: However, by 1968, with two meatworks operating in Rockhampton, 48,108 tons passed over the wharves at Port Alma, practically all of it being in boneless form. The value of that export was \$38,000,000, none of which would have been possible if the City of Rockhampton had not supported this port development.

What I have said provides some idea of the increase in beef production that has taken place in the Rockhampton district. We feel that the Government should bear in mind that two pliable, healthy ports in Central Queensland are better than one into which all industry is crowded, thus creating the congestion and inefficiency that have plagued many ports in the past.

The trend is very evident that two, and possibly three, efficient ports serving the industrial and pastoral interests of Central Queensland must be promoted, and we think

that the efforts of the Rockhampton City Council and the Rockhampton Harbour Board are worthy of significant attention by the Government. It must recognise the rewards that are due to people who get up and overcome their own difficulties rather than rely on the Government to provide hand-outs.

One matter to which I must refer is the immediate provision, if possible, of first-class highways throughout the State of Queensland.

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

Mr. PILBEAM: Before lunch I was stressing the necessity for a first-class system of all-weather highways throughout the State. In doing so, I wish to make it quite clear that I am casting no reflection on my friend the Minister for Main Roads, or the Commissioner, or any of his staff. I recognise that with the limited funds available they are doing a first-class job and are to be thoroughly commended for it. But what they are endeavouring to carry out is, in my opinion, beyond them. I do not consider it possible that a system of bitumen highways could be constructed throughout this State out of revenue, especially with the growing demands for better-class highways becoming more and more apparent each day. In my opinion, there is only one way in which we can construct our highways, and that is by doing what is being done in other countries; that is, to get a major loan to construct highways and pay for them later. By doing this we project the development for 20 years into the future; we would be using the roads whilst we are paying for them; and, from the economic angle, with the cost of roads going up every day, the cost of work going up every day, and wages going up every day, the sooner we build the roads the less they will cost us.

There are plenty of parallels to this throughout every-day life. We have the example of the householder. How would the ordinary householder or the ordinary young man starting off in married life buy a home and all the other adjuncts to comfortable living if he had to provide them out of income? In the local-government scheme, how would we provide the money for massive sewerage projects or water conservation projects? We could not do it out of revenue, and, in my opinion, somebody—some Government—some day will have to do just what I am advocating now, and the sooner the better.

I turn to the 46th Annual Report of the Commissioner of Main Roads, for the year 1966-67, to convince hon. members just what a task is entailed. That report discloses that the five major highways of Queensland have between them a total of 610 miles of unsealed road.

The highways I refer to are those from Brisbane to Cairns, which has 100 miles; from Ipswich to Charleville (Warrego Highway), which has 25 miles; from Dalby to

Cunnamulla (Moonie-Balonne Highway), which has 100 miles; from Rockhampton to Barcaldine (Capricorn Highway), which has 160 miles; and from Townsville to the Northern Territory border (Flinders and Barkly Highway), which has 225 miles of unsealed road. If we recognise that 610 miles remain to be constructed and we work it out on an average cost of \$50,000 a mile, that means that it would require a loan of \$30,000,000 to construct those highways immediately. I would say that it would be necessary to add to that an equivalent number of other highways, such as the one through the Dawson and Callide Valleys in Central Queensland and other highways in North Queensland and South Queensland, and to allow for a reasonable degree of upgrading of these highways to reach a figure of somewhere near \$100,000,000 that would have to be raised by way of loan.

We could service a loan like that for about \$10,000,000 a year, and I refuse to admit that this could not be serviced out of the funds now available. For the year 1968-69 we have estimated that the income of the Main Roads Department from motor vehicle registrations will be \$22,000,000 and we will receive a Commonwealth road allocation grant of \$31,000,000, so that I refuse to admit that the interest and redemption cannot be provided for a loan such as this.

I recognise that \$43,000,000 will be expended in Brisbane in the next six years under the Wilbur Smith plan. I commend the Government for that. It is justified; it has to be provided; I do not query it at all. Nor do I query—in fact, I applaud—the contemplated expenditure on beef roads of \$59,000,000. But surely, if these special roads are important, the highway system of the State is just as important. That is the point I make. If we are to adopt a decentralised plan of development for the whole State we must, as soon as possible, provide a first-class system of highways and, in my book, we cannot do it out of income any more than local government can carry out its ambitious projects out of income.

Under the Commonwealth-State road agreement, which comes up for renewal next year, there are certain restrictions on what we can do with Commonwealth aid. If that agreement is to be re-written, surely we can get some other proposals written into it. My proposal does not really involve the Commonwealth's taking control of our road system. I think the States can do it. If anybody queries that statement, I ask him to cast his eyes at the expressway from Newcastle to Sydney, which was financed by overseas loans. If it can be done in New South Wales it can be done here, and in my book that is the only way it can be done. The sooner we do it the sooner we will have an adequate system of highways throughout the State.

I will conclude my speech with some observations on Rockhampton's financial position. We have been attacked in a few

quarters; we have been told that we have empty shops and that Rockhampton is a city faced with doom, and so on. I will tell hon. members what sort of a doom Rockhampton is facing, based on figures and facts that I have here for anyone's inspection. It has been said that Rockhampton is not in a prosperous position. I think the first thing we have to consider is employment. The figures supplied by the Commonwealth Employment Service for the past three years show the City of Rockhampton as having the lowest unemployment figures in the State. When I look at last month's figures I see that Rockhampton is not even on the board. It has not even 100 unemployed. On the previous month's figures Rockhampton did not even have 100 unemployed.

The figures supplied by the city council relative to new dwellings erected in Rockhampton show that, in the year 1958-59, 190 new dwellings were erected at a cost of £461,000. In the year 1967-68, 308 new dwellings, at a cost of \$2,783,158, were erected. In the year 1958-59, 31 commercial buildings, at a cost of £264,000, were erected and, in the year 1967-68, 49 buildings, at a cost of \$2,306,228, were erected. I ask hon. members not to forget that those figures do not include council or Government buildings.

We have been told that factories and shops in Rockhampton are being closed down. I will give hon. members the facts as supplied by the Government department concerned. In 1960 there were 350 registered factories in Rockhampton. In 1968 there are 460. In 1960 there were 650 shops in Rockhampton. In 1968 there are 880. In March, 1955, according to the figures supplied to me by the Main Roads Department, there were 8,100 registered motor vehicles in Rockhampton. In June 1967 there were 18,800.

I must mention the work-force in Rockhampton because people say to me, "You have less unemployment because you have fewer jobs." The work-force in Rockhampton in 1958-59 totalled 10,000. In 1967 it totalled 12,500. All these facts bring me to the inescapable conclusion that we are "condemned" to continued prosperity and full employment in Rockhampton, which is not a bad state of affairs. The meatworks in Rockhampton recognise that they have had the best two seasons they have ever had. The building trade is having a record year. The waterside workers at Port Alma have had two record years. It is true that, in the railway scene, there is some redundancy. That is in accordance with trends that are establishing themselves. But the work-force as a whole going up and unemployment coming down tells only one story—a story of continuing prosperity.

All the principal stores record record business, the three principal banks in Rockhampton have the best figures of any provincial city in the State, and Rockhampton contributes more to Rockhampton loans than

does any other provincial city in Queensland, and has since the war. Even the two principal life assurance companies say that their Rockhampton figures are the best.

We have established a cement works, a second meatworks, two fabricated steel works, a tile works, a carton works and the I.C.I.A.N.Z. salt complex at Port Alma, and we have had inquiries from Roach regarding a massive industry based on barrage water, which could be a very big development indeed. We have established two flour mills in Rockhampton, and this is something that amuses me a little because before the Queensland co-operative mill was established in the city, its establishment was violently attacked in this House by members on both sides of the Chamber who claimed that it was doomed to failure and that the company had no right, because of its precarious financial position, to embark on this disastrous project and establish a mill in Rockhampton.

I have the complete answer to this in the Annual Report and Balance Sheet of the Queensland Co-operative Milling Association Ltd., which shows that 1966 and 1967 were the best years in the company's history and that the Rockhampton venture was the most profitable it had ever undertaken. It shows that the company made a record profit. Let me read it. It Says—

"Profit. The Profit, after providing for the Expenses of Management, Marketing, Manufacturing, etc., allowance for Depreciation, Provision for Bad and Doubtful Debts, amounts to \$549,823.

Tax Provision for 1967 is \$235,349, reducing the Profit to \$314,473."

The shareholders were paid a dividend of 7½ per cent. and the balance of \$147,673 profit was transferred to general reserve.

There could not be a more prosperous report than that one, and I say that it was just as well for this Parliament that the company did not listen to the people who endeavoured to stop this flour mill from going to Rockhampton.

Mr. Davies: Who suggested stopping it?

Mr. PILBEAM: The hon. member for South Brisbane was one of the leaders.

Mr. Davies: Check the full story on that.

Mr. PILBEAM: I will show it to the hon. member in chapter and verse in "Hansard" if his memory is so bad.

If that were not enough, another flour mill was set up in Rockhampton, by North Queensland Flour Mills Pty. Ltd. Mr. Tom O'Brien, the manager, wrote to me and said—

"The mill commenced production in June, 1967, and since that time has been working 'Full Time', that is, three shifts per day, five days a week."

That is another prosperous mill, so how far can people be wrong when they endeavour to stop a project like this going to Rockhampton.

ton? I am glad to say that I supported it and that my confidence has been fully borne out by its success.

I shall now relate some of the building projects that are going on in Rockhampton. They include a new hospital block costing \$2,000,000, a new railway station costing \$1,250,000, Woolworths Supermarket costing \$1,500,000, Walter Reid's store costing \$350,000, Hume Pipe extensions, A.M.P. Building, M.L.C. Building, State Government Insurance Office Building, various banks, aerodrome extensions, Fitzroy River barrage costing \$6,000,000, Port Alma costing \$3,900,000, the Department of Primary Industries building costing \$250,000 (for which I thank the Minister), modern motels, expansion of the tourist trade, at the present time \$500,000 is being spent on the Keppel Island resort alone, and many school improvements, including the Institute of Technology being constructed at a cost of up to \$14,000,000 in the first nine years, a new college has been constructed by St. Joseph's School, the Range College is making substantial additions, two new Catholic colleges have been added to the school scene, the high school is undergoing substantial extensions, and both the Boys' and the Girls' Grammar Schools are undertaking extensive rebuilding programmes.

The Rockhampton City Council has been able to present a budget which shows the lowest rates in Queensland. That again makes me laugh, because I was told by various people in this House and outside it that I was putting a noose round the necks of the Rockhampton ratepayers. We have been able to provide the finance for almost half the barrage project without increasing rates at all. We have been able to meet our full commitments at Port Alma without increasing rates.

I would say that the Rockhampton City Council has presented this year a budget that could well be a pattern for the rest of the State. In it we show record work being carried out from revenue and assistance given to sporting and other bodies, and we have been able to do that only by paying the closest of attention to the outgoings side of the ledger.

That is one thing that I recommend to all local authorities. In days when all efforts seem to be concentrated on asking for more money, it is a very rewarding exercise to look at the expenditure side of the ledger. In the matter of sewerage, Rockhampton would be about the only large city in the State in which sewerage is taken right into the home—right to the pedestal and cistern—without any contribution at all from householders. The general practice in Queensland is to stop it at the fence alignment and let the householder take over from there, at a cost of about \$300 to \$400. We are not doing that in Rockhampton. It is certainly a nice old state of doom that Rockhampton is facing, and a nice old noose that I have put round the necks of the ratepayers! To me it looks more like a garland of flowers.

I must take a little exception to a statement appearing on the front page of this morning's "Courier-Mail", referring to sewerage and attributed to Mr. Whitlam. I do not see how any responsible public figure could make the statement that sewerage in any way concerns the Commonwealth Government. It is undoubtedly a local government responsibility. Most local authorities in this State have been progressive, and even some small towns such as Blackall, Longreach and Emerald have been completely sewered.

Mr. O'Donnell: Emerald is not sewered at all.

Mr. PILBEAM: I meant to say "Clermont". There are several that have been completely sewered. I could give many examples—Stanthorpe and Goondiwindi, for instance. I can understand Emerald's not being sewered because it is in the electorate of the hon. member for Barcoo! He believes that the Commonwealth Government should pay for it; I say that it is definitely a local government responsibility. If the people of some cities provide for sewerage in their rates, I cannot see any justice in asking them to provide for sewerage in capital cities by means of extra taxation. I would fight that proposition to the death, because I believe it to be completely unjust and wrong. I appreciate that money is being spent on roads in the cities, which is necessary, and I also appreciate that harbour boards in Queensland have to maintain themselves whilst the Port of Brisbane is maintained by the Government. I appreciate the fact that the Southern and Northern Divisions of the Railway Department make profits which are applied to the carrying of passengers in Brisbane. I do not cavil at that, either. But I do draw the line at asking people who have been progressive enough to provide sewerage in their own areas to contribute to the costs of sewerage capital cities.

After all, the larger local authorities have the same means of income as the smaller ones. If the problem becomes too great in the large areas, there is only one answer to it—chop them up. I strongly believe in that, too. I instance what has happened at Redcliffe. It is completely sewered because it was cut off from Brisbane and a separate sewerage scheme was carried out. Whether it be Mr. Whitlam or any other person who puts up the proposition to which I have just referred, I am against him, and against any suggestion to make fish of one and fowl of the other in local government work.

There is no way in the world in which Rockhampton and Central Queensland are not on the forward march. Rockhampton and Central Queensland are served well by loyal citizens who support me fully in expressing confidence in his Excellency the Governor, Sir Alan Mansfield, and loyalty to Her Most Gracious Majesty, Queen Elizabeth II.

Mr. AHERN: (Landsborough) (2.35 p.m.): It is with pleasure that I second the motion for the adoption of the Address in Reply so ably moved by the capable and active member for Rockhampton South, Mr. Pilbeam. I should like to thank those responsible for conferring this honour on me as the newest member of this Assembly and so early in my parliamentary life.

I express my sympathy to the relatives of my late Leader, Mr. Pizzey. I am sure it was a source of regret to many of us that Mr. Pizzey had only one opportunity to lead his team in an election—the Landsborough by-election. I had the honour of representing his Government in that election. He won it well.

I also support fully the remarks of the hon. member for Rockhampton South in expressing personal loyalty to the throne and to our most gracious Sovereign and tendering thanks to His Excellency for the speech with which he has been pleased to open the present session of Parliament.

I extend my congratulations to the new Premier, Mr. Bjelke-Petersen, and assure him of my wholehearted support, and I also congratulate the member for my neighbouring electorate of Gympie on his promotion to the position of Minister for Works and Housing. I am sure he will do an excellent job and will not forget the needs of his own area or the needs of adjacent areas of the Sunshine Coast.

I remember hearing, in my Junior year at high school, the news that Queensland, after many years of Labour administration, had elected a new team, and that the team was to be led by Mr. Frank Nicklin, the member for Landsborough, the electorate in which my family had lived for many years. Mr. Nicklin's impressive record of leadership is now history. For 10 years the Premier of this State, he gave it honest, positive leadership during a period in which immense amounts of private capital just had to be spent here to bring Queensland up to at least the level of other Australian States. This was achieved.

It was said that Mr. Nicklin was too honest for the job of Premier of this State. Now Queenslanders will tolerate nothing but honesty in their Premier. He served the committees, associations and people of Landsborough very well indeed. The record of his representation is manifest in every corner of the electorate. Today he is Sir Francis Nicklin—an honour that he richly deserved. I am happy that he lives in the Landsborough electorate today—my most distinguished constituent.

I take this opportunity to thank the electors of Landsborough who sent me to this House. I will represent them with all my energies. I was elected as a member of this Assembly at perhaps an unusually young age; but with the growth of youth political organisations and the growing awareness amongst young people of the importance of good legislation, I am sure

that this trend will continue. When I say that young people are becoming more aware, I am not referring particularly to a relatively small band of university students but to young people in every walk of life—graziers, teachers, solicitors, doctors, and so on. I am not suggesting that young people will take over the Parliament; but young people are participating more in our democratic system, and this means that more will be seeking more seats in this legislature in future, and I think this is good.

The Country-Liberal Government has been in office for a considerable time—a sizeable portion of my life, in fact. Its main achievement must lie in the outstanding industrial development it has brought to the State. It was very necessary that this should be done to provide over-all stability and balance to the State's economy.

This growth of industry, with its associated increase in wages and improvement in standards of living, has imposed increasing cost pressures on the rural sector of the economy. The increasing cost burden, together with the downward trend in prices of many of our commodities, makes a bitter squeeze for many of the State's primary industries. It has had a particularly big effect on many of the industries that I have the responsibility of representing in this House. This year we must seek new solutions to their problems.

Mr. O'Donnell: You are supporting my motion.

Mr. AHERN: If the hon. member listens he will hear some of the solutions, perhaps, at a later stage.

My electorate contains many growers of plantation crops who have felt this squeeze to a very vicious degree. The only answer to a squeeze of this sort, as seen from the farmer's point of view, is to expand production, but this has proved disastrous for the pineapple industry and completely fruitless, if hon. members will forgive the expression, for the banana industry.

In Australia, the banana industry, with acreage relatively stable over the last 13 years, has increased production from 1.4 to 4.8 million bushels but the price has decreased from \$6 to an average of \$2 a case and has remained at an over-all static value of \$9,000,000 for 13 years.

A similar "squeeze" situation existed in the pineapple industry, which forced this industry, in desperation, into production control proposals this year.

During the last two years, pineapple production has increased 50 per cent. but this has been associated with a decrease in returns to growers of 50 per cent. The increased efficiency, manifest in increased production, has meant nothing to the industry in increased returns. My one hope is that official approval for pineapple production stabilisation will be announced very shortly.

With all plantation crops in Queensland, production stabilisation must be a feature of the future, however difficult it might be to get agreement on various proposals for its implementation.

The pastoral industries, dairying and beef production in its various forms, cover a substantial portion of my electorate. The Maleny plateau is one of the State's earliest dairying areas. It is very attractive country, but abnormally expensive. Its farms are often too small with returns as they exist today; it suffers the chronic problem of soil fertility decline that most of our pastoral areas inevitably experience. Those not affected by it now will certainly experience it in the future unless they take adequate measures to counteract it.

It is quite significant that the only worthwhile soil and pasture research to arrest soil fertility decline was begun within the last 10 years, in the term of the present Government, and it is beginning to bear results. If it had been commenced at the same time as research in southern States and had kept pace with their research, Queensland's pastoral industries would not be in the high unit cost bracket in which they are situated today. Research on plants and soils is basic to all the pastoral industries and I commend the increasing investment in this type of research work as being absolutely vital to the future of our beef and dairy industries.

As a result of this lack of a long-term, large, co-ordinated research effort in the past, Queensland's costs per lb. of butter, for instance, were 10 cents higher than those in Victoria. This was because Victoria, with enlightened Governments over the years, had propagated such species as rye grass, white clover and subterranean clover.

Initially, attempts were made to grow these species in Queensland, with very little success except in a few situations. The climate differed too greatly. Our soils are different, too.

When, with perception, this research programme was begun, entirely within the life of the Country Party-Liberal Government in Queensland, it was realised that a whole new approach to the problem was needed. The C.S.I.R.O., under the leadership of Dr. J. Griffith Davies, expanded its activities significantly. The Department of Primary Industries also considerably expanded its activities in this field. New plants were imported into this country by the thousand from climate situations similar to our own. Plant breeding on our own legume pasture species was begun. All this was done in the life of the present Country-Liberal Government. All effective work in this field was begun during the last 10 to 11 years.

Mr. Davies: You do not know your history.

Mr. AHERN: I know it very well. This was the worst legacy the Labour Party gave to the rural industries of this State—this lack of imagination and inclination to do something about research into the problems of the primary industries in this country.

Research is essentially a very long-term project, but in the few years since the effort has been made the results have been extremely significant for the future of this State. Most of the large-scale problems associated with the growing of improved pasture species have been removed, and this is astounding in view of the short period in which research has been undertaken. As a result of it the fertility decline of our pastoral soils can now be effectively and quickly reversed. In a time when many were the cries for immense irrigation projects—and these came mainly from the Labour Party in the Federal sphere—it was found that we were not making anywhere near effective use of the natural rainfall that fell on our country, and the dry-land pastures represented an extremely attractive investment.

In my own area on the Maleny Plateau, on the coastal and semi-coastal areas, and in the Mary Valley, research results have been avidly sought and adopted. On the Maleny Plateau four years ago virtually no fertiliser was used at all. This year thousands of tons of superphosphate with molybdenum and potash will be used. This is a direct result and benefit of C.S.I.R.O. and Department of Primary Industries research.

An Opposition Member: Do you claim that, too?

Mr. AHERN: Yes. In the Mary Valley thousands of acres of tropical legumes will be planted this year, and on the Sunshine Coast hinterland many beef holdings are planting improved pastures with species such as siratro, desmodium, lotononis, and nandi setarias. These species, the Labour Party has never heard about. The C.S.I.R.O. station at Conondale, on my family's property there, has provided and will provide valuable information on the growing and management of these species.

Mr. Hanson: Have you heard of a place called Rodd's Bay?

Mr. AHERN: I will get to Rodd's Bay in a moment. Most of this pasture planting was spurred on by the State's dairy pasture subsidy scheme, which was boldly conceived and will be extremely effective. A total of 148,000 acres of improved pasture will be subsidised this year, and an increased amount next year, at an annual expense of \$666,000. Ten years ago there were very few acres of pasture at all in the State. This subsidy scheme was well worth while—the right type of assistance: subsidising effective efficiency measures; helping farmers to help themselves. It has been exceptionally well received in my area, where many farmers are availing themselves of the subsidy.

Mr. Davies: That happened before your Government came into power.

Mr. AHERN: Before this Government came into power there was not even a Department of Agricultural Economics in our

own Department of Primary Industries—nobody to assess the results of dairy extension. This is surely an absolutely basic thing for agricultural industries, but it did not even exist in the days of Labour administration in this State; it was set up only in the last few years by this Government.

One of the primary fruits of effective research work by the C.S.I.R.O. is now appearing in the wallum areas of Landsborough. The wallum soil is one of the more inherently infertile soils of the world, being second only to the soils of some of the bogs of Ireland—although no doubt there are some in Scotland, too! Today research work at the Beerwah C.S.I.R.O. station has shown that this country can fatten one beast per acre. Beef production is already as high as 400 lb. per acre, and this is increasing. In its native state it would carry and produce nothing.

An Opposition Member interjected.

Mr. AHERN: The hon. member must have come off a bit of this wallum country.

The Caloundra Downs and Tweed Valley Pastoral Company operations have proved that this is practicable. These two examples have been the starter for many pastoral operations in the wallum areas of my electorate. Wallum land, previously worthless, is now bringing \$60 an acre uncleared.

Growth of the pastoral industries in my electorate and throughout Queensland will be a prominent feature of the future. I should like to make a strong plea at this stage for more funds, both Commonwealth and State, for this type of work, not only in my electorate but throughout the State of Queensland as a whole. I believe that money spent on agricultural research, including plant, soil and economic research, represents a very attractive and necessary investment today.

An Opposition Member: Who told you that?

Mr. AHERN: I write my own speeches—every bit of them.

A recently published survey—and these are unfortunately the only figures I have been able to obtain; similar figures have not been produced in Australia—showed the average gross returns per extra dollar invested in various agricultural inputs to be as follows for U.S. agriculture in 1959—

Input	Profit per extra dollar expended \$
Land & Buildings	0.7
Machinery	0.2
Labour	0.2
Feed and Seed	0.2
Fertiliser	1.7
Education	0.3
Research and extension	9.0

I submit that the Australian situation is more profitable than the American situation.

The Wide Bay dairying area covers the whole of my electorate. In this area, per dairy farm, production has increased 50 per cent. in five years, whilst over-all production of the area for this period increased by 20 per cent. Surely this is efficiency in an industry which smooth men in comfortable places refer to as inefficient. This was one of the fruits of this research. Net profits of 80 per cent. return to capital invested on this type of work have been proven in my area. The economic branch of the D.P.I.—which, amazingly, did not exist under Labour—estimates profits of \$16 an acre on dry-land pasture of this sort to be the minimum. This is not irrigated pasture; it is dry-land pasture. In the broader State sphere, and over State borders, relatively small amounts spent on research will, in the future, I am sure, yield one-hundred-fold.

Work now carried on with Townsville lucerne at Rodd's Bay and Landsdown will make it possible to increase Queensland's cattle population from 6,000,000 to 20,000,000 by the turn of the century. A tremendous increase in beef production is now possible in our tropical North with its short wet, and long dry seasons. Townsville lucerne will play in beef production in our northern areas the same role as subterranean clover played in wool, meat, and dairy products in southern Australia. The difference is that the area suitable for Townsville lucerne is two to three times the area suitable in the South for subterranean clover.

C.S.I.R.O. officers involved in the programme estimate that in Queensland we have about 150,000,000 acres of country with enough rainfall for cropping and improved pasture. Only 5,000,000 to 6,000,000 acres are under crop and better pastures today. Most of this is under crop. Seventy million acres could be made to grow Townsville lucerne—most of it north of the tropic. There is more over-40-inch rainfall country in Cape York Peninsula alone—if we use it properly—than in the whole of Victoria.

Annual beef-per-acre turn-off normally increases three times with the establishment of Townsville lucerne and the use of super-phosphate and, as well as this, calving percentages can be doubled. This is where tremendous benefit has been provided for the cost of research work. With the Australian export situation as it is, the Commonwealth and State should, I think, find some more funds for this type of work and so profit also by providing more incentives to encourage plantings.

One of the fetters around the feet of pasture expansion, particularly in the North of this country, is the high cost of super-phosphate. The profitable propagation of Townsville lucerne calls for the application of at least 1 cwt. of phosphate an acre each year. In our northern areas, particularly the northern, inland and Gulf areas where

Townsville lucerne will be grown in future, the cost varies from \$40 to \$60 above the Brisbane price or the price at points of manufacture.

The provision of superphosphate at a price somewhere near the Brisbane price would be the best incentive for pasture expansion that could be provided to develop our North.

Mr. SPEAKER: Order! There is far too much audible conversation in the Chamber.

Mr. Hanson: Throw them out.

Mr. SPEAKER: Order! The hon. member for Port Curtis will be the first to go.

Mr. AHERN: He should be the one listening to this. As a matter of fact, as superphosphate is so vital to the future of all our primary export industries, I should like to see the State and Federal Governments negotiate a uniform superphosphate price in Australia. This could be negotiated along the same lines as the uniform petrol price scheme at present in operation. By raising the price a little throughout Australia—this might not even be necessary—close to the points of manufacture and by getting some Federal subsidy, a roughly uniform superphosphate price could be provided. This would be the best possible stimulus for the development of our northern cattle industry.

In 1966-67 Queensland used 46,709 tons of superphosphate. In that year Australia used 3,610,464 tons. Queensland's share represented 1.3 per cent. of the national tonnage. Today Queensland uses roughly 2 per cent. of Australia's superphosphate at a relatively high cost compared to that in other States. If Federal agreement is to be reached on this, it would best be proposed soon, before our percentage of national use increases too much.

Historically, all soils are very phosphate deficient in this country. Phosphate is the key to growing all our crops and pastures. The nation has much to benefit from a uniform phosphate price, and I commend it to the House.

The increase in bounty on superphosphate announced in the last Federal Budget shows the Federal Government's interest in promoting its use, but only 2 per cent. of the total amount will be paid to Queensland's primary producers.

With a uniform superphosphate price, Queensland's share of the national use would show a dramatic increase. This would be one of the most effective contributions our Government could make towards the development of our beef industry in Queensland and towards over-all northern development. Much has been achieved in this direction with pasture works in a few years, and with a relatively small investment. If we are to plan our land use sensibly we must know what it can do in the future.

This research effort I have spoken about is not the end-all to these industries. But the lack of it has had our feet nailed to the

floor for many years, and I say to the Labour Party that that is a direct result of what the Queensland pastoral industry inherited because of the Labour Party's lack of imagination and its disinclination to sponsor more research into this field in the past. Research has shown that, contrary to popular belief, Queensland has distinct climatic advantages over the southern States. That is something that we did not know, and were not able to take advantage of, for years.

An Opposition Member: Where did you learn it?

Mr. AHERN: At university, where I studied these problems for four years, and I have been studying them since. Annual pastoral production is much greater here because of our longer growing season. The head of C.S.I.R.O. has said that many times, as hon. members opposite would know if they had taken the trouble to study his comments.

Now that this fabric of information is being provided, we have a basis on which to act along the lines of the other States in terms of general agricultural policy. I should like to devote some time to one aspect of this today, as I feel that if Queensland does not move more quickly in this direction we will be left behind the other States.

The main matter to which I wish to refer is that of farm management. This is a strong feature on the Australian agricultural scene today. Farm management consulting is not new in Australia. Approximately 2½ per cent. of the farmers of Australia today employ the service of a farm-management consultant. In Western Australia, 15 per cent. of farmers employ a consultant, and it has been a feature of the agricultural scene in the southern States for many years.

In Queensland the practice is very new, but consultants have for some time now been operational on the Darling Downs. I am happy to say that at least two consultants have decided to establish practices in the general area of my electorate at my request. Whilst I cannot recommend a particular person, I am vitally interested in the principle of farm-management consulting as it refers to the Australian pastoral industry. This work would just not be possible without the pasture work that has been done in the last few years.

The approach used by farm consultants is called the whole-farm approach to agricultural extension, and is well acknowledged as the most effective advice available. This whole-farm approach to agricultural extension has been widely proven in primary industry in the United Kingdom, the United States, and particularly in New Zealand. Technical agricultural extension and farm-management advice are not the same. Agricultural extension is the process of informing farmers of advances in agricultural science and technology, and helping them to incorporate these results in the management of their farms. This is at present a major activity of our Department of Primary

Industries and the technical staffs of interested private companies. Farm-management advice includes, but is not confined to, these technical agricultural advances. It is directly concerned with the management of the farm as a business, taking into account the present state of knowledge, the weather, prices received, prices paid, and so on.

In a nutshell, the adviser helps the farmer to optimise his business arrangements. To advise farmers in this requires long discussions with them individually. It also requires much calculation and is facilitated by the use of farm-management records and budgets, and mostly with the aid of a computer service. Perhaps hon. members read recently in "Queensland Country Life" that in farm management we in Queensland are now in the computer age, and it is to that trend that I am referring.

One consultant can normally handle only 30 to 40 clients. He sells his advice. It must be sound profit-making advice or it will not continue to sell, and his advice stands a better chance of adoption because it is bought. The practice of hiring consultants to measure the economic efficiency of a business is well established in secondary industry. We live in the 20th century in which farming is a business, and it must continue to be a business. The pressures on the farming sector are going to become greater, and the employment of better business principles in farming becomes more important every day. The consultant examines the various alternatives open to a farmer from a profit point of view, and he incorporates them into the most profitable farm plan.

Most important—and this is the one point that I want to make to this House—is that general Australian experience in this field is that farm-management consulting usually doubles profits. This is a time when we must seek new solutions to serious cost-price problems. I should like the hon. member for Barcoo to listen to this; I understand he will be moving a motion dealing with this subject on private members' day. I will provide this for the hon. member in writing so that he will have it.

The solutions must be substantial, and here is one solution. I am not suggesting that farm management consulting will double profits in every case; but experience generally throughout Australia has shown—the system is widely used now and generally accepted in Western Australia—that net profit has doubled wherever farm management consultants have gone in. It is an effective solution.

As a Government, we can help the farm management consultant to do his job more effectively. Firstly, we can provide him with access to results of research, particularly economic research (there is not a lot of this yet because the Economics Branch has not been in existence very long), and, secondly, we can provide him with all the help that the Department of Primary

Industries can give relative to soil analysis, advice, and so on. In saying that, I am not criticising the officers of the department, because they have not as yet had a call on them for these services, but it will increase in the future. Farm management advice is a service that the Department of Primary Industries can never hope to provide (it requires one extension worker for each 40 farmers), but valuable assistance can be given to the consultants and this will help our pastoral industries.

I suggest also that the Minister for Primary Industries closely consider the registration of farm management consultants in Queensland. This would be a simple operation at the moment; it could create many problems later. At the moment, if registration were on the basis of a minimum requirement of a degree of agricultural science it would keep a lot of back-yard operators out of the field and would be to the over-all benefit of pastoralists employing farm management consultants. As I have said, I have encouraged at least two operators to come into my own area. I believe that the practice has much to offer Queensland pastoral industries in particular, and I commend it to the House. I was very pleased to see that the Rural Youth Organisation had this year adopted "Farm Management" as a State-wide project. The employment of new management skills has much to offer Queensland.

I represent in this House the key electorate of the Sunshine Coast of Queensland. This is one of Queensland's fastest-growing tourist areas. Projected growth figures indicate that in 10 years the Maroochy Shire will have a population increase equal to Nambour's present population—7,000—and this increase will occur principally in the Maroochy and Mooloolaba sections of the Landsborough electorate. In Caloundra, the Landsborough Shire Council has announced the granting of building permits to the value of \$309,000 in the last fortnight, and that is being repeated often throughout the area. The growth is tremendous and is assured in the future.

I congratulate the Government upon building the \$1,900,000 boat harbour that was opened recently at Mooloolaba, and I thank it for providing tourist facilities associated with the boat harbour. The Government could well have built merely a harbour for pilot boats. It did not do that; it provided facilities for tourists and made adequate provision for the development of the fishing industry in the area. I am sure that such development will take place, because I know that many people are interested in putting the fishing industry at Mooloolaba on a stronger footing.

In addition, a great deal of developmental work is being carried out by land development companies. I refer particularly to the Kawana Estates and Bundilla Lake projects, which are bringing significant amounts of investment capital to the area. Pastoral development is taking place handy to the

Caloundra, Mooloolaba and Maroochydore areas, and an immense amount of private capital is being invested in the growth of the Sunshine Coast.

This growth, although assured, will mean some special problems for the Sunshine Coast, firstly in the provision of school facilities, which will result in an increasing cost burden on this State Government in the future. With the dramatically increasing population in these areas we now have two excellent new high schools, but the facilities at the primary schools in the area are already being strained. I refer particularly to Maroochydore.

As the tourist industry surges ahead we will need more policemen in the area to cater for the increasing number of tourists who flock into the area at holiday time. We also require increased local authority spending, just as, I suppose, every tourist area will.

I was very disturbed this morning to hear comment made in a question posed to the Minister for Main Roads concerning main roads in my electorate. Notice of the question was given by the hon. member for Sandgate, who hinted that the Labour Party was opposed to the four-lane highway that has been constructed in my electorate. He sought from the Main Roads Department figures relative to the traffic that this road carries. The four-lane section between Woombye and Nambour carries 7,500 vehicles a day, which certainly warrants a four-lane highway. With the announced traffic flow of 6,000 vehicles a day on this road between Beerburum and Landsborough, according to figures shown to me by the Maroochy Shire Council, we certainly need the road improvements that are going on. We will need more four-lane sections in this area and an increasing investment in main roads in the future. I condemn any thought by the Labour Party, sponsored by the hon. member for Sandgate this morning, that this development was not warranted, or that it got ahead of priority. There is traffic of 7,500 vehicles a day in this area and the work is completely warranted.

In seconding the Address in Reply, may I assure His Excellency, on behalf of all hon. members, that we will apply ourselves to the various measures he has referred to us. We will seek new solutions to the problems that confront our industries and our people with only one criterion in mind, namely, what is best for the greatest number of people in the State of Queensland.

(Debate, on motion of Mr. Houston, adjourned.)

SPECIAL ADJOURNMENT

Hon. J. BJELKE-PETERSEN (Barrambah—Premier): I move—

“That the House, at its rising, do adjourn until 11 a.m. tomorrow.”

Motion agreed to.

The House adjourned at 3.14 p.m.